

# FREIGHT CO'S SIGN; WAGES UP 5-15%

## Calmar Signs; Strike Averted



**Let'er Rip.** These Seafarers enjoy their work as they demolish strike placards that had been made up for the Calmar Line. The strike didn't come off because the company signed the standard contract in time to avert a tie-up. Shown putting the finishing touches to the signs are (left to right): G. Goodmunsson, R. Donnelly, D. Sheehan, B. Cherry. (Story on Page 3.)

**NEW YORK** — Maintaining its tradition of "best in maritime," the SIU has wrapped up negotiations on a new dry cargo contract that provides wage increases of from five to 15 percent for all ratings. Fifty-eight operators have signed the agreement, which for the first time, is standard for all freight companies under contract to the Union.

Membership action in all ports will be taken at the meetings of Wednesday, December 17, on ratification of the contract and acceptance of the negotiating committee's report calling for such ratification. Money clauses are subject to WSB approval.

The new agreement provides a base pay scale of \$302.32 for such ratings as AB, oiler and fireman-watertender, an increase of 15 percent, or \$39.43 per month. Other increases range roughly from the \$13.15 monthly for ordinary seamen to the \$42.63 raise won by chief stewards. All monetary increases are retroactive to November 18. The full list of old and new rates in all departments is carried on Page 17 of this issue. The entire contract, with wage rates and rules, is carried in the supplement to this issue.

Aside from these wage changes, the SIU negotiating committee won increases of 19 to 24 cents in the hourly overtime rate. The new rates are \$1.48 per hour and \$1.87 per hour. The dividing line determining which ratings will receive the different rates is still being negotiated, but, like the wages, will be retroactive to November 18. The \$1.87 figure also applies to standby work.

### Added Welfare Payments

These dollars-and-cents gains will be added to considerably by the very large number of changes and new additions in the list of general rules and working rules. The changes, all of which are detailed in the negotiating committee report appearing in this issue, will provide more overtime payments than existed before.

Besides all of this, the committee negotiated an additional ten cents daily contribution to the SIU (Continued On Page 3)

**IN THIS ISSUE**

**12 PAGE SUPPLEMENT**

**COMPLETE TEXT OF  
PROPOSED NEW FREIGHTER  
AGREEMENT**

**AND REPORT OF SIU NEGOTIATING COMMITTEE**

# Union Ready To Hit Atlantic With 'Unfair Labor' Charges

The SIU Tanker Organizing Committee will hit the Atlantic Refining Company with between 20 and 30 charges of unfair labor practices within the next week, a headquarters spokesman has announced.



Relating the circumstances of the coercion against union activity practiced by licensed engineers aboard the SS E. J. Henry, an Atlantic tanker, Oiler Ernest "Earl" West (right) dictates an affidavit supporting his unfair labor practice charges against the company to a headquarters stenographer, as SIU Organizing Director Keith Terpe (left) discusses the case with him.

"Filing these charges with the National Labor Relations Board," said the committee, "will prove to the company that the SIU will not stand idly by when the company discriminates against a man supporting the SIU."

This step to back up the SIU supporters closely parallels the action taken by the SIU in the Cities Service campaign, when the Union was instrumental in collecting a total of over \$200,000 in back wages for men who were fired for supporting the SIU. In some cases, the individuals involved collected over \$4,000 each.

### Men Have Rights

Atlantic stands to lose thousands of dollars if the NLRB upholds all the charges. "We feel sure," the committee said, "that the charges will be upheld, but these charges will also serve notice to Atlantic that it is against the law to discriminate against a man because of Union activities. The law provides that the men can choose the union they want to represent them. We know that they will choose the SIU if they know the truth. The company knows it too, but the company still has no right to interfere with the men's free choice."

The filing of the charges brings further proof of the kind of "security" that Atlantic tankermen "enjoy." These men thought that they had jobs, and had "security," until they were fired for no reason or for insignificant reasons.

"It's the same old story," said the committee, "whenever you don't have a true Union backing up the men. Your job is 'secure' unless one of the company brass decides he doesn't like the way your hair is parted, or the way you smile. Or, if you try to ask for what you have coming to you, or don't do little 'extra jobs' to keep in good with the brass. Then you're out, and under that setup, you never know from minute to minute when you will be out of a job."

### Cite 'Reasons'

Some of the "reasons" given for some of the firings show the Atlantic type of "security." One man was told he was fired because he was five minutes late in getting back from coffee time.

Another man was told he was fired because he asked for time off to get new glasses, even though he had a doctor's certificate saying

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New presidents of the two major labor federations are George Meany (left), now head of the AFL, and Walter Reuther, who was chosen CIO president. Both men have stated willingness to renew labor unity talks.



## New AFL, CIO Chiefs Renew Bids For Unity

The two major American labor federations now have new leaders, and are making moves toward renewing merger talks. Both the AFL and CIO have chosen new presidents following the deaths of Philip Murray and William Green just two weeks apart.

The AFL choice, which was a unanimous one, was George Meany, for many years secretary-treasurer of the AFL. In recent months during the late President Green's illness, Meany was acting as president of the organization. To take Meany's place, the executive council chose William Schnitzler, president of the Bakery and Confectionary Workers International Union.

Meany immediately took over the post and had a meeting with President-elect Dwight D. Eisenhower, at which they discussed the question of Republican policy toward labor unions.

### Skilled Negotiator

Before becoming secretary-treasurer of the AFL in 1940, Meany was president of the Plumbers International, and had also served as AFL legislative representative in New York, where he won a reputation as a skilled spokesman for labor's interests.

In contrast to the rapid and smooth change-over in the AFL, the CIO selected Walter Reuther of the United Automobile Workers as its president only after a long and bitter battle. Reuther was elected by a roll call vote at the CIO convention in Atlantic City, getting 3,079,181 votes to 2,613,103 votes for Allan Haywood, who is CIO executive vice-president. The votes are supposed to represent the total enrolled membership of the CIO with each union having a number of votes in proportion to its membership.

### Auto-Steel Feud

The CIO fight was mainly between its two biggest unions, the United Automobile Workers and the United Steelworkers of America. The UAW backed Reuther, who is that union's president, while the Steelworkers supported Haywood. The smaller unions in the CIO lined up behind one candidate or the other.

The new president of the CIO is just 45 years old and has been president of the UAW since 1946 after ousting left-wing leadership in that union. He first gained fame as a leader of sit-down strikes during the organization of the auto industry and later led the drive to organize the Ford Motor Company during which he was beaten up by company police.

Following the election of Reuther at the convention, the CIO passed a resolution authorizing its leaders to meet with the AFL on the possibility of uniting the labor movement. The AFL executive council has already said that it would meet with the CIO at any time.

## Durkin, AFL Leader, New Labor Sec'y

Leaders of organized labor, both in the AFL and CIO have expressed pleasure over the surprise appointment of Martin Durkin, head of the AFL Plumbers and Steamfitters Union, as Secretary of Labor in the Eisenhower cabinet. On the other hand, appointment of Durkin, who is a lifelong Democrat, brought a howl of indignation from Senator Robert A. Taft.

It had been expected that General Eisenhower might appoint a labor leader to the post, but it was thought it would be someone who



Martin Durkin

was a Republican party supporter. Durkin had campaigned actively for Democratic candidate Adlai Stevenson and had served as Industrial Commissioner of Illinois under the Democrats there in the early days of the Roosevelt administration.

### Seeks T-H Changes

Despite Senator Taft's outburst that the Durkin choice was "an incredible appointment" and "an affront to millions of union members" who, Taft says, voted Republican, the new Secretary of Labor said he hoped for Taft's cooperation in revising the Taft-Hartley law. He has called for an early meeting between leading Senate Republicans like Taft, and union officials, to see if they can't get

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## Appoint Creasey Welfare Head

The SIU Welfare Plan is now under the direction of a new administrator. Robert Creasey, former Assistant Secretary of Labor, has taken over the post, replacing Max Harrison, who resigned to resume the practice of labor relations in his home city of Mobile.

The new head of the Welfare Plan brings to this post wide experience in the practice of labor relations. Born in Oklahoma, he was raised in Dallas, Texas, and attended Southern Methodist University in that city. He received a law degree from the Dallas Law School in 1937. Before that he had already begun working in the labor relations field and has been engaged in that field ever since.

### Represented 'Phone Workers

During World War II, Creasey served on the disputes panel of the regional Labor Board in the Dallas area. Subsequently, he was connected with the Communications Workers of America (CIO), as representative of the employees of the Long Lines Department in the telephone workers union. While in that post, he represented the telephone workers in their major post-



Robert Creasey

war beefs with the giant Telephone and Telegraph Company.

He is licensed to practice law in Texas, the District of Columbia and before the US Supreme Court.

In October, 1950, Creasey took office as assistant secretary in the US Department of Labor. He continued to serve in that capacity until the trustees of the Seafarers Welfare Plan, including both Union and employer representatives, chose him to replace Harrison, who had announced his intention to resign as of December 1.

## Put Number On Meeting Excuses

Seafarers sending telegrams or letters to the New York headquarters dispatcher asking to be excused from attending headquarters membership meetings must include the registration number of their shipping card in the message.

From now on, if the number is not included, the excuse cannot be accepted by the dispatcher.

## New Outfit Signs Pact With Union

Another company has been added to the fast growing list of SIU-contracted shipping outfits recently when the newly-organized Troy Shipping Company signed on the dotted line.

The company's first ship, the Trojan Seaman, made its maiden voyage with a full SIU crew and an SIU-stocked sloop chest. The vessel is a Liberty-type ship that the company bought to operate in the tramp trade.

Almost as soon as the company came into existence, the SIU Negotiating Committee got to work, and soon after, the company signed the new SIU freight agreement. The ship crewed up out of the New York hall.

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# Co's Sign New Freighter Pact

## Wages, Rules Up; Members To Vote On Ratification



Sea Chest representatives Pete Bush (left), and John Cole, start out from the headquarters Sea Chest with some of the bundles of gear for stocking the slopchest of the Waterman freighter La Salle.



Waterman port steward Matt Brown (2nd from right) checks off the list of items for the La Salle's slopchest that were delivered by Sea Chest representatives John Cole (right) and Pete Bush. A gang stand by ready to put the goods on board.

(Continued From Page 1) Welfare Plan which will pave the way for new welfare benefit. This was not obtained by any other union on the East Coast to date. Another 15 cents was won in Vacation Plan contributions, which will mean increased vacation pay for Seafarers.

The changes in general rules and working rules, which involved a considerable amount of work by the negotiators, totaled 42 in all. Many of them are brand new clauses which never before existed in any maritime contract. Others are

improvements on clauses that previously existed, but have now been strengthened and rewritten in clearer language so that there can't be any misunderstanding as to their meaning. The net effect has been to put this contract well out in front of others on the Atlantic and Gulf Coast.

As the committee put it in their report, these changes "continue the Union's role of providing its membership with the best wages, working rules, job conditions, security and benefits anywhere in the maritime industry."

### Crews' Suggestions

A large number of the changes included in the new agreement had been submitted originally by the Seafarers on the ships last summer. At that time all SIU ships were polled by headquarters and the crewmembers asked to hold meetings and submit proposed changes in the contract to the negotiating committee. Consequently the contract represents to a large extent what the crewmembers themselves wanted to see in it.

Among the 42 improvements are: A greatly strengthened repatriation clause which assures prompt payment of wages due to sick or injured seamen left in foreign ports. If these wages are not paid promptly, the seaman will receive \$8.00 per day in addition to the maintenance and cure received in the form of repatriation upkeep. This clause is designed to elimi-

nate the abuses to which seamen have been subjected by company agents outside the United States. In the past, cases have arisen where agents have refused these men any spending money whatsoever, leaving them penniless although they had pay coming to them from the company. Now Seafarers in this predicament are assured prompt payment of money due them.

### Loss Of Effects

Another change provides for payment of up to \$300 for loss of effects when a ship is damaged by

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### When Does Pact Go Into Effect?

1. The proposed agreement provides that all wage, overtime and other money provisions of the new contract shall be retroactive to November 18. Actual payment will begin following Wage Stabilization Board approval.

2. Aboard all ships on articles—either foreign or coastwise—the working rules of the new agreement will go into effect three days after receipt of the new agreement.

3. On ships that cannot be reached by mail, the working rules will go into effect the day after the articles are terminated.

4. In any case, the working rules must be in effect on all freight ships by January 1.

## SIU Slopchest On Ships

Slopchests aboard five SIU-contracted ships have already been furnished by the Union as headquarters officials estimated that the new SIU service will be extended to all vessels sailing out of Northeast ports early in 1953.

Under the new Union venture, low-cost, high quality slopchests for all SIU-manned vessels are being supplied from the stock of the Union's Sea Chest at headquarters. This enables Seafarers to enjoy the use of first-quality, union-made merchandise at prices averaging 15-20 percent less than they had been paying before for slopchest goods.

### Must Go First

Plans for the installation of Sea Chest-supplied slopchests on all SIU ships are still in the infant stage, since present stocks in slopchests on most ships will have to be used up first.

Ships which have so far been able to take advantage of the service are the Trojan Seaman (Troy), Mother M. L. (Eagle Ocean); Coeur D'Alene Victory and Coe Victory (Victory Carriers) and the new Keystone Mariner (Waterman). Reaction of the membership to the idea has been overwhelming, in favor of the service, which many feel will for the first time assure them a square deal on slopchest purchases.

Many noted, for example, that various ships they had shipped on carried "seconds" and non-labeled items of inferior quality and then sold these at over retail prices besides. They felt that the Sea Chest price of \$4.20 for nationally-branded khaki workpants was con-

siderably less than the \$5.50 price tag they'd found on the identical goods previously.

### Were Paying More

Prices for foul weather and cold weather gear also drew a considerable demand, when several Seafarers explained they had been paying \$1.50 for workgloves until a short time ago when it became known in the industry that the SIU was planning to supply its contracted ships. The price then dropped a few pennies to \$1.29, but still couldn't match the \$1.15 tag placed on the same gloves by the Sea Chest.

In line with earlier activity among waterfront ship chandlers and slopchest dealers who reportedly banded together in an organization openly designed to fight the SIU's entry into the field, a LOG staffer learned that the so-called Slop Chest Dealers of America had asked subscriptions of \$100 from slopchest operators in ports all over the country in order to build a fund to smear and discredit the Union-operated enterprise.

It was also learned, after interviews with representatives of many nationally-known manufacturers of work and dress gear featured in the Sea Chest, that the SCDA was making frantic appeals to these concerns to halt all business with

the SIU store because they felt it was a field that should remain

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## Calmar Signs, Avoids Strike

With the prospect of a fleet-wide tie-up staring it in the face, the Calmar Steamship Company—long contractual holdout—quickly came to terms with the SIU, signing the standard agreement on December 2.

Further, a joint Union-management committee has been set up to study the matter of feeding and storing aboard its ships. This committee will study the matter for two months and will make a report on January 31 on what steps have been taken to improve feeding and stores.

Negotiations with the Calmar Company had dragged on unsuccessfully for several weeks. The company president had refused to participate, and little progress was made as a result. Consequently, the Union negotiating committee notified the company on November 20 that it was suspending the agreement as of December 1. The ten days' notice was required by the terms of the memorandum that had been signed in September. This memorandum extended the contract, which expired September

30, subject to the ten days' written notice.

### Members Okay Strike

This notification followed a vote by the headquarters membership of November 19, authorizing the Union negotiating committee to strike the company, if necessary. While the Union went ahead with strike preparations, the company realized that it would have to do some serious negotiating. Meetings with the Union committee were resumed on December 1 and continued until the contract was signed. The result was that Calmar, the only one of the standard freight companies that balked at a standard agreement, has been brought into line along with the other SIU operators.

### Study Begun

As a supplement to the Calmar agreement, the Union took steps to put an end to the policy the company had instituted of under-

stocking the ships. The Union-management committee has already begun its study. By Jan. 31, all of the Calmar ships will have come back to the home port and will have an opportunity to replenish their stores.

The six-man committee, consisting of three company officials and three Union representatives, set up to keep a close check on the storing practices, will interview stewards and other crewmembers who feel that the company has not been up to par on food storing.

If at the end of the two month period, the Union finds that conditions are not up to the high SIU standard, the Union will have the right to cancel the contract and take whatever action it sees fit to remedy the situation.

The new agreement covers the company's eight ships, all of which operate in the intercoastal trade.

### In This Issue

This issue includes a 12-page supplement which contains the complete text of the new standard agreement for dry cargo operators, plus an analysis of the new general rules and working rules that has been drawn up by headquarters. A comparison of the old and new wage scales for the ratings in all three departments appears on page 17. The contract provisions are retroactive to November 18, subject to approval by the Wage Stabilization Board.

Because of the size of the supplement, several features that appear regularly in the SEAFARERS LOG had to be omitted from this issue despite the addition of four more pages. All of the features will be back in subsequent issues of the LOG.

**Heads Up Del Oro Stewards Men**



Robert Lenon, galleyman, and Humella Fluence, chief cook, are two of the Seafarers who have helped the Del Oro (Mississippi) get its reputation as an exceptionally clean and heads-up ship.

**Five Educators Named As Scholarship Panel**

Selection of five university administrators who will serve on the SIU Scholarship Advisory Committee has been announced by the Seafarers Scholarship Fund. The Committee will advise the four who win the \$1,500 annual scholarships from among those Seafarers or children of Seafarers who qualify under the plan and take the standard College Entrance Examination Board Tests.

Meanwhile, the Seafarers Welfare Plan office reported that a sizeable number of inquiries and applications has been received for the scholarships. The office

stressed that applicants who want to take the College Entrance tests on January 10 must have their qualifications in by December 20. A second set of tests will be given on March 14. Winners will then be selected to start school in the fall of 1953.

The five committee members chosen were taken from a list of recommendations submitted by the Educational Testing Service. They were chosen because of their high standing in the field of education and their familiarity with the College Entrance Examination Board procedure.

Committee members are the following:

Mr. Bernard Ireland, assistant director of admissions, Columbia College, Columbia University, New York.

Mr. Elwood C. Kastner, registrar of New York University, New York.

Mr. C. William Edwards, director of admissions, Princeton University, Princeton, NJ.

Miss Edna M. Newby, director of admissions, New Jersey College for Women, Rutgers University, New Brunswick, NJ.

Mr. F. D. Wilkinson, registrar, Howard University, Washington, DC.

**MTD Unions Win Voting In Tugboats**

Workers on tugs and ferryboats of the Jersey Central Railroad have voted overwhelmingly for AFL representation in a collective bargaining election. Approximately 100 licensed deck and engine officers involved chose the Railway Harbor Workers, Local 933-5, ILA-AFL and the Masters, Mates and Pilots, Local 3, AFL, as their representatives in an election conducted by the Railway Mediation Board.

The election covered eight harbor tugs and a number of ferryboats. Voting took place in the Jersey Central ferryhouse.

Also on the ballot was the CIO Railway Workers Union, which suffered a decisive defeat. The deck officers will be represented by the MM&P local union, with engine room officers joining up with the Railway Harbor Workers Union.

Both unions involved are members of the AFL Maritime Trades Department.

**Report Lost Baggage Check**

Seafarers who lose baggage checks for gear checked at any SIU baggage room should notify that particular hall right away so that no one can improperly claim the baggage with that check. Headquarters officials advise you to do this immediately to avoid loss of your gear and/or trouble claiming it later on. Make sure you notify the hall where the baggage was checked as soon as you find out you've lost the check.

**NY's Navesink Light Doused**

The Coast Guard has extinguished the Navesink Light, a New York Harbor landmark since the days of the American revolution. Improvements in the Ambrose and Scotland lightships and in lighted channel buoys into New York harbor have done away with the need for the old lighthouse.

The present Navesink lighthouse was erected in 1862 to replace an older lighthouse on the same site. At one time it was the most powerful beacon in the US, carrying 25 million candlepower. In later years the brilliance of the light was reduced considerably as its need diminished.

The station will continue to function as a supplementary day-light aid to navigation, carrying the official designation of Navesink Daybeacon.

**SEAFARERS CASH BENEFITS**

**SEAFARERS WELFARE, VACATION PLANS**

**REPORT ON BENEFITS PAID**

From 11/23/52..... To 12/6/52.....

No. Seafarers Receiving Benefits this Period	1213		
Average Benefits Paid Each Seafarer	62.83		
Total Benefits Paid this Period		76,217	35

**WELFARE, VACATION BENEFITS PAID THIS PERIOD**

Hospital Benefits	5955	00	
Death Benefits	13,978	84	
Disability Benefits	320	00	
Maternity Benefits	4,800	00	
Vacation Benefits	51,163	51	
<b>Total</b>			<b>76,217 35</b>

**WELFARE, VACATION BENEFITS PAID PREVIOUSLY**

Hospital Benefits Paid Since July 1, 1950*	249,150	00	
Death Benefits Paid Since July 1, 1950*	436,924	23	
Disability Benefits Paid Since May 1, 1952*	3,410	00	
Maternity Benefits Paid Since April 1, 1952*	62,600	00	
Vacation Benefits Paid Since Feb. 11, 1952*	1,617,497	50	
<b>Total</b>			<b>2,369,581 73</b>

\* Date Benefits Began

**WELFARE, VACATION PLAN ASSETS**

Cash on Hand	Vacation	322,040	76
	Welfare	494,752	38
Estimated Accounts Receivable	Vacation	210,000	00
	Welfare	210,000	00
US Government Bonds (Welfare)		1,490,960	94
Real Estate (Welfare)		105,000	00
Other Assets - Training Ship (Welfare)		8,500	00
<b>TOTAL ASSETS</b>			<b>2,841,254 08</b>

**Comments:** Many men when being released from the hospital are failing to file for their hospital benefits within the fourteen-day period required by the Plan. Any hospital benefits not received in the hospital should be applied for in writing within fourteen days of discharge from the hospital to the Administrator directly.

The past two weeks has seen the Plan paying out 24 maternity benefits. The breakdown by Ports is as follows: Mobile, 5; New Orleans, 4; Baltimore, 4; New York 2; Philadelphia, 2; Norfolk, Savannah and Galveston, 1 each. Four benefits were also paid out to members that were not sent in care of the Port Agents.

*Al Kerr*

Submitted December 6, 1952

Al Kerr, Assistant Administrator

**... and, remember this ...**

All these are yours without contributing a single nickel on your part—Collecting SIU benefits is easy, whether it's for hospital, birth, disability or death—You get first rate personal service immediately through your Union's representatives.

## SIU NEWSLETTER from WASHINGTON

Twenty-three "junk" boat operators in New York harbor stand accused of being potential saboteurs. Representatives of the Security Bureau, Inc., New York Tow Boat Exchange, Harbor Carriers of the Port of New York, and the American Waterways Operators, told the US Coast Guard Merchant Marine Council recently that during the present crisis all junk boats should be banned from waterfront areas as it is most difficult to exercise proper supervision over these craft.

The Coast Guard currently is considering tightening rules as to movement of vessels, and personnel, in waterfront areas, particularly with reference to "water taxis, junk boats, sludge barges, and garbage disposal boats." President Truman has found that the security of the US is endangered by reason of subversive activities, and that the activities of the above-mentioned types of operation are of particular danger to the security interests due to the pattern of their waterfront operations, which involves their frequent contact with vessels and continual passage among all waterfront areas, including sensitive areas of importance to the national defense.

Your reporter has learned that the Coast Guard is considering the extent to which the operations of water taxis, junk boats, sludge barges and garbage disposal boats, may be endangering national security, particularly after dark, which, according to a high-ranking Coast Guard official, gives them unusual opportunity to conduct activities contrary to the security interests of the US.

It is expected that the Coast Guard, if it does not ban the operations of junk boats, soon will issue regulations requiring, among other things, that those in charge of such boats must maintain a daily log and must be in possession of a proper seaman's document. All operators of boats mentioned above, under the Coast Guard's proposed rules, will have to have port security cards and be screened by Captains of the particular Ports involved.

In the meantime, Coast Guard is reviewing confidential information from the Customs Bureau charging junk boat operators with illegally removing merchandise from incoming vessels, particularly narcotics.

A note to the Republican administration which will be in control of the US Government in January: Is this the time to endanger a strong American merchant marine? Since 1938 the industrial potential of the Eastern European satellite nations of the Soviet Union has doubled. Whereas this area was predominantly agricultural prior to 1940, these countries are now undergoing a real industrial revolution. With Moscow calling the signals, extensive programs are underway to increase industrial production and utilize to the fullest extent the resources of the satellite states.

Cargo carrying aircraft will no more replace ships on the seas than they will replace railroads on land. As an example—44 ships can, and did during World War II, transport 100,000 long tons of cargo from San Francisco to Australia each month. To accomplish the same task by air it would require 10,000 four-engined C-87 airplanes manned by 120,000 highly trained men, plus 89 seagoing tankers to provide gasoline along the route and the far end of the run.

Indications are that there will be a substantial re-writing of the nation's labor laws by the new Republican 83rd Congress, which comes into power in January, possibly even to the junking of the Taft-Hartley Act. For example, Representative McConnell, Republican of Pennsylvania, who will become the Chairman of the House Labor Committee in the GOP-controlled Congress, says that "we are certainly going to have changes in the Labor-Management Relations Law. I certainly anticipate them, but how they will be made, I can't say yet."

A main obstacle to the junking of the Taft-Hartley Act will prove to be Senator Taft, Ohio, who wants to keep the law that bears his name, but who also wants to revamp it through a series of amendments. However, opposed to the feeling of Mr. Taft is a strong position on the part of other GOP members who want to bury the Taft-Hartley Act and re-write the Nation's labor law.

The US program of military procurement in Western Europe was started just over a year ago, for the purpose of developing a larger European production base and thus enabling those countries to provide more fully for their own future defense requirements. At the end of June, 1952, about \$700 million in contracts for major materiel had been placed.

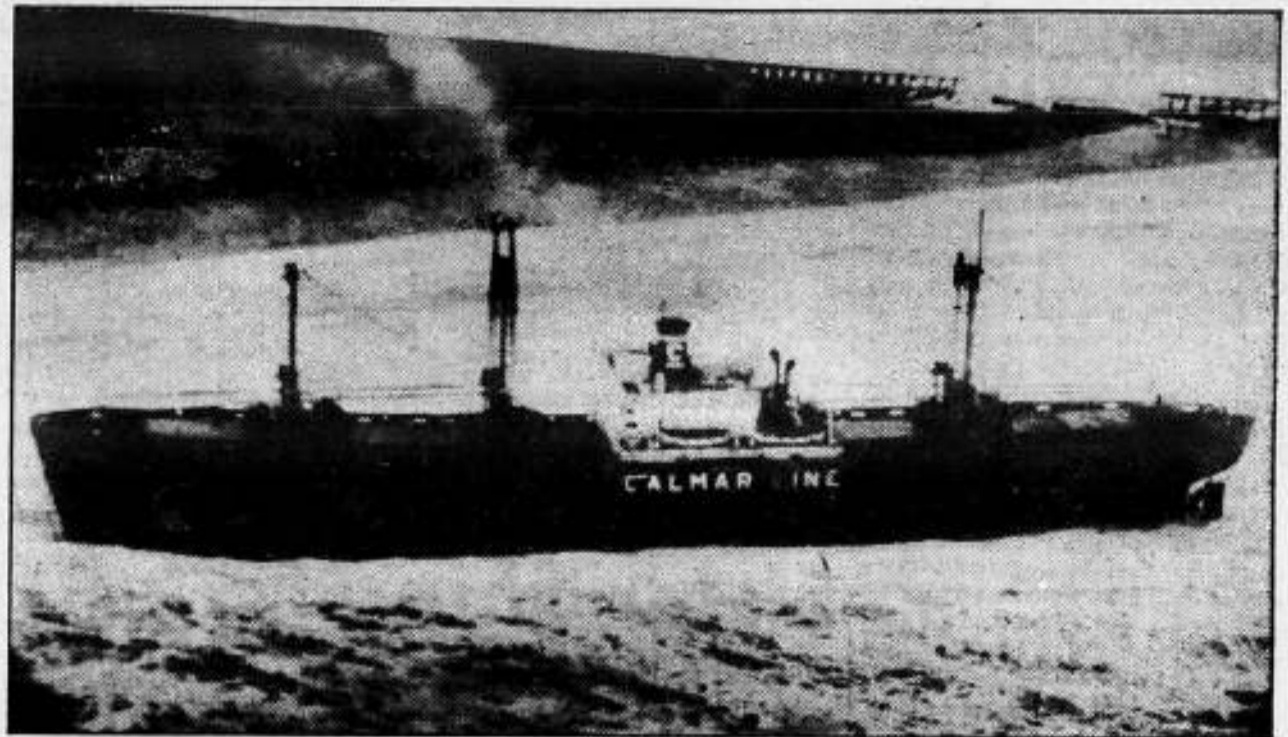
In July of this year, 1,400 tanks and combat vehicles, 11,000 motor transport vehicles, 207,000 small arms and machine guns, 1,330 artillery pieces, 53 aircraft, and 22 vessels were dispatched to all recipient European countries. Many other items of supply and equipment were also shipped in quantity.

The North Atlantic Treaty Organization (NATO) has agreed on a plan for the mobilization of ocean-going shipping in a single pool, in case of war, and to the allocation on a world wide basis of merchant tonnage of the allies. Although it is still top secret matter, this huge pool of vessels would be under the administration of a Defense Shipping Authority and each of the allied nations would place all its merchant ships in the central pool.

However, a thorn in the side of the planning is the extent to which there is a Communist influence in certain European merchant fleets. In any event, in case of future world-wide conflict, there will be a comprehensive maritime screening program as part of the allied merchant ship plan.

The recent criticism of Senator Taft, Republican of Ohio, involving the appointment by President-elect Eisenhower of Martin P. Durkin as Secretary of Labor, poses the possibility that Ike will face as rebellious a Congress as Truman has faced in past years. Mr. Durkin, a member of the AFL, is a Democrat of Chicago.

# Yorkmar Driven Aground During Gale; Crew Safe



The Yorkmar sits high in the pounding surf after being driven aground near Aberdeen, Washington, in a stiff gale. The crew has been reported to be in no danger.

Attempts to refloat the SIU-manned freighter Yorkmar (Calmar) went into the third day yesterday near Aberdeen, Wash. after the ship had run aground in a stiff gale and fog. The 36 crewmembers were still aboard and were reported in no danger. Nobody was injured.

Heavy winds and seas have worked the vessel so far up on the beach that the crew would be able to walk ashore during low tide. But the winds and the surf continue to pound the vessel on the windward side.

Some six Coast Guard vessels, a rescue tug and a helicopter were reported standing by for the third day. Attempts to get a line aboard the grounded Liberty ship have failed because of the sustaining winds and fierce surf in the area. The captain reported, however, that despite the pounding the ship was taking in the surf, it seemed to be in no danger of breaking up, and that all the ship's machinery was still in working order and she was ready to be floated at any time.

A quick survey of the hull, said the captain, did not show any signs of serious damage to the vessel.

### Hit By Storm

The Yorkmar was enroute empty from San Francisco to Grays Harbor, Washington, to pick up a load of lumber when she ran into trouble.

The result was that the 7,200-ton freighter ran up on the beach late Monday. A call for aid brought the Coast Guard vessels, but they stood by when the captain reported that the crew was in no danger and would stay aboard.

On Tuesday morning, the tug Salvage Chief arrived at the scene and began efforts to get a line aboard the Yorkmar. All the attempts were unsuccessful, because of the heavy surf and stiff winds of up to 50 miles an hour.

### Winds Dropped

The winds dropped to about 40 miles an hour on Wednesday, but were still too strong for the tug

## Have Your Rating Listed In Book

Bosuns and stewards receiving the new membership book now being issued by the Union are cautioned to make sure that their ratings are stamped into the book.

If the book is not stamped accordingly, the dispatcher will not ship the man for that rating. As a result, some men holding those ratings might lose out on jobs.

to get a line to the Yorkmar. The Coast reported that it was considering using a helicopter to carry a line from the tug to the freighter, and thus get over the rough surf.

While the sea pounded at the windward side of the ship and drove it further up on the beach, the crewmembers of the Yorkmar

found that they were able to walk ashore, during low tide, from the lee of the beached ship.

The Coast Guard reported that the rescue ships were continuing to stand by the Yorkmar, and were waiting for the wind and sea to calm down a little more before making another attempt to get the ship off the beach.

## \$25 Christmas Bonus Voted Sick Seafarers

More than 200 Seafarers in various hospitals around the country will receive a \$25 Christmas present from the Seafarers Welfare Plan this year. The holiday bonus will be in addition to the regular weekly benefit of \$15 that is paid to all Seafarers eligible for benefits for as long as they are hospitalized.

The trustees of the Plan agreed to the Union-proposed holiday gift, which will run upwards of \$5,000, as part of a regular SIU practice during the holiday season. In addition, the trustees liberalized the eligibility dates for the holiday bonus. This year, Seafarers who are in the hospital for more than one day during the period from December 21 through December 27 will get the bonus provided, of course, they are eligible to collect the SIU hospital benefit. Last year the bonus was limited to a five-day period.

### Paid in Cash

The extra \$25 bonus will be distributed in cash to the hospitalized members when the Welfare Services representatives in New York and the outposts make their regular weekly visits to the hospitals with the hospital benefit.

Any Seafarer who is in the hospital between the dates listed above, and is missed by the SIU Welfare representative on his regular rounds, can collect the Christmas bonus by contacting the SIU Welfare Services Department at headquarters within two weeks after Dec. 27.

### Trustees Free to Act

In voting the Christmas bonus, the trustees of the Seafarers Welfare Plan acted under provisions of the Plan that permit them to make alterations in payments from time to time to suit the needs of

the Seafarers. A meeting of the trustees can be called at any time for this purpose.

The additional Christmas payment was approved on the grounds that the men in the hospitals, perhaps more than anyone else, needed a little extra money around the holiday season for gifts and cards, as well as to buy themselves something they might want to help pass the holiday in the hospital.

## Don't Put Off Collecting On Hospital Pay

Sometimes a hospitalized Seafarer is missed by the visiting SIU representative because he is not available at the time of the visit. In such cases, it can happen that the man will be discharged from the hospital and still have some of his benefits coming to him.

Any man in this situation is required to apply for these benefits within two weeks of his discharge from the hospital. He can get them by writing the Seafarers Welfare Plan at 11 Broadway, New York City, or going up there in person if that's more convenient.

This is a regulation that is contained in the Welfare Plan agreement as it was negotiated between the Union and the operators.

Your S.I.U. Washington Reporter

# War Safety Rig Urged By Seafarer

A proposal that the Coast Guard restore the wartime rule calling for lifejackets to be equipped with red lights and knives has been put forth by Seafarer Keith M. "Jeep" Cole, a former purser, who is now sailing with the SIU. Cole feels that the provision would be just as useful in peacetime as in war.

Another suggestion advanced by the Seafarer is that a room should be set aside in each Union hall for meditation purposes, similar to the room at UN headquarters.

A room of this type, he said, could be used by men of all religious faiths as a place for prayer and meditation, just as the UN room serves delegates from all over the world.

### Could Save Lives

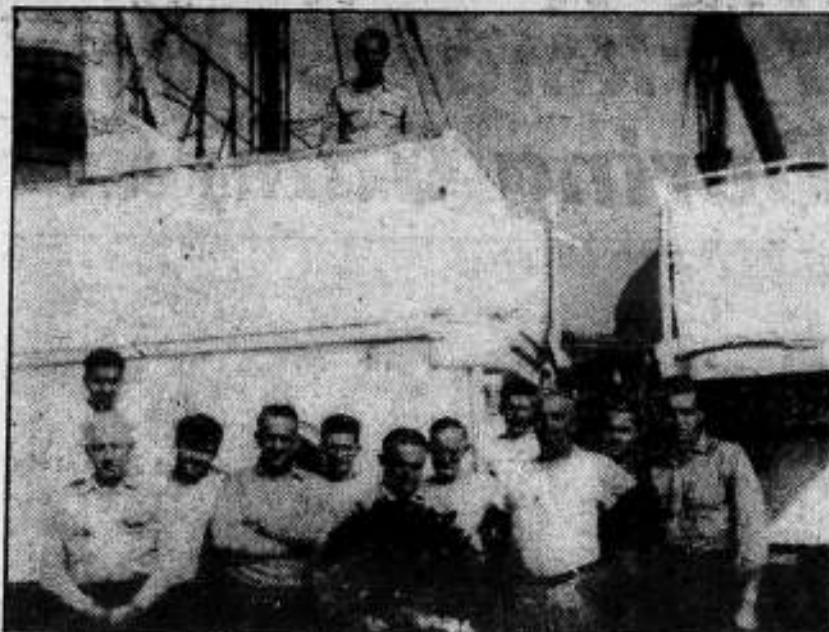
In his communication to the SEAFARERS LOG, Cole points out that perhaps some of the men who were lost on the Southern Isles might have been saved if the men had the watertight red flashlights to signal to rescuers with. Also the knives would come in handy, for as he puts it, "there still are sharks swimming around these oceans, wartime or not."

Also, Cole suggests that chief mates on all vessels require at least one lifering with a light to be placed somewhere between the bow and the No. 1 hold. In that way, if a ship was split like the Western Farmer and the lookout didn't have a life jacket with him, he could grab the lifering before going over the side.

### Attend Services

As to the meditation room, Cole declared, "if we have a nice bar and a night club in our halls, can't we set aside one room in each hall for meditation purposes? There are a majority of men in the Union who attend services both in the US and overseas. Since the Union is more than often our home away from home, I think we should let God inside the halls too."

"Why don't we be the leader in the labor field in this undertaking," Cole stated, "just as we have been the leader in so many other undertakings?"



Crewmembers of the Southern District hold the memorial wreath for the lost Southern Isles and SIU crewmembers. Captain Bendall is at top. Included are: Villarreal, 3rd eng.; Anderson, wiper; Jones, delegate; Duffy and Fargo, stewards, and Weaver, messman.

# Sister Ship Marks Sinking Of So. Isles

One year after the MV Southern Isles split in half and sank off Cape Hatteras with 17 of her 23-man crew, brother Seafarers of the lost men carefully set a wreath floating on top of the waters which are the Southern Isles' grave.

The wreath was cast upon the waters which claimed the 17 crewmembers of the converted LST during memorial services last month held aboard the Southern Isles' sister ship, the Southern District, owned by the same Southern Trading Company.

It was October 5, 1951, when the SIU-manned Southern Isles ran into trouble during heavy seas about 200 miles southeast of Cape Hatteras. The converted LST couldn't take the seas and broke in half. Seventeen of her crewmembers went down with her. There were only six survivors.

### Engines Stopped

Last month, the first anniversary of her sinking was marked by the Southern District. As the Southern District reached the approximate spot where the Southern Isles had gone down, the engines were stopped and brother officers and Seafarers of the lost men gathered silently on deck.

The men bared their heads as Captain Bendall read a prayer for the men lost on the Southern Isles.

"We are assembled here today," he said, "to pay tribute, though it may be small, to Captain Saddler

and those crewmembers who are no longer with us, but are not forgotten, of our sister ship, the Southern Isles, which has come to rest in or around this vicinity."

As the captain prayed and the crewmembers bowed their heads, the Southern District's flag was lowered to half mast.

"Oh, Merciful God," the captain continued, "I thank You for this gallant crew of men that have gathered here on this deck in tribute and honor to the courageous crew of the ill-fated Southern Isles."

### Sleep In The Deep

"Oh, Merciful God, we who have banded together here on this deck beg Thee that each and every member of our ill-fated sister ship will rest in heaven with You. Oh, Lord, Dear God, again we beg that You watch over Captain Saddler and the heroes, our brothers, who sleep forever here on Cape Hatteras. Amen."

As the prayer concluded, the wreath was slipped over the side while all stood silent. The men stood silent, watching the wreath drifting on the surface, and then the Southern District got under way.

# UNION TALK

By KEITH TERPE

Within the next few days, the National Labor Relations Board will have some 20-30 documented cases of unfair labor practices by the Atlantic Refining Company before it for processing and investigation. Before long, we expect to present another batch of cases in a similar pattern before the Board, because Atlantic and the peculiarly "independent" AMEU have the notion they can get away with most anything in the way they treat their people. It's time to put a stop to that idea once and for all.

In the latest issue of "The Fleet," a monthly AMEU publication every contributor is just brimming over with Christmas cheer. As a matter of fact, from the outside this edition is identical to the one circulated last December, but while the year-old issue dealt principally in Yuletide pleasantries, the current publication is coated with venom.

We're used to these kinds of attacks. We've had them from every type of phony "front" outfit in the book since the SIU has been in existence. But the thing that stamps the latest version particularly vicious is the way it callously deals with 13 men's freedom of choice and opinion.

### Privacy of a Pledge

SIU organizers have made it a point to respect the privacy of a man's pledge to support the SIU, because they know how company stooges can make a man's life miserable as soon as they find out he's on the other team. But not so with the AMEU which, by means of a type-written "petition" ostensibly signed by 13 men on the E. J. Henry, an Atlantic tanker, has sought to discredit our campaign. This "petition," which is framed as a renunciation of the pledges by these men, was allegedly sent to SIU headquarters almost three weeks ago. It hasn't turned up yet, but, of course, that's of no importance anyway, since this so-called "document" probably only exists in the minds of the attorney who dreamed it all up to help fill up space in "The Fleet."

The main point is the manner in which the "signers" were approached on this thing is somewhat suspect. After all, it's bad enough to drum up a gimmick like this and have it fall flat, but when company supervisors gang up on unlicensed crewmen to "induce" them to allow their names to be used with this "petition," that's going a little bit too far. In fact, it's far enough to be against the law, because it is any American workingman's right to seek representation by a labor union of his own choosing, and management, its agents and supervisors are specifically denied the right to interfere with this freedom of choice.

Under the circumstances, we all know how little this so-called "renunciation" is worth. Under the big squeeze from the supervisors, the unfortunate crewmembers had little choice but to sign the "petition" to save their jobs. We have a pretty good idea how they really feel about it.

### Most In Black Gang

In this case, it's not strange that most of the 13 were from the black gang, since the licensed engineers, the company supervisors in that department, worked night and day to get them to do this in complete violation of the law. They even showed their cards plainly by remarking to anyone who hesitated to allow his name to be used for this "document" that he'd find it pretty difficult to "obtain a license or to sail with any other non-union company because the front office (Atlantic) would see to it that he'd not have an easy time of it..." Few men faced with a swift end to their livelihoods like that would think twice about okaying a "petition" like that during the heat of the moment.

But the best part of the story is that most of them immediately notified the SIU of what had happened and just to show they meant it the first time, signed pledges all over again as soon as they got the chance. This is as it should be for, despite intimidation and threats to their livelihood, Atlantic tankermen know where they can make the most for their bread and butter, and that we're in this campaign until the day Atlantic too is SIU.

# Cartoon History Of The SIU

The 'Shooting War' Begins

No. 26



Pearl Harbor caught the Army, Navy and Government by surprise. Merchant ships, unprotected, were caught in harbors and alongside in China, the Philippines and other places. Merchant seamen were killed or herded into Japanese prison camps. Subs ran amok and sank many ships.



Hastily organized convoys with popgun escorts went to sea. Ships were overcrowded with extra bunks in all foc'sles. On one Murmansk convoy, 40 ships out of 46 were sunk. Merchant seamen died or were taken prisoner. Seamen were subjected to the military and phony courts martial.



Harrowing tales of seamen's hardships were printed, but the press ignored stories about Coast Guard hearing officers and military hard-timing. The Government and shipowners called seamen "heroes" in public, "bums" in private. The seamen kept the ships sailing while profits kept pouring in.

# Top of the News

**ELECTION COSTS NEAR \$100 MILLION MARK**—Both Democrats and Republicans in Congress are studying ways and means to control election expenditures as a result of the tremendous amount of money spent in the recent elections. Nobody knows exactly what the figures are, but guesses have been made that \$100 million was spent, with national television appearances eating up a lot of the money. Republicans are supposed to have out-spent Democrats by about two to one. The legal limit on spending by each party's national committee is \$3 million, but that's gotten around by the formation of the so-called "independent citizens committees" for the various candidates. These committees can raise and spend as much money as they want at present. Aside from the election costs, the Citizens for Eisenhower reported they spent \$1.2 million to get the nomination for Ike over Taft.

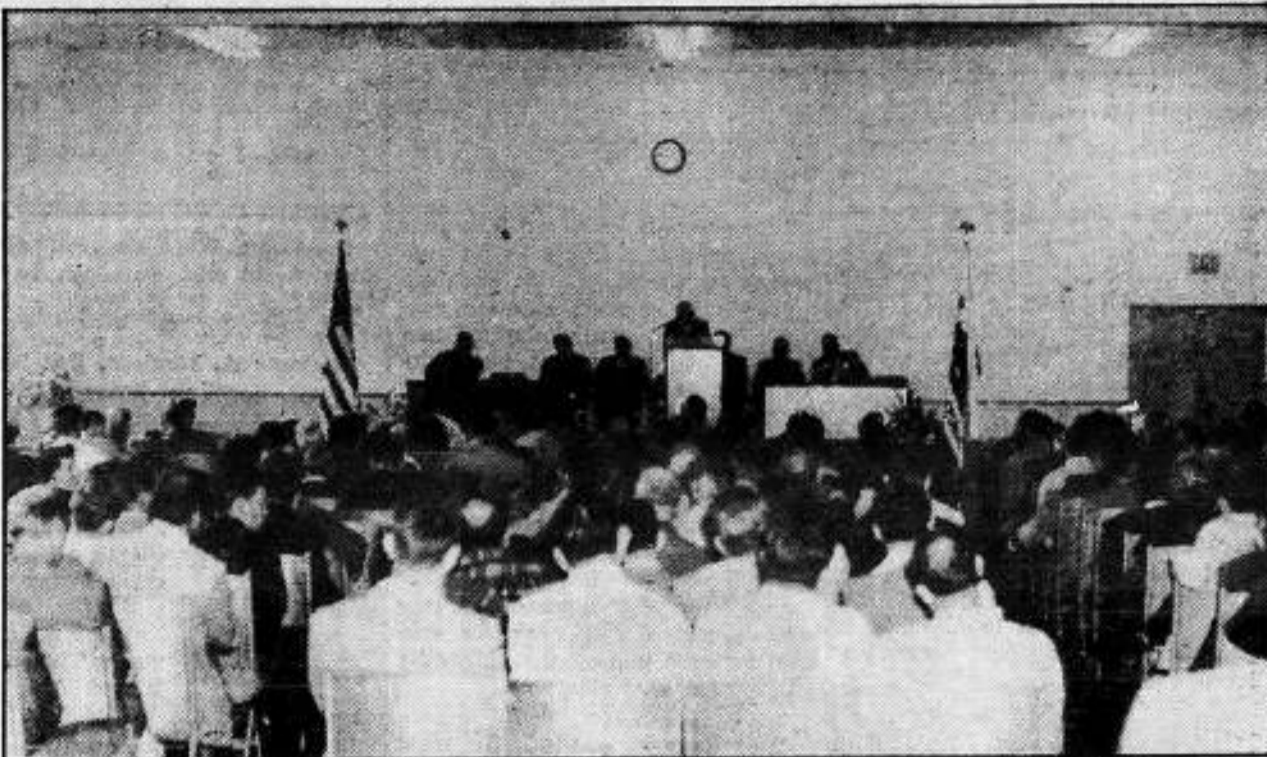
**JURY HITS UN, STATE DEPT. ON "DISLOYAL AMERICANS"**—A Federal grand jury in New York has revived the "Communists in the UN" issue by charging that the State Department had cleared "disloyal" Americans for United Nations' jobs. The jury also charged that the Justice Department tried to suppress their report. According to the jury report, it had received evidence that two US citizens holding top positions in a UN agency were members of a Russian spy ring, and that a large group of American Communists have infiltrated the world organization. The State Department has denied charges, claiming that it has no jurisdiction over UN hiring practices. Meanwhile the UN has served notice it will fire all employees who refuse to testify about past Communist affiliation.

**ARMY AGAIN SEIZES VENEZUELAN GOVERNMENT**—Apparently losing a national election to opposition parties, the Venezuelan Army has put one of its officers into power as provisional president. The first election reports that came out had one of the opposition parties leading the government-sponsored party by more than two to one. Complete censorship was then imposed on all outgoing dispatches and a couple of days later the army announced that it had put Col. Marcos Perez Jimenez in office. The government then announced that the government-sponsored party was leading in the election. It was not explained why the army named its own man in advance if the army-sponsored party was winning the election.

**EX-TAX COLLECTOR HELD FOR DODGING TAXES**—Joseph Nunan, Jr., former US Commissioner of Internal Revenue has been indicted for cheating the Government out of \$91,000 in taxes on his own income. The indictment says that Nunan concealed personal income to the amount of \$127,000 in the years 1946 to 1950. Most of this income consisted of lawyers' fees he earned in addition to his regular Government salary as head of the US tax collecting department. Previously a House investigating committee had brought out that Nunan's income as a lawyer had jumped considerably after he became head of the Internal Revenue Bureau. Many of his clients after he left his Federal post were people who had dealings with the Government on tax questions.

**ELEVEN CZECHS HANGED FOR TREASON**—The eleven prominent Communist leaders in Czechoslovakia who went on trial recently, included Rudolf Slansky and Vladimir Clementis were hanged for treason after they had been found guilty as being "Zionist and Trotskyite" enemies of Stalinism. The executions were considered as the signal for the beginning of a great purge in all Communist countries, possibly aimed at Jewish members of the party in those countries, since all the defendants were accused of being part of a Zionist conspiracy.

# SUP Unveils New Branch



SUP members and friends fill the large auditorium of the new Wilmington SUP hall during dedication ceremonies. Addressing the group is Harry Johnson, assistant secretary-treasurer of the SUP. Other present included Mayor Fletcher Bowron of Los Angeles and West Coast representatives of the SIU A&G District.

**WILMINGTON, Calif.**—With a large crowd of sailors and guests present, the Sailors Union of the Pacific officially opened a brand new branch hall in this port on December 6. Mayor Fletcher Bowron of Los Angeles and delegates from many of the SIU's districts, including the A&G District

were present at the opening ceremonies. Hundreds of SUP members attended the dedication of the second new hall in the SUP's building program.

At the same time, the SUP opened the first of a proposed string of apartment-hotel type homes for aged and disabled seamen. The new home is the "pilot" model in the SUP's program. The Union's experience in operating this establishment will serve as the basis for construction of homes in other ports.

**Large Auditorium**  
The new Wilmington hall is located at Marine and E Streets, and will be the home of the A&G District's Wilmington branch as well as serving the SUP and other SIU affiliates. It is a one story building situated on a lot 110 by 180 feet. The exterior is of stucco construction and the main feature

of the building is a large auditorium with permanent seating that can accommodate 600 members. The interior contains all modern equipment including fluorescent lighting throughout, as well as the office space needed to carry on the union's business.

The "pilot" home is located at 507 North Broad Street, just a couple of blocks from the new hall. It is a former apartment house that has been extensively remodeled into 16 apartment units. A six-car garage that was part of the property has been converted into a workshop for use by the residents. It is near shopping facilities and transportation.

**Home Is Filled**  
Construction costs of the home were met by the Sailors Home of the Pacific Fund to which the ship-owners contribute. Aged and disabled seamen are not required to live there if they want to receive

their benefits. The option is up to them. Right now, the home is filled and there are more applications than can be handled showing the need for such facilities for old seamen who, like other retired people, find it difficult to obtain decent accommodations at moderate cost.

While construction of any additional SUP homes in other ports depends on how the Wilmington project shapes up, the general feeling among the SUP membership is that the union should set up an apartment-hotel type of operation. In that way, old-time sailors and the disabled would have apartment facilities, and the home would also provide hotel-type rooms that could be rented to sailors while they are on the beach. Tentative plans call for the construction of such homes in San Francisco, Seattle and Portland which are the three major ports for the SUP on the West Coast.

# YOUR DOLLAR'S WORTH SEAFARERS GUIDE TO BETTER BUYING

Written exclusively for THE SEAFARERS LOG. by Sidney Margolius, Leading Expert on Buying

## Money Values in Shoes

Many families spend as much as 20 per cent of their entire clothing budget for shoes. These days you can easily pay 20 bucks for a pair of shoes for yourself, or eight to ten bucks for shoes for your kid.

This is one expenditure you can reduce by proper selection, smart comparison shopping and proper care. You can do it without harming your feet either. It isn't how much you pay for shoes that counts as much as the type and how properly they fit. That goes for women's and kid's shoes as well as men's.

There's a noticeable difference in price between nationally-advertised brands of shoes and those sold by moderate-priced chains. This difference is not necessarily due to any great difference in quality, and sometimes what quality edge the costlier shoes have, doesn't give you proportionately greater satisfaction for the extra prices.

That doesn't mean this department is recommending that Seafarers buy themselves and their families cheap shoes. We do mean that nationally-advertised shoes are very expensive for their quality, and that some chains do offer well-made shoes at comparatively reasonable charges. The proof of the pudding is that sometimes the same manufacturers sell approximately the same quality shoes through the chain stores at prices below their own advertised brands.

You can prove it to yourself by comparing the quality. Good leather has a fine grain. When you bend the shoe at the quarter you'll observe 15 or 16 fine lines in a half-inch of good leather. In coarse leather, you'll see only six or seven. The good leather—so-called "full grain"

leather—is also recognizable by tiny pores you see when you look at it closely.

Well-made shoes have so-called "welt construction." The upper is not attached directly to the sole, but both upper and sole are sewn to a thin strip of leather called a welt. Run your hand inside a welted shoe and the insole feels entirely smooth. You won't feel any bumps indicating nails, or staples have been used or any stitches as you find in cheaper shoes which have the outsole, upper and insole sewn together. Welted shoes are generally a little heavier and give longer service, and can also be repaired more neatly than the cheaper constructions.

**Other signs of well-made shoes:**  
The sock lining should be genuine leather, not paper that looks like leather, and should have one piece leather lining at the heel. The rest of the shoe lining should be a closely-woven cotton drill.

The rear seam of the shoe should have a leather reinforcement at the top to keep it from splitting. In the best shoes, the leather overlaps at the top of the heel seam to prevent splitting.

There are several ways to beat the high cost of shoes:

1—If you prefer the costly advertised brands, you can save ten to 20 per cent by timing your buying for the semi-annual January and July shoe sales. Twice a year most shoe stores and manufacturers offer these money-saving sales on standard brands and staple styles.

2—You get a break on shoes at the Seafarers Sea Chest Union headquarters. The Sea Chest sells Crosby Square shoes, which have the desirable welt construction, for \$12 to \$15. That's \$3 to \$5 less than the list price for this nationally-advertised brand. The Sea Chest also has work shoes for \$5.15 and \$6.25.

3—You can also save on the nationally-advertised brands by buying at outlet stores around the country like the Avenue Bootery in New Orleans, the Julius Grossman women's shoe factory outlet in Brooklyn, and Bloom's outlet store in Greenwich Village in New York.

4—But perhaps the most immediately accessible saving for most Seafarers and their families are the large-moderate-priced chains. Fairly well-made shoes are offered at reasonable prices by Thom McAn, Father & Son, Miles, A. S. Beck, G. R. Kinney, J. C. Penney, Montgomery Ward and Sears Roebuck.

**Good Fit Vital**  
Proper fit is vital in shoes, not only for comfort but for long wear. Don't go by the size stamped on the lining, because the sizes of different manufacturers sometimes vary. Try on both shoes with your full weight on them. Your shoes should be broad and round at the toe and as straight along the inner edge as possible. If you put your feet together your shoes should touch at the heel and just in back of the joints of the big toes up to the end of these toes. The less these edges curve toward the outside of the shoe the better.

You should have a half-inch of space beyond your toes if your shoe is properly rounded and broad enough. The broadest part of your shoe should come at the end of your little toe, and the big joint of your big toe should come just where the sole rounds in on the inside edge.

What about plastic and rubber soles compared to leather soles? The more expensive shoes generally have leather. Plastic soles do wear longer than leather, but some podiatrists say they cause the feet to perspire more because they're not porous like leather. Too, aboard ship leather soles may be preferable because they don't slip as easily as plastic or rubber when wet.

# IN THE WAKE

The average depth of the ocean is from 10,000 to 15,000 feet. Of all the soundings taken in different parts of the world, about 50 exceed 4,000 fathoms, and it is interesting that, though roughly the great depths of the sea correspond to the great heights of the mountains, the greatest sea depths are about a mile in excess of the greatest heights on land. In the Atlantic the deepest sounding recorded is 4,562 fathoms in the Nares Deep, north of the West Indies. A depth of 35,640 feet was reached in the Mariana Deep of the Pacific Ocean by the British research vessel HMS Challenger in 1951. This is probably the deepest sounding anywhere.

For a very long time men have been trying to find some way for making use of the rising and falling of the sea in the daily tides, and some schemes in this direction have been proven successful. Thus, there is a 5,000 horsepower electric plant at Rockland, Maine, that uses just tidal water for compressing air, and this then serves instead of steam to drive an engine. In the Bay of Fundy, between Nova Scotia and New Brunswick, the tidal rise is almost 40 feet. Engineers say that by building a three-mile sea wall across a narrow gap, electric power a hundred times greater than that from Niagara could be obtained.

Ancient geographers and map-makers would be hard put today to find their way around in many parts of the world. Centuries ago, the ancient Roman province of Calabria lay on the Adriatic coast of Italy, above the heel of the Italian boot, while Bruttium was the province included in the boot's toe. Today, Bruttium has become Calabria and ancient Calabria is called Abruzzi, which though not related to Bruttium nevertheless sounds somewhat like it. . . . In like manner, Scotland comes from the Latin Scotia, but Scotia Major in Roman times was Ireland, not

Scotland, whose original name was Caledonia.

Many people consider a sponge a sort of seaweed, but this is not surprising, for the sponge was once regarded as one of nature's puzzles. One old writer imagined that sponges were made out of the foam of the sea, while another thought they were worm houses built by worms the way bees build honeycombs and wasps build nests. Actually the sponge is an animal, and the dry material we use today as a "sponge" is the horny skeleton. When it is alive the skeleton of the animal has tiny cells plastered all over its surface in such a way that it forms a porous mass.

Eddystone is one of the most famous lighthouses in existence. The storied rocks of Eddystone lie 14 miles off Plymouth in the south of England, and they were a menace well known to Sir Francis Drake a century and more before the first of four lighthouses was built there. The designer of the first one, a wooden tower, was named Winstanley, and his miseries on the job included being held captive by French privateers during the war between England and France in 1697. Eventually, when the tower was built, Winstanley had such faith in his wooden design that he wanted to be in it during a mighty storm to prove it. In 1703 his wish was granted, but he and the tower and the others who were in it were all swept away.

Some of our states owe their names to Indian descriptions of watery surroundings. Thus, Minnesota, with its 11,000 lakes and numerous river streams, was aptly christened by the Dakota Indians "place of water" . . . Although a deadhead is defined by Webster as one who attends a theatre or takes a ride without paying, and in US slang is known as a dull individual in social activities, it was and still is known as a wooden buoy in seamen's language.

# THE INQUIRING SEAFARER

Question: What do you do to keep warm out on deck in the winter?

Anthony A. Maniere, OS: That's a good question because I just came off a winter cruise from Labrador. We were wearing long, heavy overcoats with high collars, fur caps and fur gloves like the Russians wear. They were issued by the company and did the trick.



August Lazaro, AB: When you are securing gear you have to wear things that are warm, but not bulky. The fur-lined Navy jackets are good since they keep out the cold and don't tangle you up. Long underwear isn't so good because it makes you sweat and then you get chilled.

Paul A. Pallas, AB: A good sweater and pea jacket is the best. I wrap a towel around my head when I am standing watch, wear two pair of pants, and keep walking back and forth all the time. If you work a little too, that's pretty sure to help you keep warmed up.

George Ananidakis, bosun: I put on a wool coat, boots and gloves and just keep myself as warm as I can. There isn't much else to do. I use long underwear all the time in the winter. It helps a lot, but a lot of the other men don't like to wear it even though they are cold without it.

Mickey Scull, AB: When I am a lookout I do a lot of walking. I was in the Army and learned how to keep warm. You have to keep your trousers tucked in the boots, your ears covered and your collar buttoned up. That way, the body's just like a radiator and all the heat stays in.

Thomas Lowe, bosun: In the far north, we usually wrap blankets around ourselves, Indian fashion, while on lookout. When I'm handling gear, I don't wear any gloves because it's easier to work without them. I don't wear long underwear either, because it's too clumsy to move around in.



# MEET THE SEAFARER

CHARLES BUSH, Bosun



"I'm willing to bet any man," says Charles Bush, "that if he goes to sea for a year, he'll never want to go back to working ashore, and I know because I've had a lot of experience working ashore and at sea."

In fact, Charles maintains that that is why he's still going to sea. After putting in a hitch in the Navy during World War I, Charlie went to work ashore.

"The conditions were really rough," he said, "and I was working down South. I lasted until 1937, when they started to bring in a lot of scab labor, and then I left and went to Mobile.

"I guess I had an idea about going to sea in the back of my mind, but I hadn't given it any real thought. At the time, I just figured I'd head North and see what sort of a job I could find."

When he got to Mobile, Charlie ran into a friend of his and, after talking a while, asked where the union hall was. He went down to the old ISU hall in Mobile, joined the union and was on a ship the next day. "I figured I'd just make one trip," Charlie said, "and then go back ashore, but when I came back I made another trip, and I'm still sailing."

By the time that he finished his second trip, Charlie said, he knew that he would never be satisfied with another job ashore, "and that," he said, "was even with the way wages and working conditions were way back then when the seamen were still in a bad way."

### Charter Member

After the old ISU broke up, Charlie became a charter member of the SIU. "The SIU seemed to have a better class of guys," Charlie said, "and since then I've watched the way the Union has been able to slowly weed out all the gashounds and performers who were always fouling up all seamen."

When World War II struck, Charlie was aboard the Oakmar

(Calmar) in Suez. "We picked up cargo in India," he said, "and then started back to the States. The crew was pretty burned up because the skipper refused to swing the lifeboats out over the side even though there were subs all around the place.

"We got a few hundred miles outside of Boston when a sub surfaced and started to shell us. The skipper ordered us to abandon ship, and we had a time getting the lifeboats over the side. I got in one with 30 other guys, and when we hit the water, we found out the boat had a big hole in it.

### Adrift 31 Days

"It stayed afloat, though, and so we sat in it for 31 days, with water up over our knees, until a Greek ship picked us up and took us to Bermuda."

After that Charlie sailed "aboard any ship that needed a man," and spent time in the Atlantic, Mediterranean and Pacific theaters. Since the war, he has stuck pretty much to freighters but says he'll "take most any ship that needs a man. As long as the Union goes to the trouble of getting us more ships and more jobs and more contracts, I think I should do my part by sailing on them as a good Union man."

The way things are now, he said, "with good wages and conditions, and a good Union to back us up, we seamen get a good deal as long as we stick on SIU ships. And I intend to keep on sailing for some time. Especially with the Welfare Plan we have now. That's a big help to a man who has a family."

Charlie, who is married and has four children, a 17-year-old boy, a 14-year-old girl and 4-year-old twin boys, makes his home in New York. "There used to be a time," he said, "when seamen couldn't afford to have a home or a family, but that sure has changed now. The days when seamen were considered bums and derelicts are gone."

# The Seafarers Puzzle

ACROSS	DOWN	16. Things we see with	33. Tree of Brazil
1. End of a voyage	1. Vacations are this	20. Fabled bird	37. — Khan
5. Del — (Mississippi)	2. Killer whale	22. They carry canvas	38. Kind of garment
8. Cape in SE Newfoundland	3. Stagger	24. — Harbor, LI	42. Old coin of Hungary
12. Region	4. Place to eat	25. Yale man	43. Kind of fruit
13. High note	5. Weight of India	26. Ambassador: Abbr.	44. Port in Palestine
14. Miss Cinders	6. Girl's name	28. Follower of	45. Turn to water
15. Navigation hazards	7. Port on Grand Canary	29. Tanker cargo	46. Lobster pot
17. Charges	8. Bottles made full again	30. Prefix for "three"	48. Kind of bomb
18. Waste time	9. Actor Guinness	31. Aroused: Slang	49. Mention
19. Fruit shipped from California	10. Famed lady of the Nile		50. Headgear
21. Electrical engineers: Abbr.	11. China, India, etc.		53. Portuguese island off India

Puzzle Answers on Page 18.

# TEN YEARS AGO

The US, for the first time, announced its losses from the Pearl Harbor sneak attack, on the attack's anniversary. Five battleships, three destroyers, a minelayer and a target ship were sunk or put out of commission. Three battleships, three cruisers, a seaplane tender and a target ship were damaged. There had been eight battleships, seven cruisers, 25 destroyers and five submarines in the harbor at the time. The Army lost 87 out of 273 planes in the area, and the Navy lost 80 out of 202. The Navy and Marine Corps had 2,117 men killed, 960 missing and 876 wounded. The Army had 226 killed and 396 wounded. In addition, a floating drydock and almost every base in the area suffered heavy damage. The Japanese used 21 torpedo planes, 48 dive bombers and 36 horizontal bombers.

The SIU announced that the fight against the bill which would have shelved the Jones Act "for the duration," and deprived seamen of rights to sue for injury or collect maintenance and cure was successfully fought. . . . Field Marshal Rommel withdrew his forces from the El Aghalla positions in Libya, while Allied forces continued to gain slowly on other

desert fronts. . . . Berlin claimed that the British liner Ceramic had been sunk by a U-boat west of the Azores with a full load of troops.

The US announced that "the Gona area has been completely occupied by our forces" . . . The Air Corps announced that its bombers had struck the Italian mainland for the first time. . . . The Navy disclosed that its transport, the former President Coolidge, had been sunk by a mine. . . . The SIU told L. Bougleton and O'Banion they had over \$150 each coming to them from Waterman. . . . The Japanese announced that they had completed mopping up operations in the Philippines.

The Japanese claimed they sunk five ships, included a 9,000-ton transport, during an air raid on Port Darwin, Australia. . . . The US claimed at least three Japanese cruisers and four destroyers sunk during a number of counterattacks and attempted reinforcements on Guadalcanal. . . . The SIU noted that 498 merchant vessels had been sunk during the preceding year, since Pearl Harbor. . . . Anthony Cramer was sentenced to 45 years and fined \$10,000 for treason in New York.



# SEAFARERS LOG

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## Expensive Hobby

The filing of a couple of dozen unfair labor practice charges by the SIU against the Atlantic Refining Company proves once more that shipowners learn only one way—the hard way. Despite the sad experience of Cities Service and other outfits, Atlantic Refining is making the same mistakes. The company and its straw bosses have fired a considerable number of men for very petty reasons, all of which add up to a drive against the tankermen who are supporting the SIU.

In one case, a man was fired for being five minutes late in returning from coffee time. Another was bounced because he asked for time off to get new eyeglasses. Many were simply laid off with no reason given. In each case, by some strange coincidence, the men had signed SIU pledges before they were fired.

Cities Service—with whom the SIU has excellent relations now—did the same thing during the organizing drive in that company. When it was all over, the company had to shell out over \$200,000 in back pay for the men fired. Atlantic Refining is aware of this. The company also knows that it is against the law to fire men for union activity. In fact, Atlantic was warned by others in the industry that such a course would prove a very expensive hobby.

It's hard to figure out just what Atlantic thinks it will gain by following this course. In the end, the SIU will win out. And in the end, too, Atlantic will pay.

↓ ↓ ↓

## On Top Again

The new freight contract that all Seafarers have been waiting for has arrived. A quick reading of the contract and of the negotiating committee's report should be proof enough that the new agreement fully lives up to all expectations.

Aside from the very substantial increases in base wages and in overtime rates, the new contract once again puts the SIU on top of the heap when it comes to conditions in maritime. It is fulfillment of the long-standing SIU policy that Seafarers will always have the very best in the industry.

If the membership ratifies this agreement, the only thing that will hold it up is the Wage Stabilization Board in Washington. The Union will make every effort to see to it that speedy action is taken on this score.

↓ ↓ ↓

## Union Slopchests

One of the ever-present beefs of crewmembers in the past has been about the high price of items in the ship's slopchest. This situation developed as a result of shady practices of ship chandlers and slopchest dealers, many of whom have long considered the seamen fair game.

Up until now, the Seafarer couldn't do very much about it because when he was on the high seas, the only supplies that were available to him were those in the sea-going slopchest. He had to pay the tariff or do without. That's why the Union has stepped into the picture and is putting its own slopchest supplies aboard the ships.

This service is beginning on a small scale out of New York, but as soon as possible, it will be extended to other ports and other ships. It will mean first-quality, moderate-priced work gear on the ships—another SIU service to the membership.

↓ ↓ ↓

## Christmas Benefit

As has been the practice in the past, Seafarers in the hospitals will get an extra portion of Christmas cheer this year. The Seafarers Welfare Plan will give them a \$25 Christmas bonus on top of their regular weekly hospital benefit, so that they can get themselves, or their families, a little extra something for the holidays.

This practice is the clearest kind of proof of the advantages of the SIU welfare set-up. Only the fact that the Plan is directly administered by Union and employer representatives, without any insurance company to gum it up in red tape, gives it the flexibility that makes these extra holiday benefits possible.

# LETTER of the WEEK

## Seafarers Want Some New Laws

To the Editor:

The crew of the Raphael Semmes passed the following resolution unanimously at a recent shipboard meeting. We gave it careful consideration, and want to bring it to the attention of the Union and our brother Seafarers.

"Resolved:

"We, the crew of the SS Raphael Semmes, would like headquarters to get behind our representative in Washington and have him place before the Senate and House of our United States, a resolution for the protection of our country and our jobs, dealing with our ships.

"Essential Need"

"The American people know that a large merchant marine is the most essential need of America in time of peace, as well as in time of war, and is our greatest asset as a guarantee against war.

"Transfer of American ships to foreign flags is unfair competition to American steamship operators, and is causing a depletion of our merchant marine and widespread unemployment among American seamen.

"American aid being carried in foreign bottoms, etc., is causing the same damage. We think the percentage carried in American bottoms should be upped as long as American ships and seamen to man them are available.

"Laws Possible"

"We believe that laws can be passed to protect our shipping industry by imposing tariffs, etc., on countries that impose them on our steamship operators, as an example: Brazilian and Argentine flag ships sailing to their respective countries cut customs duties on cargoes carried under their flags, and American operators are faced with un-available dockage. Certain European countries impose certain tariffs and regulations against American operators that are not imposed against their own.

"Laws can be drawn to impose these extra penalties so that our American operators may have fair competition against foreign flag ships.

"Tax Penalties"

"Also, we think added tax penalties should be imposed on all American operators who transfer ships to a foreign flag, or our Government should refuse to allow them an American cargo or aid, and our Government should impose extra tax penalties on American corporations who use foreign bottoms.

"Please go into detail regarding tariffs (even on bunkers, lights, customs regulations, etc.) in this bill. Also we ask you to contact all unions and the American people to get them to rally behind such a move to save our jobs and the American merchant marine."

Thanks for your wonderful job in the past.

J. A. Fabias  
Ship's delegate

(Ed. note: Your suggestions on preserving our merchant marine have been turned over to the SIU's Washington representative for study and action.)

## 'Don't!'



## As I See It

by PAUL HALL



FOR HUNDREDS OF YEARS, the seafaring man was considered a man apart. It was part of the waterfront tradition that he was different from shoreside people. While at sea he was resourceful and courageous in overcoming the dangers that faced him; ashore he was fair game for every shrewd and cunning character who helped himself to the seaman's hard-earned payoff. It was always open season on seamen, and there were many who made a living by fleecing him of every penny.

There were the crimps, the loan sharks, the boarding-house keepers, and the shady bar owners, peddlers and ship chandlers. The seaman was doped, slugged, robbed, rolled and shanghai'd. If his money wasn't stolen from him outright, it was taken from him by plain and fancy swindling. When he bought something, he was usually charged double for inferior merchandise. He had to live in broken-down flops and take his recreation in dirty waterfront dives where he was relieved of his payoffs in short order.

"Cheated On Pay"

Nor were all his employers above board either. There were some who cheated seamen of their pay, and there were bucko skipper who connived at this by loggings. And if the seaman sought legal help, he found more often than not, that he would be cheated on that score too.

Since this was the way things were, a great many seamen came to expect it. They took it for granted that when they got ashore they would be swindled. They came to mistrust all shoreside people as out for their dough through some clever trickery that the seaman couldn't fathom.

"Crimps Eliminated"

All this was before the Union came into the picture. Once seamen found they could get some action by organizing, they started

breaking the old pattern. The crimps were put out of business by the Union hiring hall. While they still operate on a small scale by supplying crews to some unorganized ships, they are no longer a threat, so long as the membership remains alert to combat them. The Union has also seen to it that the seaman gets his due on wages, maintenance and cure, feeding, and other items. The Union has made a significant start on the problems of seamen's recreation and welfare with the facilities it is setting up in the new SIU halls.

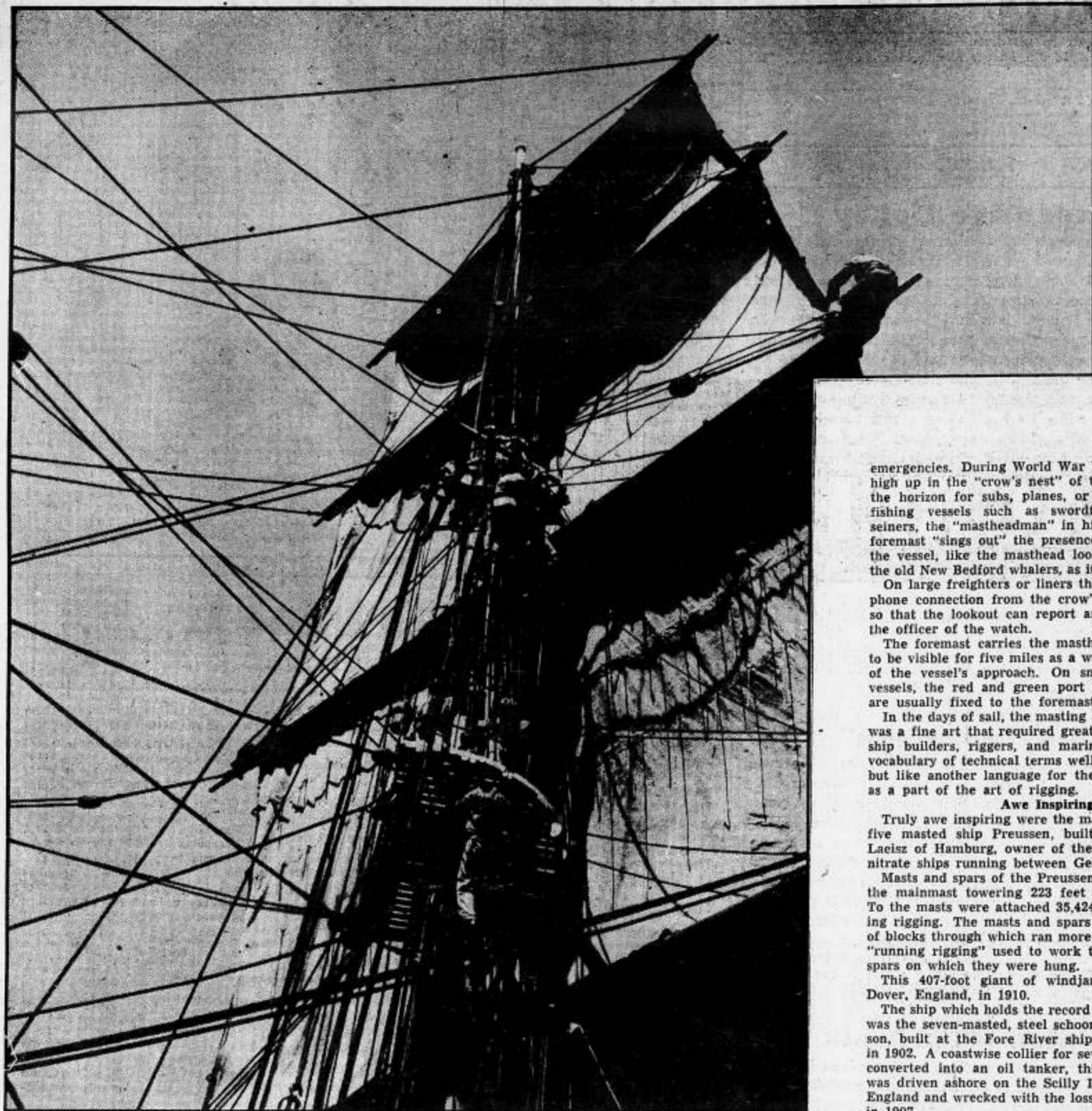
"The Union's Job"

All these steps have been taken because they are part of the Union's job of giving protection and security to the Seafarer. It wouldn't make much sense to get good wages and conditions, and then not enforce them, or to permit those wages to be siphoned off by those who have always preyed on seamen.

Along these lines of Union policy, your Union is now supplying slopchests aboard ships from our own SIU Sea Chest. This step has been taken after careful study of a long-standing problem, since for some time past, Seafarers have been seeking a solution to the problem through their Union.

In this area, the seaman has been victimized by the unethical slopchest dealer and ship chandler who charge sky-high prices for inferior merchandise. The dealers themselves admit that unethical practices have been widespread and that seamen have been exploited by the industry for many years. So it was logical, that just as the Union had clamped down on the crimp, the shipping master, the bucko skipper, the unscrupulous paymaster and others, that it would be the one to step into this situation and stop this abuse.

There are many other problems that still remain. The SIU is working on them, devising plans to deal with them. It's only through steps such as these that the Union can fully carry out its function of removing the obstacles that have blocked the way to a decent life for the Seafarer and his family.



Masts have always been a highly important part of ships, ever since the day when man discovered that, by holding up a piece of material and catching the breeze, he could propel his boat through the water.

Seafarers, as they sail the oceans of the world and come in contact with different countries and different ships, see many different types of masts.

This article deals with the evolution of the mast from a simple stick to hold a small sail, to the complex arrangement aboard the huge sailing vessels, right down to the masts found aboard the most modern of merchant vessels.

For, while the mast no longer serves the primary function of supplying the propelling power of the vessel, they still serve a most important function, even on sleek, new vessels.

Since almost the earliest days of man's travel on the seas—from the time when the ancient Pharaohs sent out ships to get precious stones and timbers for the building of the pyramids,

the masts of a ship have been an important part of its function and design.

For centuries, one or more masts have been essential to a vessel's locomotion and it has only been in recent years that steam and internal combustion engines have replaced the wind as the driving force for moving a ship.

While only a handful of ships still move by sail, masts are still an important part of a ship's structure, but for a much different reason than in the days of hemp and canvas.

Many ships of the SIU mount both masts and an abbreviated kind of masts called Sampson posts. Principal function of masts or Sampson posts on ships these days is to provide strong, stable leverage for steel booms with which cargo is lifted in or out of the holds.

**Must Be Strong**

Masts must be strong to bear heavy slingloads of sisal, coffee, case goods, rubber, tea and the hundreds of other items of trade that fill the holds of SIU ships in world commerce.

Extra booms called "heavy lifts" are attached to the masts fore and aft to handle especially heavy weights such as motor trucks, turbines, locomotives and railway cars carried as deckload.

Besides being fitted with booms and tackle, Sampson posts often serve as ventilators, with cool air for the holds shooting down from vents mounted at the top of these hollow steel uprights.

The foremast provides a high perch for a lookout in

emergencies. During World War II, lookouts stationed high up in the "crow's nest" of the foremast scanned the horizon for subs, planes, or surface raiders. On fishing vessels such as swordfishermen and tuna seiners, the "mastheadman" in his lofty perch on the foremast "sings out" the presence of fish and directs the vessel, like the masthead lookouts in the days of the old New Bedford whalers, as it closes on its quarry.

On large freighters or liners there is usually a telephone connection from the crow's nest to the bridge so that the lookout can report an object instantly to the officer of the watch.

The foremast carries the masthead light which has to be visible for five miles as a warning to other ships of the vessel's approach. On small craft or sailing vessels, the red and green port and starboard lights are usually fixed to the foremast shrouds.

In the days of sail, the masting and rigging of a ship was a fine art that required great skill on the part of ship builders, riggers, and mariners. A voluminous vocabulary of technical terms well known to the sailor but like another language for the landsman, grew up as a part of the art of rigging.

**Awe Inspiring**

Truly awe inspiring were the masts and spars of the five masted ship *Preussen*, built in 1902 for R. F. Laeisz of Hamburg, owner of the famous "P" line of nitrate ships running between Germany and Chile.

Masts and spars of the *Preussen* were all-steel, with the mainmast towering 223 feet from keel to truck! To the masts were attached 35,424 feet of steel standing rigging. The masts and spars supported hundreds of blocks through which ran more than 100,000 feet of "running rigging" used to work the 47 sails, and the spars on which they were hung.

This 407-foot giant of windjammers was lost off Dover, England, in 1910.

The ship which holds the record for number of masts was the seven-masted, steel schooner *Thomas W. Lawson*, built at the Fore River shipyard, Quincy, Mass., in 1902. A coastwise collier for several years and later converted into an oil tanker, this 375-foot schooner was driven ashore on the Scilly Isles off the coast of England and wrecked with the loss of most of her crew in 1907.

Men who sailed this seven master say that the big steel "sticks" were known, from fore to aft, as the foremast, main, mizzen, jigger, pusher, forcer, and spanker.

A colorful chapter in the story of ships' masts had its beginning shortly after the founding of New England when the British Crown appointed royal agents to comb the forests of Maine and New Hampshire and mark with the King's "broad arrow" the tallest, thickest, and firmest pines that could be found.

Such trees, which measured from 33 inches in diameter to 120 feet in height, were set aside to be masts and spars for the British Navy. After 1691, by royal decree, it became unlawful to cut any marked trees without "Royal License" and heavy fines were scheduled for offenders, but frontiersmen generally ignored the decree, felling what trees they chose and relying on the vast loneliness of the wilderness to protect them against the king's "tree detectives."

These mast trees were hauled by 36-oxen teams to the Kennebec and other rivers, then were shipped to England by a "mast fleet" whose ships are said to have been the fastest and best cared-for on the western ocean.

The big trade in masts for the royal navy ended when "the shot heard 'round the world" was fired by the Concord and Lexington farmers against the British in 1775.

Most ships were built with holes in the stern so that even the longest spars and masts could be carried without having to be cut. Some of the bigger mast ships could handle from 45 to 50 masts on each voyage.

# Masts

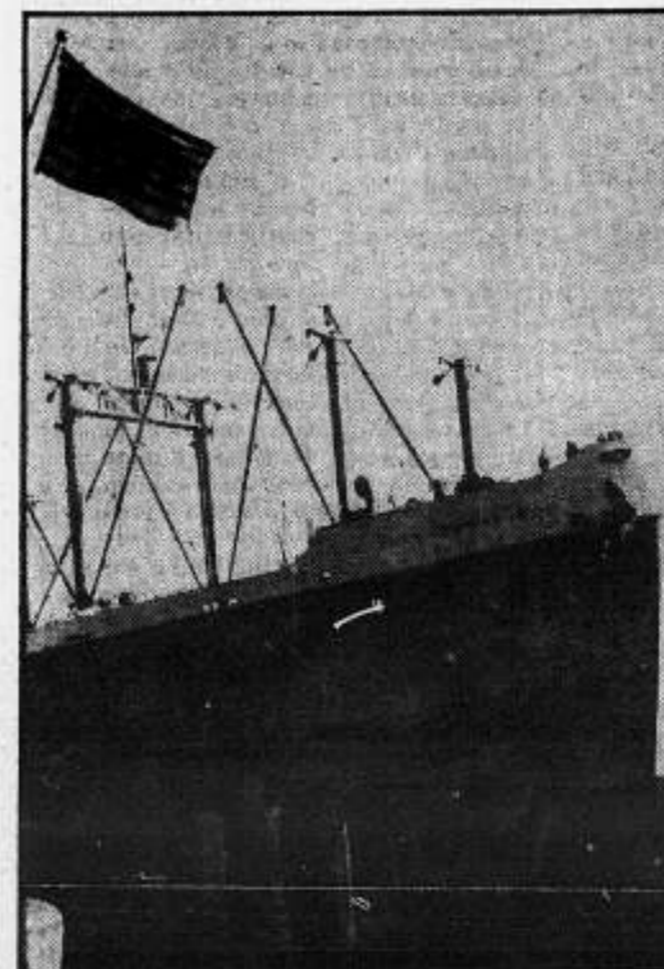
Large pines measuring 33 inches in diameter brought as much as 115 pounds at the royal shipyards in England.

Some masts are made in one piece from keel to truck, and others are fashioned from curved steel plates riveted or welded together with inside stiffeners. Nowadays they are not always stepped on the keelson as was necessary to provide strength and stability in the days of sail.

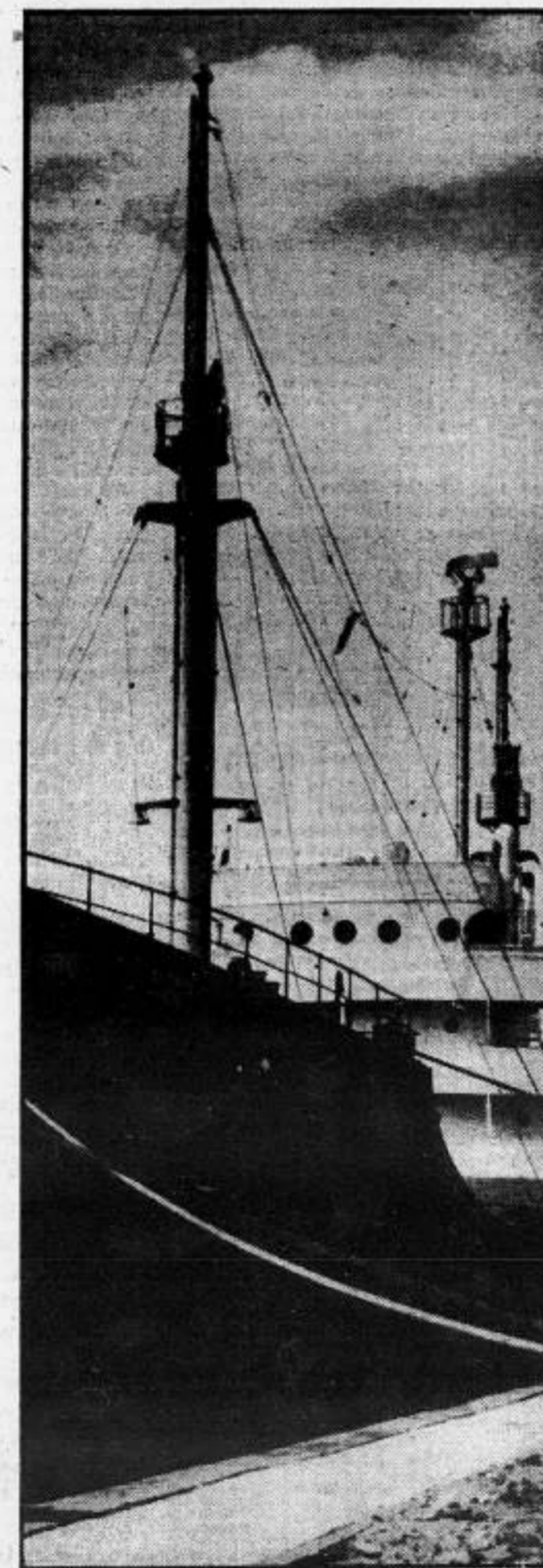
When ships were small, masts usually consisted of a single spar or stick but when windjammers became bigger masts were made up of three or more sections stepped one into the other and bound together with steel bands. Top masts, top gallant masts and royal masts were joined together in this way, with the result that a three mast ship or bark actually had nine masts. And the bowsprit was joined in similar fashion to the job boom. In the days of the Elizabethan galleons, the bowsprit was a mast mounted at an angle of about 45 degrees to the bow, it being lowered and shortened for easier handling of the sails.

In the days of the windjammers, the deep water sailor had a big nautical vocabulary to master and not the least part of it had to do with the masts of a ship. The German four mast bark *Priwall*, for instance, was one of the largest square riggers ever to sail the seas after she was launched at Hamburg in 1902. She was 323 feet over all and her mainmast towered 170 feet into the air!

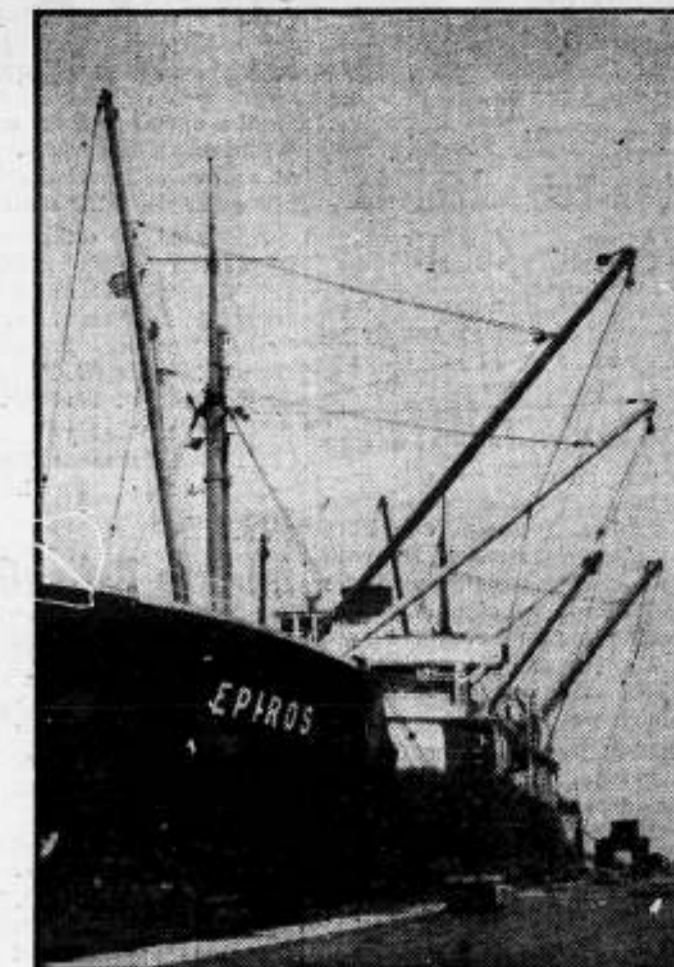
Technically a big square rigger had at least 12 masts, namely: foremast, mainmast, mizzenmast, foretop gallant mast, maintop gallant mast, mizzentop gallant mast, fore royal mast, main royal mast, mizzen royal mast, fore skysail mast, main skysail mast and mizzen skysail mast.



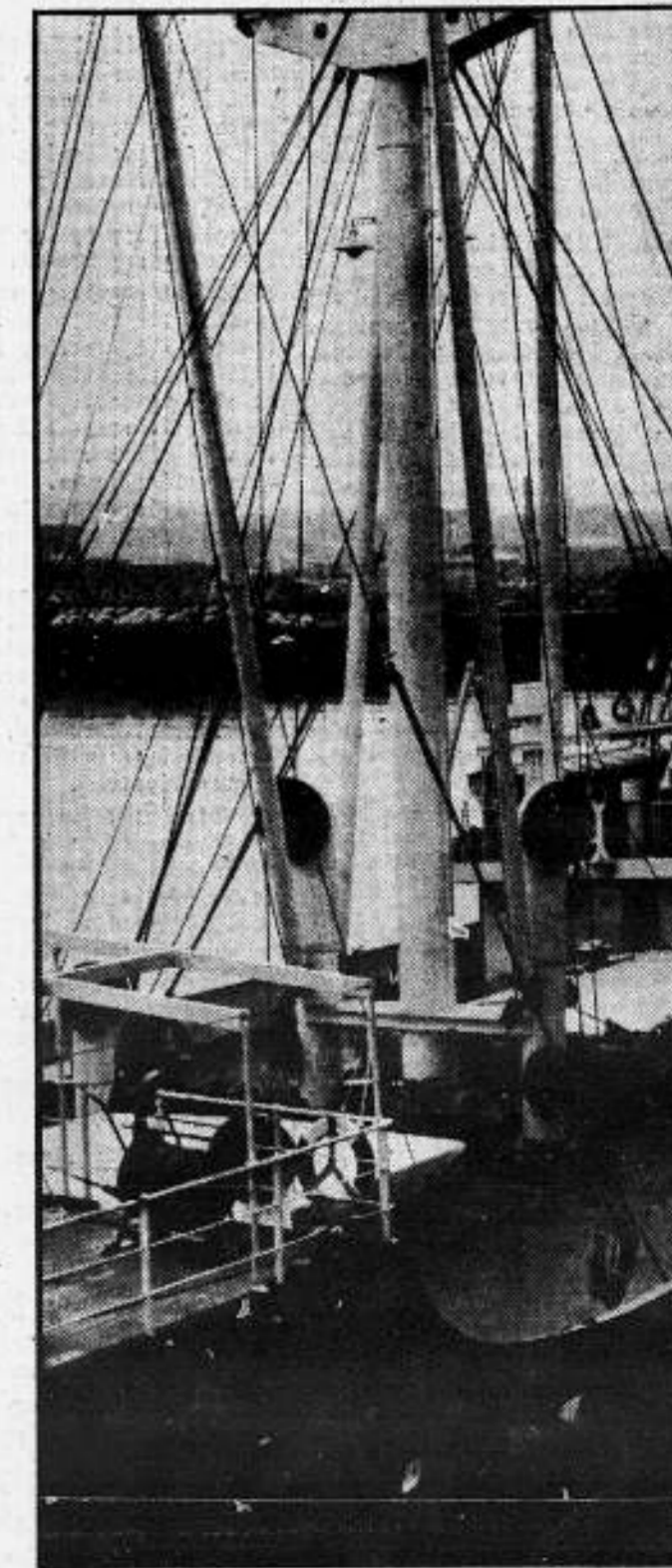
The trend is toward king posts and Sampson posts as used here aboard the *President Polk* to support cargo booms. These offer better support for heavier lifts.



Aboard tankers, as shown here, the masts are used for crow's nests, lights, and radio and radar installations. They sometimes support the small booms used.



Here, the mast supports the booms and the heavy lift boom shown secured right up against the mast itself. These are used to load and unload heavy cargo.



The maze of lines running to this mast support the booms and raise and lower the booms as well as the cargo itself. This conventional mast is shown on an N-3.

# PORT REPORTS

## San Francisco:

### Carbon-Tetrachloride Needs Plenty of Air

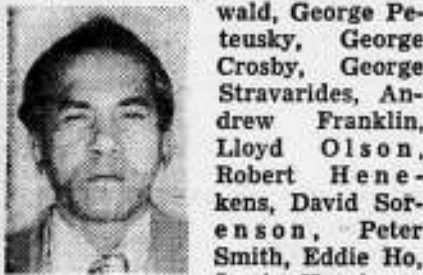
Shipping out here has only been fair during the past couple of weeks, with a total of 60 men shipped. We had one ship pay off, the Jean LaFitte (Waterman), which was in after making another voyage to the Far East.

In-transits for the period were the Yorkmar, Pennmar and Portmar (Calmar), Fairport, Bienville and Yaka (Waterman), and the Steel Admiral (Isthmian). All the in-transit ships were contacted, and minor beefs squared away, as well as LOGs and other educational equipment put aboard.

Shipping prospects for the immediate future call for two ships due in for payoffs, and eight in transit. However, we get pleasantly surprised every once in a while when some of the MSTs jobs sneak into port without notice.

#### In Hospital

In the San Francisco Marine Hospital, we have Harold Greenwald, George Petusky, George Crosby, George Stravarides, Andrew Franklin, Lloyd Olson, Robert Henekens, David Sorenson, Peter Smith, Eddie Ho, Louis Henriquez and Murray Chapman, all of whom would appreciate hearing from some of their old friends.



Long

While talking about hospitals, several of our electricians are in the hospital at present suffering from carbon-tetrachloride poisoning, caused by working with this dangerous stuff in unventilated places. At least two of them have suffered kidney damage from this preparation. While most major companies have banned the use of this preparation, there are still some companies which use it. All hands should be extremely careful when using it, and be sure they are in a place that has sufficient ventilation. Since electricians use this preparation to clean electric motors, they should check the ventilation in the place where they are working before they use carbon-tet.

We have been notified that Brother Raymond Long died aboard the Steel Admiral. Death was of natural causes, and was first noticed when the watchman went to call the men to turn to. According to our records, he is survived by a mother living in Malaya. He was a good Union brother, and his brother Seafarers extend their sympathies to the Long family.

#### Voting Continues

Voting continues slowly in this branch. Since most of the men shipping out of here already have cast their ballots during the first rush, things have quieted down. From here on in, it looks as if there will just be a few more votes coming in from men on in-transit ships who have not yet cast their votes in other ports.

While the beef in Seattle hasn't actually affected this port, a lot of our regular intercoastals have passed by Seattle and have been going into Portland or Tacoma. This has cut down the number of ports hit, since Seattle was the terminal for these runs. The beef is in its third week now, and the MTD is right in there actively in the beef.

Our congratulations to the SUP

on the opening of its new hall in Wilmington, last week. The SIU, of course, will continue to have its offices in the SUP building.

A few of the oldtimers currently on the 'Frisco beach include, Bill Bause, William Hunt, Casey Jones, A. Meshefsky, A. Anderson, Frank Kustura, Frank Edwards, David Edwards, R. H. Kelly, C. O. Lynsky and J. Dietrich.

H. J. Fischer  
San Francisco Port Agent

## Seattle:

### Alaskan Relief Cargo Leaving Despite Tie-Up

During the past two weeks shipping has been good, even though the port has been tied up by the ILA foremen's beef with the exception of MSTs cargo and relief cargo for Alaska.

This beef hasn't bothered those ships that come into the outer ports such as Portland, Vancouver, and Longview. For this reason our shipping has remained good with six payoffs and as many sign-ons.

Payoffs were the Sea Coral (Orion); Madaket and Fairisle (Waterman); Blue Star (Triton); Alaska Cedar and Alaska Spruce (Ocean Tow). The same ships signed articles at pay-off. Ships in-transit were the Sea Tiger (Orion); Fairport (Waterman); and Portmar (Calmar).

Ships scheduled for the next two weeks are the Kyska, Topa Topa, Yaka, Young America, and Jean Lafitte (Waterman); John Kulkundis (Mar-Trade); Gadsden (American Eastern); and Alaska Spruce (Ocean Tow), which should make fine shipping for Seattle during the coming two-week period.

The ILA foremen are still engaged in the tie-up of the harbor with the MTD having supervision of the beef. About all that is going out of the Seattle Harbor at present is MSTs cargo and some relief cargo for Alaska. At present there is no settlement in sight. Also on the labor front, the MC&S (AFL) have opened new offices at pier 29 on the Seattle waterfront.

Oldtimers on the beach at this writing are L. E. Meyers, Fred England, and F. O. Sullins. Men in the USPHS Hospital are M. Jette, T. D. Dailey, J. Mainella, H. Alexander, and A. DeFilippi, with all of them anxious to hear from their former shipmates.

Nothing else to report except that the weather is turning wet and cold here in the northwest region of the country. We don't mind too much as long as we get the shipping and the men get jobs.

Jeff Morrison  
Seattle Port Agent

## Galveston:

### Jobs in Abundance For All Seafarers

Shipping in the latest two week period has been very good for all ratings, bookmen and permitmen, with prospects just as rosy at least until the end of the year.

Payoffs were on the Longview Victory and North Platte Victory (Victory Carriers), and the Neva West (Bloomfield). There were no sign-ons for various reasons. The North Platte is undergoing repairs, while the Longview Victory is going coastwise to Mobile and will sign on in Mobile. The Neva West, similarly, is going coastwise to New Orleans and will sign on in that port.

Ships in-transit are the Seatrain Georgia, Louisiana, New Jersey, and Texas (Seatrain); Wanda (Epi-phany); Council Grove (Cities Service); Golden City, and Mae (Waterman); W. E. Downing, and The Cabins (Mathiasen); Sea Cloud (Seatraders); Southern Cities (Southern Trading); Del Alba (Mississippi); Marie Hamill (Bloomfield); and the Quartette (Carras).

For the Seafarer of the Week I nominate Domingo "Jo Jo" Molina,



Molina

who ships as a bosun. He has 18 years seetime and has been a member of the SIU since 1940. Jo Jo participated in the 1946 General Strike in New Orleans, which won so many new benefits for the Union and corrected some outstanding evils.

Men in the marine hospital who are anxious to hear from all their brother Seafarers are H. C. Shartzer, J. P. Green, R. E. Allen, M. E. Newman, and W. Currier.

Keith Alsop  
Galveston Port Agent

## Wilmington:

### Wilmington Branch Has New SUP Hall

The shipping has been very good for the past two weeks, being much hotter than the rather cool weather.

We paid off the Schuyler Otis Bland (Waterman), and signed it right back on again. Ships in-transit are Choctaw, Wacosta, Alawai, Yaka, Fairhope, and Bienville (Waterman); Yorkmar and Portmar (Calmar); Simmons Victory (Bull); Jefferson City Victory (Victory Carriers); Robin Mowbray (Robin); Barbara Frietchie (Lib-

erty Navigation); Seatiger (Colonial); and the Steel Admiral (Isthmian).

The Otis Bland came in with no disputed overtime and no beefs, and presented a nice clean ship with no logs or fouling up. Truly a good payoff. On the Seatiger we had to write the company to appoint an agent on the West Coast so that we could have important repairs for the benefit of the crew. Coolers were installed and a mixer put aboard in the galley, and the galley ranges were repaired.

We would like to impress on the membership that to collect maintenance money it is only necessary to see your union representative. We have had a case of men going to lawyers to get maintenance money which is a losing proposition as the shyster must get his cut.

The new address for the Wilmington branch is 505 Marine Ave. There was a big blowout to launch the new SUP hall.

We see where the president-elect has placed a labor representative in the Cabinet as Secretary of Labor. For the first time it seems that they are putting a man in this highly important position who knows what he is doing. Maybe this will be a step in the right direction for the Republicans in the forthcoming four years.

Organizer Charles Allen addressed the membership on the Atlantic Refining drive and gave them a complete resume of what the Union is doing to bring additional jobs for the membership. He stressed the education of the Atlantic seamen wherever they are met by showing them an actual account of SIU life aboard ships, in our halls, and at our meetings.

We don't have many men on the beach who want to ship now. I guess that old Christmas bug has them. The new hall here is a knockout with much better facilities for our membership to enjoy.

Sam Cohen  
Wilmington Port Agent

## New Orleans:

### Bookmen Staying Home For Coming Holidays

Business affairs of the port are in fine shape. More men are registering than usual, but that is probably due to their getting off for the holidays in order to be home to spread a little Christmas cheer.

Since many bookmembers are sticking around for the holidays, there are more permitmen shipping than bookmen. Following the last report on regular deepsea jobs, we shipped 96 bookmembers and 114 permits. We have also shipped quite a few standby men to clean, paint, and store ships.

We paid off six ships, signed on six, and had 22 in-transits. Payoffs were on the Liberty Flag (Gulf Cargo); George A. Lawson (Pan Oceanic); Sunion (Kea); Antinous, Beauregard, and Chickasaw (Waterman). The Omega (Omega); Del Oro and Del Viento (Mississippi); Seacloud (Seatraders); Beauregard, and the Liberty Flag signed on in this port.

Our in-transits were: Cavalier, Pennant, Clipper, Patriot (Alcoa); Steel Scientist and Steel Maker (Isthmian); Del Monte, Del Oro, and Del Viento (Mississippi); Seatrain New York and Savannah (Seatrain); Golden City, Morning Light, Maiden Creek and Monarch of the Seas (Waterman); Seacloud (Seatraders); Royal Oak (Cities Service); Amerocean (Black-chester); Longview Victory (Victory Carriers); Southern Cities and Southern States (Southern Trading); and Neva West (Bloomfield).

We have had only a few minor beefs in the port and these have been settled in a satisfactory manner to all hands concerned. There are no beefs pending in the port at the present time and all ships crews coming in for pay-off recently have a vote of thanks coming for jobs well done.

#### Money Donated

The local membership was saddened by the news of the accidental death of veteran Seafarer Jimmie King in Trinidad while boatswain on the Alcoa Roamer. The Mobile branch forwarded to us a generous fund donated by the licensed and unlicensed crew members and the proceeds have been delivered to Jimmie's widow.



La Nasa

Wallace La Nasa, until recently on the Del Sud (Mississippi) is hospitalized for surgery, but is not expected to be confined to the hospital too long. He should be back in an engine room before long.

Bill Walker and Jimmie Ward are re-hospitalized on the fifth floor and asked that their hellos be extended up and down the coast to their former buddies and shipmates. We would like to remind the membership that hospital visits to their friends and former shipmates always are welcome and often are helpful in the recovery of the patient. So, brothers, when in port, and not caring to hang around the local gin mills with time on your hands, drop out to any Marine Hospital in any of the ports and you will be sure to find some of your shipmates to chew the fat with and relive old times.

Recent applicants for maternity benefits were Norman Raines and Harry Hammond. The addition is a son to the Raines family and a daughter to the Hammonds.

Lindsey J. Williams  
New Orleans Port Agent

## SIU HALL DIRECTORY

SIU, A&G District		SUP		Canadian District	
BALTIMORE	14 North Gay St.	Ray White, Agent	Phone 3-1323	HONOLULU	16 Merchant St.
Earl Sheppard, Agent	Mulberry 4540	WILMINGTON, Calif.	505 Marine Ave.	Portland	322 N. W. Everett St.
BOSTON	278 State St.	Sam Cohen, Agent	Terminal 4-2874	Richmond, Calif.	Beacon 4536
James Sheehan, Agent	Richmond 2-0140	HEADQUARTERS	675 4th Ave., Bklyn.	San Francisco	257 5th St.
Dispatcher	Richmond 2-0141	SECRETARY-TREASURER		Seattle	Phone 2599
GALVESTON	308 1/2 23rd St.	Paul Hall		San Francisco	450 Harrison St.
Keith Alsop, Agent	Phone 2-8448	ASST. SECRETARY-TREASURERS		Seattle	Douglas 2-6363
LAKE CHARLES, La.	1419 Ryan St.	Lloyd Gardner		Wilmington	505 Marine Ave.
Leroy Clarke, Agent	Phone 6-5744	Robert Matthews	Claude Simmons	New York	Terminal 4-3131
MOBILE	1 South Lawrence St.	HEADQUARTERS REPRESENTATIVE	Joe Algina	MONTREAL	463 McGill St.
Cal Tanner, Agent	Phone 2-1754			Halifax, N.S.	123 1/2 Hollis St.
NEW ORLEANS	523 Bienville St.				Phone: 3-9911
Lindsey Williams, Agent					
NEW YORK	Magnolia 6112-6113				
NORFOLK	675 4th Ave., Brooklyn				
Philadelphian	127-129 Bank St.				
Port Arthur	Market 7-1635				
S. Cardullo, Agent	411 Austin St.				
Don Hillon, Rep.	Phone 4-2341				
SAN FRANCISCO	450 Harrison St.				
H. J. Fischer, Agent	Douglas 2-5475				
SAN JUAN, P.R.	522 Ponce de Leon				
Sal Colls, Agent					
SAVANNAH	2 Abercorn St.				
E. B. Tiley, Agent	Phone 3-1728				
SEATTLE	8700 1st Ave.				
Jeff Morrison, Agent	Seneca 4070				
TAMPA	1599-1611 N. Franklin St.				

### Get New Books Through Agents

Seafarers who applied for new membership books in New York but are now sailing from outports don't have to come to this city to get their new books.

If the men involved will write to headquarters and tell the Union which port they are sailing out of, the Union will forward the book in care of the port agent.

Under no circumstances however, will the books be sent through the mails to any private addresses.

# PORT REPORTS

**Mobile:**

## Shipping Tops With Similar Future Seen

Shipping for the past two weeks was excellent and from all indications will continue to be that way for the coming two weeks.

We paid off the Pennant, Pegasus, Runner, Corsair, Clipper, Puritan, and Pioneer of the Alcoa line, and the Waterman outfit's Morning Light, Jeff Davis, and Monarch of the Sea, with the Pennant, Pioneer, Jeff Davis, Puritan and the Runner signing on again. Ships in-transit were the Iberville and Antinous (Waterman); Sea Cloud (Sea Traders); Del Viento (Mississippi); and the Amberstar (Triton).

Oldtimers on the beach are W. Alpin, R. A. Eden, C. Carlson, G. Elliott, J. Curtis, V. O. Mary, and A. Highman.

For "Seafarers of the Week" I nominate Phillip N. O'Connor who joined the SIU in 1938 and has been sailing since then in the stewards department. Brother O'Connor is married and has two children.



O'Connor

He saw action during the war in the North Atlantic and the Mediterranean, with two runs to Murmansk slipped in his missions. Phil has shipped from several other ports, but for the past three years has been shipping through the Mobile branch.

Brother O'Connor feels that the most important accomplishment made by the Union is the Vacation Plan, because through this a man not only gets his money, but it is enough to take care of his Union obligations with quite a bit left over for the necessary expenses of a vacation. All the other gains are exceptionally fine, and it shows that efficient officials are in there pitching to make the conditions, as well as the recognition of the Union, one that stands far out from the others. Several years back a seaman was looked down upon, but through the efforts of a strong Union this picture has changed considerably.

Brother O'Connor feels that the SEAFARERS LOG is not only a very interesting paper, but it keeps the members well informed on all the happenings of the Union without getting the information second hand. He thinks the building program is another thing that all of us should be proud of because we have our home away from home established in our own halls. These

## Pick Up 'Shot' Card At Payoff

Seafarers who have taken the series of inoculations required for certain foreign voyages are reminded to be sure to pick up their inoculation cards from the captain or the purser when they pay off at the end of a voyage.

The card should be picked up by the Seafarer and held so that it can be presented when signing on for another voyage where the "shots" are required. The inoculation card is your only proof of having taken the required shots.

Those men who forget to pick up their inoculation card when they pay off may find that they are required to take all the "shots" again when they want to sign on for another such voyage.

well-equipped halls give the seaman something more to do than just go to the hall and wait for a job. They can spend their time enjoying themselves and forgetting their troubles while waiting to ship out.

Cal Tanner  
Mobile Port Agent

**New York:**

## Expect Heavy Shipping Load To End Of Year

Shipping in the port of New York has really been on the upgrade for the past two weeks and from the looks of things will continue to be good for some time. There was a good turnover in all departments. We are very happy to see this boom in shipping as it lifts the morale of all hands including the dispatchers.

We paid off a total of 27 ships in the past two weeks and signed five on foreign articles. These, along with quite a few ships in transit, were scattered from New Haven, Conn., to Perth Amboy, NJ, so all hands were kept on the go to service them.

The following were the ships paid off: Frances, Monroe, Puerto Rico, Ann Marie, Suzanne, and Elizabeth (Bull); Steel Traveler, Steel Scientist, Steel Voyager, and Steel Rover (Isthmian); Chickasaw, Azalea City, Citrus Packer and Afoundria (Waterman); Seatrain; New York, Texas, Georgia, and Savannah (Seatrain); Cantigny, Royal Oak, Logans Fort, and French Creek (Cities Service); Strathbay (Strathmore); Sweetwater and Tagalam (Mar Trade); Trinity (Carras); and Coeur d'Alene Victory (Victory Carriers).

The Steel Traveler, Robin Kettering, Mobilian (Waterman), Steel Vendor (Isthmian), and Gateway City (Waterman) were the ships signing on.

**Crewed Trojan Seaman**

We crewed up the Trojan Seaman this week, a Liberty operated by the Troy Company, with whom we negotiated a contract last week. We also have a couple of ships in temporary lay-up for repairs that will be crewing up in the next two weeks so no one should have any trouble getting out between now and the end of the year.

There have been no major beefs on any of the ships paying off in this area in the past two weeks and with the new contracts going into effect in the next few days we expect to have much smoother operations in the future which will, in turn, mean better relations between the Union and the operators.

Claude Simmons  
Asst. Secretary-Treasurer

**Boston:**

## Too Many Beefes Mar Boston Port Payoffs

We had a very good spurt in shipping during the past two weeks shipping out a total of 76 men. The outlook for the next few weeks, since it is so close to the Christmas and New Year holidays, is expected to be brisk. Most of our coastwise and nearby foreign shipping should take some replacements, despite payoffs.

We paid off the McKettrick Hills and Olympic Games (Western Tankers); The Cabins (Mathiasen); Michael (Carras); Bradford Island (Cities Service); and the Catahoula (National Navigation), with all of them signing on again. In-transits were Isthmian's Steel Rover and Steel Scientist, and the DeSoto (Waterman).

Beefs were plentiful this trip. On the McKettrick Hills, the oiler put in for working eight hours a day doing work which the engineer on watch was unable to do. The engineer was incompetent, according to reports. The OT beef was referred to headquarters. The wiper on The Cabins missed the ship in Port Newark. His book and seaman's papers, which he left behind, plus his discharges from The Cabins, were sent to New York.

There were a few grievances on the Michael, with the messman missing the ship in Baltimore and the ship subsequently sailing short. Stewards department beef centered around the fact that they had to cut their own meat which came on board as carcasses. The captain and officers aboard the Bradford Island were reported doing work, as well as the man at the wheel doing other than routine work on the bridge. These were settled beautifully, however, with all disputed overtime collected.

**For Lighter Moods**

The crew on the Catahoula built a stand for their phonograph and a record holder in the recreation room. Now they have a wide variety of recordings and have a tidy recreation room in which to keep them. This ship usually comes in with no beefs and has a good record of cooperation among the departments. It enjoys good representation by capable delegates and is one pay-off we know will be clean.

Donald Kennedy, a former Seafarer who has been in the Army about one year, was presented with the Purple Heart in Korea by Gen. Van Fleet. The presentation ceremonies were shown here on television. Donald's father still sails with us.

Concerning the Atlantic Refinery drive, things are running smoothly with the local membership follow-

ing the latest bulletin with much interest.

Men in the USPHS hospital are R. P. Bowman, D. S. White, J. J. Flaherty, J. Fifer, J. Preshong, J. M. Pincus, and W. Geradeau. All of them would like to hear from their brother Seafarers for a bit of good cheer. White is doing some excellent art work, while Bowman has been turning out belts and wallets. His work has been first class and we look forward to seeing his latest efforts during our weekly visits.

James Sheehan  
Boston Port Agent

**Philadelphia:**

## Discussion Over New Port Building Here

Shipping has been good for the past two weeks and it looks promising for the forthcoming two-week period.

We paid off 10 ships, signed on nine, and had 15 in-transits. Paying off were the Inez, Angelina, Evelyn, and Hilton (Bull); Chiwawa and Council Grove (Cities Service); Keystone Mariner (Waterman); Marymar (Calmar); Montebello Hills (Western Tankers), and Potrero Hills (Phila. Marine). Sign-ons were on the same ships with the exception of the Keystone Mariner.

Ships in-transit were the Afoundria, John B. Waterman, Chickasaw, Azalea City, Raphael Simmes, Citrus Packer, and De Soto (Waterman); Steel Architect, Steel Vendor, Steel Scientist, and Steel Rover (Isthmian); Strathbay (Strathmore); Inez (Bull); Winter Hills and Bent's Fort (Cities Service).

There was some discussion at the last meeting on the possibility of our obtaining a new building for the port of Philadelphia. It was also suggested that it would be to our advantage to wait until the Baltimore building was completed, and to fix our present hall so that it will be a decent place in which to carry on our Union activities until such time comes when we can have a new hall here.

The membership was told about the contractual negotiations with the Calmar company, which had been so strained that there was a possibility of our having to strike their ships.

It was suggested at this time that all permitmen in the port should file application for jobs at the Atlantic Refining Company so as to take part in the organizational drive now being conducted in that fleet.

A. S. Cardullo  
Philadelphia Port Agent

**Lake Charles:**

## SIU Backs Council In Building Dispute

Shipping has remained very good here for the past two weeks, and the outlook for the coming two weeks seems to be as favorable.

Causing this rush were payoffs on the Council Grove, French Creek, Archers Hope, Lone Jack, Bents Fort, Winter Hill, Chiwawa, Government Camp, Cantigny, and Royal Oak (Cities Service). Signing on were the W. E. Downing (State Fuel Trinity (Carras), Bays public and Federal (Trafalgar). All of these took quite a few men so that we cleaned out all the rated men in the engine and steward departments and only left a couple in the deck department. However, we have some non-rated men in all three departments.

On the labor front all is quiet at present, although it looked like the Building Trades Council would have to tie up a job here earlier this week. Seems some non-union contractor had the idea that he was going to build some houses here and use scab labor, but after a heart to heart talk, he saw the light and is now employing union men, so all is well. Another man has learned the hard way. Of course, we were notified of the impending tieup and offered our help if needed, and were assured that it would be appreciated. As it is well known in this area, one cannot build even a chicken coop unless union men are on the job.

**Heavy Rains**

At present, due to heavy rains for the past 24 hours, we are operating a pirogue here on Ryan St. in order to get into the hall, and our French boys are really at home. Of course, some of us who have not gotten used to wearing shoes are not feeling any discomfort. After all a little water does not bother us unless we have to drink it or take baths.

We nominate for our Seafarer of the week Louis "Big Chief Wahoo" Boren, who, after a hitch in the Navy in World War II, decided that he would follow the sea for life. A clever

boy, he picked the SIU and he says that this was the smartest move of his life. He has tried the cattle business at various times in his native state of Oklahoma, but says cattle raising cannot compare with sailing an SIU ship. At present he is holding down a job on one of the Cities Service wagons.

Quite a few of our boys have been going over to Port Arthur, Texas, to try to get on with Atlantic, but so far no luck. However, they are still keeping it up and hoping that something will break.

We thought that we would have enough bookmen here to hold a meeting this past Wednesday, but along came a ship or two and presto, the only bookman left was the agent. We still live in hopes that someday enough bookmen will be here to hold a meeting.

Among the oldtimers who have been on the beach here or passed through during the past two weeks were B. F. Grice, J. F. Mapp, M. Launey, H. E. Grant, J. Burke, E. Johnson, L. Rose, W. Hay, E. Shaw, M. King, G. Murphey, P. Flynn, A. Hebert, J. Picou, and H. Connell.

Leroy Clarke  
Lake Charles Port Agent

# A & G SHIPPING RECORD

## Shipping Figures November 19 to December 3

PORT	REG.			TOTAL REG.	SHIP.			TOTAL SHIPPED
	DECK	ENGINE	STEW.		DECK	ENG.	STEW.	
Boston	30	16	14	60	30	28	18	76
New York	205	163	144	512	163	171	135	471
Philadelphia	69	43	38	150	62	48	38	148
Baltimore	144	120	84	348	60	64	51	175
Norfolk	20	22	13	55	9	10	7	26
Savannah	6	11	9	26	5	2	5	12
Tampa	7	9	11	27	3	4	2	9
Mobile	55	55	52	162	70	61	65	196
New Orleans	91	78	82	251	74	65	71	210
Galveston	68	47	35	150	79	50	52	181
West Coast	30	65	145	240	39	85	63	187
<b>Totals</b>	<b>783</b>	<b>631</b>	<b>567</b>	<b>1,981</b>	<b>636</b>	<b>562</b>	<b>498</b>	<b>1,691</b>

# Comedy Of Errors Rings Bell, Book, And Ship's Bailey Board

Because the standby watch on the stern docking station of the Royal Oak couldn't hear the ring of the rusty telephone bell, an OS and a messman started to examine the telephone, resulting in a comedy of errors which had the entire ship in an uproar.

That act in itself was a dire violation of an unwritten law of all the engineers, pumpmen, machinists and other advisors of the high seas. But when the pair started to work on the telephone bell, the act became absolutely unpardonable.

The messman stole (or borrowed) a pair of pliers from the machine shop; he removed the gong, cleaned it, adjusted the hammer and replaced the gong. By flicking the spring, the hammer snapped back and the sound became louder. The OS watched wistfully, then announced that the messman had done it wrong, and that he would do the repairs himself. He repeated the previous procedure, brushed off his palms and grinned triumphantly.

At this stage, neither one was sure that the bell would sound right if someone rang, so they sat down to wait for the bridge to call. But the mate on watch happened to be a good sport, so there was a chance that there might not be a call all night. They meditated this obstacle.

### "Repaired" Bell Rattles

Not for long, however. The OS stopped the AB going on watch and asked him to call the station, solving the dilemma. After some anxious moments, there was a rattle from the bell—like a pair of dice. Now they knew how Alexander Bell felt.

More time passed while they planned how to get a response from the bell. An oiler who passed by was interrogated, and he described the entire telephone system of the ship. This oiler happened to be one of those geniuses who knew everything—most of it wrong—so he referred to the dial, which was set at 11, and said that was the number to call. Someone had to volunteer for the job of calling, and the mechanic-messman was elected.

He found a telephone in the steering engine room, set the dial, and turned the crank, as if it were a stubborn Model T. Finally, he heard a faint voice and, his patience exhausted, he called the OS on the other end of the line all kinds of ignominious names, like bilge rat and similar colorful metaphors. There was no reply, so he went up to the messhall to find out what caused the silence. The OS said he had heard nothing, and urged the messman to go back to the engine room and try again—maybe another number.

At the foot of the ladder the unexpected stood waiting, in the person of the third assistant engineer on watch whose face was red and puffed with indignant anger. Before he could say one word, the messman handed him his borrowed pliers and silently stole away.

### Irish Up And Down

Up in the messhall, the messman reported the incident and decided to desist from further efforts. But the OS, being Irish, said his Irish was up and he went below to the steering engine room. When he returned he was no longer the mad Irishman.

Meanwhile, the engineer noticed some signals on that marvel of modern shipping, the Bailey Board. The signals indicated that something unauthorized was going on above deck. Although the board showed from what deck the disturbance was coming, it did not show the exact location.

Naturally, it was unethical for the fireman and the oiler on the third engineer's watch to tell him

that they thought they knew the source — the messman's foc'sle, which had been transformed to a typical radio repair shop. Nobody knew where he got all the radios, unless he stole parts from the ship's radio operator and built them.

For more than three weeks he didn't talk to anyone unless it was about radios, tubes, wires, short circuits, or to degrade those crazy imbeciles, Marconi and DeForest. His radio-phonograph combination failed to operate, so he dissected most of it and tried to put it together again. The result was that neither the radio nor the phonograph worked. Then he obtained another combo job, dismantled it, and transposed the tone control and other parts so that the machine would fit a smaller cabinet.

### Simmer and Smoke

The result was a sound like an angry firecracker and a wisp of

blue smoke. With no parts to work with that did not explode, all the messman could do was seek advice from whatever crewmembers knew the slightest thing about radios. The radio operator was not consulted, for some mysterious reason.

Meanwhile, in addition to all his regular duties, the exasperated engineer still was watching the Bailey Board, vaguely aware of the messman's exploits. By staying awake for two nights, with a soldering iron borrowed from the radio operator, the disturbance was temporarily allayed. How? By remembering that he forget to replace one of the tubes. (The other tubes were in the wrong sockets of the wrong radios.)

Which only goes to prove that no matter how little one seems to know about a subject, someone will come along to prove that he knows even less.

William Calefate

## Young America In Old Japan



The Young America (Waterman) discharging iron ore at the docks in Muron, Japan.



Coffee time aboard the Young America brings out the crew in a moment of relaxation caught by the camera. Left to right are: Parks, DM; Schroeder, AB; Swinson, DM; Macapagal, AB; Liekas, AB; Musselini and Crabtree, OS; Larsen, bosun; and Grien, AB.

## Chicks Active In Winter

With the advent of fall and winter sports, crowded into the final days and months of every year as they are, the hot weather pastimes take to the mothballs for lack of space and publicity. Baseball is the most prominent of these.

The "Hot Stove League" is under a full head of steam at the moment as the major leagues are meeting in Phoenix, Ariz., as this is written. The SIU, however, has more than a passing and dormant interest in diamond affairs. It is not with the majors, though, but with something which is closer to home to the Union, its brothers, and the crew of the Bull Line's Puerto Rico.

The SIU Chicks, and all-girls baseball team ranging in age from 12-15 years and hailing from the Jackson Heights section of Long Island, has written a letter to the LOG in which all those connected with the team have expressed their utmost appreciation for the Union's backing.

Rita McWilliams, who signed her

name to the letter, as captain of the team, has her father to thank for the origin of the organization. The elder McWilliams, Richard, a BR on the Puerto Rico at the time of the outfit's birth, started the ball rolling on board ship last June. The crew held a tarpaulin muster to buy equipment for the squad once Seafarer McWilliams told the idea to his shipmates. Their enthusiasm later spread to the headquarters building where the Chicks were given unofficial status as the Union's baseball team without portfolio.

In her letter, Rita writes that all girls interested in joining the team may try out for the nine by getting in touch with her next spring. Dial IL 7-6515 and ask for Rita if you have an interest in the club. Don't forget to wear a glove and your hitting shoes, says Rita.

## Seafarers In Action

Crewmembers aboard the Bradford Island (Cities Service) decided that they needed some fresh reading matter as well as repairs for their radio recently, so they delegated Charlie Rawlings, OS, to take care of both matters with money from the ship's fund. That must have been a pretty easy assignment for Charlie, for when last heard from, he was trying his hand at raising a litter of 11 pups aboard the Hilton (Bull Line) and lining them up for pictures. Rawlings is one of the new men in the SIU, having started sailing with the Union last February. He was born in Maryland just four days before Christmas, 1923, and still makes his home in Baltimore.

Two more members of the stewards department, chief cook Johnny Lopez, and Jerry Proce, messman, won the applause of their shipmates aboard the Bluestar for the way they handled the chow on the last trip out. Lopez rung the bell, for as the crew put it, "really putting out tasty meals and going out of his way to please." Being that a well-fed ship is a happy ship, Johnny deserves a lot of credit. He's an oldtimer with the SIU and a Tampa man all the way



Lopez

having been born in that city in 1914, joined the Union there in 1943 and still living there today.

Proce, who sails regularly as messman, found himself promoted to night cook and baker in an emergency situation, a job he had never handled before. But the crew

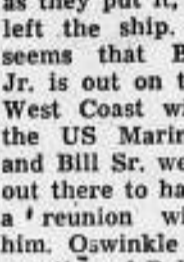
said that he did better than average considering the circumstances, and rated a commendation.

He has been sailing with the SIU for a little over a year now and makes his home in Rockaway Beach, NY, where he can see the ships coming and going along Ambrose channel whenever he's ashore.

Talking about ship's funds brings to the fore the Del Santos (Mississippi), whose fund totaled a healthy \$102.50 at last reports.

The fund's watchdog aboard the ship is W. D. Makin. He's been with the Union for over eight years now, joining up in May, 1944. Makin is a native of Alabama, having been born there in 1920. He sails usually as cook and baker. Home for him is Alabama's leading city, Birmingham.

The crew of the Hastings (Waterman) "lost our first class messman" as they put it, when Bill Oswinkle left the ship. It seems that Bill Jr. is out on the West Coast with the US Marines and Bill Sr. went out there to have a reunion with him. Oswinkle is a native of Baltimore, having been born there in 1913. He still lives in that city. He's been a member of the Union ever since August, 1943, when he joined in New York.

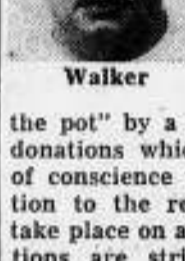


Oswinkle

## Seafarers Give \$ To Get \$

"... and for this some child gets a new lease on life," begins Seafarer F. W. Walker, ship's delegate aboard the Alawai (Waterman) in a letter to the LOG concerning the heartwarming generosity of his fellow shipmates.

According to Brother Walker, the man who deserves the lion's share of the credit for raising funds for the March of Dimes campaign aboard the ship is the captain himself, Ben Johnson. Johnson, it seems, has come up with a new idea to "sweeten the pot" by a system of voluntary donations which needs no twinge of conscience to prod it. In addition to the regular draws, which take place on all ships, where donations are strictly voluntary, the captain has instituted an "anytime goes" draw which happens as often as the men need or want it between regular draws.



Walker

Ay, but here's the rub. In order to make a naturally generous seaman even more magnanimous, Capt. Johnson makes a donation to the charity a "must" on the irregular draws, in contrast to the voluntary aspect of it all when the feeling moves the men.

The crew is wholeheartedly in favor of the scheme, and, money shortages being what they are aboard ship on a foreign run, irregular draws are the rule more so than regular ones. And so the "pot is sweetened" almost every day—and sometimes more often.

The one man out of a hundred who doesn't want to contribute to the worthy cause, says Seafarer Walker, can get his money at the regular draws without making use

of the added draws on the schedule. When a man runs short and needs a draw, he doesn't miss the few dollars. Besides, says Walker in a lighter vein, after a couple of drinks nobody even misses the money which is doing more good elsewhere.

All the money is turned in through the Union and credited to the SIU membership's support of this worthwhile drive.

## Glass Gets Gar



Ship's delegate Dewey V. Glass displays the Alligator Gar he caught off the Alcoa Polaris while the ship was berthed in the Mobile River at Mobile, Ala. He used a hand line and a piece of beef for bait in landing the tough river roamer.

# Did You Know . . .

That sugar cane originally comes from the East Indies? Some of the Crusaders brought the "sugar-bearing reed" from the Near East to Europe about the eleventh or twelfth century and after that its cultivation became common in Sicily and parts of Spain. Columbus himself introduced sugar cane to the New World in 1494.

That polar bears born and reared in warm climates are liable to suffer more from cold than from hot weather? As a rule polar bears in the zoos of Western Europe and America do not develop the thick coats of fur or heavy layers of fat which they customarily grow in the polar zone in wintertime and which diminish in thickness when warm weather comes.

That the SIU disability benefit is now \$20 per week instead of the former \$15 weekly? As long as he is totally unable to work, any Seafarer who has at least seven years' seetime with companies participating in the SIU Welfare Plan is eligible for this benefit, regardless of age.

That the first "Bostonian" left Boston because he preferred the company of Indians to that of Bostonians? There was no love lost between the Puritans who arrived later and clergyman William Blackstone, who was the first white man to settle on the land where Boston now stands, so Blackstone soon after left and moved to nearby Pawtucket.

That the word "money" originated about 350 BC when the first Roman coins were made in a mint near to a temple dedicated to the goddess Juno Moneta? The mint where the coins were struck was attached right to the temple so

the coins were fittingly called moneta in honor of the goddess.

That a weekly financial report on SIU operations is posted at all Union halls for easy inspection by any Seafarer? As a Seafarer, you always have a ready opportunity to know just where your Union finances are going.

That infantry as a designation for foot-soldiers stems from the time when young boys called infantes served as footmen or servants to powerful knights? In the course of time the unmounted men of an army, those too inexperienced or low in rank for cavalry service, were called infanteria by the Italians, and that term, through the French infanterie, produced the present word.

That the "laughing jackass" is not an animal but a bird? The name is a literal translation of the scientific name of an Australian bird belonging to the kingfisher family, which gives out with a note that sounds like a loud peal of laughter. It is about the size of an ordinary crow and feeds on reptiles, fish and insects.

That the annual upkeep on a \$2,500 life insurance policy would cost you more than your SIU Union dues? The survivors of any unlicensed man sailing on an SIU-contracted ship are eligible for this benefit under the SIU Welfare Plan.

That Virginia actually extends farther west than West Virginia? Although West Virginia got that name because the greater part of it lies west of Virginia, the southwestern tip of Virginia extends many miles farther west than any point in West Virginia.

## LOG-A-RHYTHM:

### To Ethel

By Clarence "Buddy" Cousins

The blacker the night,  
The brighter the light,  
And thus it seemed to me,  
That you led the way,  
So my steps couldn't stray,  
From your sweet ecstasy.

The greater the risk,  
The bigger the win,  
And thus will it ever be,  
And so I won you,  
Only to lose you,  
In the gamble of love, you see.

When you cast your affection,  
In my direction,  
I tried, oh, I tried to refuse it,  
But when one so fair,  
Offers a love so rare,  
Who am I to abuse it?

And so we were wed,  
Shared the same nuptial bed,  
And awaited a bundle of joy,  
Lo and behold our surprise,  
As the doctor looked wise,  
And announced: "It's a boy."

But fate's deck was stacked,  
There was something that  
lacked,  
And adversity on us was forced,  
We parted and I pine,  
For you, lover of mine,  
Even though we're divorced.

But, the tie that binds,  
And remains and reminds,  
And made us mother and father,  
Is the boy of age five,  
Who is so much alive,  
To prove blood runs thicker  
than water.

While we live 'til we die,  
To be happy we try,  
And carry on with life's cross,  
There is no magic,  
To change tales so tragic,  
Or to lessen one iota my loss.

Since we christened him Bruce,  
Let our son be our truce,  
I'm certain none could be fitter,  
Cause when all's said and done,  
After having such fun,  
What's the sense to be bitter?

I know it is sad,  
But to say it, I'm glad,  
For now is a time for reflection,  
Our marriage missed frills,  
But never lacked thrills,  
And I hope you get the  
connection.

Though progress be slow,  
Without your bright glow,  
To help us work out our salvation,  
Hoping you think of me,  
I have gone back to sea,  
To humbly serve our great  
nation.

Yes, back at sea,  
Is perhaps where I'll be,  
When the Grim Reaper strikes  
me down,  
Lowering boats and painting  
From floats,  
While the serang observes with  
a frown.

For the same sea that holds,  
In its depths pirate gold,  
And ships of all flags unfurled,  
Even though it is salty,  
To a certain degree,  
It washes away the sins of the  
world.

# Burbank Nine Edges Po GIs, 7-5

Glory be and shades of the Robin Mowbray and Robin Trent, but the baseball team of the Burbank has really and truly pulled an Emil (Ski) Gretsky while on this voyage to the land of the beautiful ladies and into the rich valley of the River Po.

One of the teams from the Army base stationed here challenged us to a baseball game, and though Casey Jones, the little round steward, did his level best to get out of making up sandwiches for the gang by saying that we had no paraphernalia, the GIs readily offered to furnish same if we would give them a game; they were so anxious to play that it was agreed that they would furnish the liquid refreshments (Coca-Cola, orange and grape soda, etc.).

We informed the gang that we were going to play, but some of the lads were busy purchasing souvenirs, Casanovaing and looking over the fair city of Lovrana, so they missed a good game.

### Real Pros

We were, in a kidding manner, accused of being professionals. The boys did play like the said pros after three or four drinks of the famous "De Popolo Vino" (that's considered a soft drink in Italian circles), and could not be stopped. The final score was 7-5 in the Burbank's favor, and believe it or not, there was only one error (the Burbank pitcher, Pedro Estaban).

All kidding aside, it actually took a running circus catch by Handy Andy, the deck delegate, to save the game for us in the last inning. Eddie Celkos roamed the left field pasture like the "Fall River Flash," Roger La Pointe. Ray (Kid Durbin) Sedowski covered his acreage just like a veteran fly chaser, and made an unconscious catch of a ball hit by the opposing catcher over his left shoulder. He still says that the ball caught him, and after the catch the GIs gave him a mighty nice round of applause. Yours truly did not do as well, as Handy Andy, Casey, Celkos, Bogucki and the rest of the gang heckled and kept yelling "Hit it—it's a cabbage, Cabbage Head," and furthermore, that GI pitcher threw more curves at us than Marilyn Monroe can show.



Hare

Bill (Turbine) Hare, the second 'lectro, did a sweet turbine job at the Hot Corner, and he sort of brought back memories of the "Old Maestro," Ski Gretsky. Bill clouted a double, but obesity caught up with him, and he was thrown out trying to stretch it into a triple. Mike Cristaldi, the bosun, may be the big serang when working on a paint job, and finding plenty of holidays, but no matter how hard he tried, he could not find a hole in the GI infield for even a holiday hit. (Scratch hit to a good-field, no-hit guy.)

### Galleymen Gets Shiner

Bob (Irish) Alderton, the 300-pound galleymen and our catcher, did his usual good job of not allowing any balls to get past him (how could they?) and there was not a stolen base against him. He did end up with a beautiful shiner on his left eye by refusing to wear a mask, and is now singing, "Brown eyes, why are you black?"

We were certainly treated royally, and it would indeed be an honor and a pleasure to return some day in the future and meet those same soldiers again. We invited them to dinner on board, but most of them had to report back for duty. I am sure that we left a good SIU impression on them. We parted as

new-found friends, and I am sure that I speak for both sides when I say it would be great to meet again.

George (Hash and Eggs) Hashagen, saloon messman and our six-foot-three-inch first sacker, states that the reason that the fellows on the opposing team gave him three or four extra rounds of soft drinks was to keep him from parking any of their pitcher's slants over the center field wall. (George for your information and clarification, that is a distance of 518 feet. Do you want to change your story?)

### Real Tricky

Pedro Estaban, Eddie (Asparagus King) Miller and Sam Ramos Pogamus played the last two innings of the game, and Pedro really pulled a slim edge play. Two men were out and a man on third; the next batter hit an infield fly, and Pete, forgetting baseball rules for a moment, dropped the fly intentionally, as he says, in order to make a double play. Hey, amigo, how many outs do they allow you in one inning in Barcelona? His side-kick, Pogamus, says that he

really pulled the bone out of a turkey. Did you mean boner, Samuel?

Our regards to the baseball teams of the Robin Wentley, Robin Trent, Robin Mowbray, Robin Hood, Robin Adair, Robin Locksley and Goodfellow. We someday hope to have the pleasure of playing each of these teams, as Casey the steward has really been press-agenting the Robin Line teams. He says they are all good teams, but that the Robin Trent was the best, is the best and always will be the best team. Ray Sedowski very angrily disagrees, but he will not say which team he thinks the best, as he will probably grab a Robin liner as soon as he gets back to the States.

From the writer's viewpoint, it would seem that we have adopted the Notre Dame system of platooning. We are being called the Fighting Irish, too, due to the following names: Sedowski, Bogucki, Linsky, Celkos, Pidulsky, Travinski, Mesherfsky. But just a minute, please—we also have Aloysius Alderton as first string catcher.

Anthony Mesherfsky

## Brief Break Brings Beams



The steward department is shown during a break on a recent run of the Trojan Trader. Left to right, with the crew messman missing, are, Frank Gimpaya, chief cook; Peter Notirs, pantryman; the chief steward; Nick Pagonis, BR; Bill Jones, saloon messman; A. R. Baker, second cook; and John Pomiros, third cook.

## Quiz Corner

(1) If you were traveling by car and came to a signpost with arrows reading: Los Angeles—327; New York—2580; Seattle—687; Chicago—1856 and Honolulu—2407, would you be near (Dallas), (San Francisco), (Hollywood) or (Denver)?

(2) Sherlock Holmes' right-hand man was (Father Brown), (Dr. Livingston), (Dr. Watson), (Philo Vance)?

(3) What color is the topmost light on a highway traffic signal? Is it green or red?

(4) In order to get to work, a man has to drive six miles due south, then eight more due west to his place of work. How much driving could he save if a straight road were built connecting his home to his destination?

(5) In performing his work, which one of the following men would most likely use a "two by four": (electrician), (carpenter), (salesman), (teacher)?

(6) In the book and the movie The Virginian, the Virginian's name is (Shorty), (Steve), (Clint), (not revealed)?

(7) A man has twice as many nickels as he has dimes, or a total of \$5.70. How many of each does he have?

(8) The length of an adult's intestines is (12 inches), (five feet), (10 feet), (20 feet)?

(9) The first letters of the US states which share borders with Mexico spell a common word meaning unable or not permitted to do something. Which states are they, and what is the word?

(10) Upon one end of every package of cigarettes is a US Government excise stamp bearing the likeness of (Walter Raleigh), (De Witt Clinton), (John Smith), (Benjamin Franklin).

Quiz Answers On Page 25

### Labor Education Week Suggested

To the Editor:

For the benefit of a stronger SIU and unions in general, I have a suggestion to make. What I have in mind is this: Why not have a union education week set aside every year, and during this period discuss nothing but unions and what they stand for in regard to the working man.

We could also run motion pictures showing the strikes and bloodshed that the Seafarers went through to get the hard-won gains that we have today. These movies could begin from the time of the Union's first inception. In this way the newcomers will know what they are up against and will not take it for granted.

#### Use Psychology

In this way maybe we can drive home the importance of unions to the few jokers that seem to think that they can get along better without them—why, I'll never know. Even today in the year 1952 you still have this type of person in labor. The owners and operators use psychology to make finks, so why not use the same psychology to bring these poor, blind unfortunates around to our way and show them the true light of things?

James McLinden

### Tot Thanks SIU For Maternity \$



Stewart Kautsch

To the Editor:

Just a few lines to tell you I'm awful glad my daddy belongs to such a wonderful union as the SIU. I also want to thank you for my \$25 bond and the \$200 Maternity Benefit which helped dad and mom when they really needed it.

My dad is Tommy Kautsch, and mom's name is Eva. We live in Canton, Ohio, and dad usually sails as AB. My picture is enclosed if you want to use it.

Stewart Allen Kautsch

### Former SIU Man Still Reads LOG

To the Editor:

I have obtained occasional copies of the LOG through a friend of mine, and cannot praise your newspaper enough. Maybe you would permit me to call it "our" newspaper, as I sailed under the SIU banner for two years (1945-1947) and am very much interested in Union activities. Although I was not a bookmember, I participated in these activities as much as possible and have a clear record for all beefs, including the 1946 general strike. At that time I was on Waterman's Azalea City on the Far East run. I hold validated FOW papers.

Getting back to the LOG, I believe it is the most informative paper of its kind and I would like

very much to receive every issue. Also, if I'm not asking too much, I would like a copy of "Seafarers in World War II." Since my brother sailed with the SIU throughout the war years, I am very interested in this.

R. M. Williams

(Ed. note: We have added your name to our mailing list to receive the LOG. A copy of "Seafarers in World War II" is on its way.)

### Bill Of Fare Is Tops On Holiday

To the Editor:

At the last meeting at headquarters we stated we would have a meal unsurpassed in maritime history and we would gladly welcome if we could the whole membership to join with us on board the Seatrain New Jersey (Seatrains).

The menu enclosed and following was prepared by steward Stanley Johnson, chief cook I. R. Llenos, night cook and baker G. P. Thlu, and third cook R. Padillo, and, of course, all the messmen enjoyed dishing it out.

Appetizers included shrimp cocktail, vegetable juice cocktail, assorted canapes, and stuffed celery. Consomme a la Royal and chicken a la Neopolitaine comprised the choice in the soup course, followed by the entree choice of roast young tom turkey with oyster dressing, giblet gravy and cranberry sauce, western prime ribs of beef aujus, baked Virginia ham champagne sauce, and veal scallopini.

Asparagus pompadour, green peas supreme, julienne carrots, candied yams, cauliflower, corn Mexicali, dressed spinach and snowflake potatoes filled out the main dish orders.

We had lettuce and tomato salad with Russian dressing, stuffed olives, dill pickle chips, and pickled onions for those with a tangy taste. Desserts featured pumpkin and mince meat pies, fruit and coconut layer cakes, assorted candies, Kadota figs, ice cream, Arabian dates, fresh fruit, fruit compote, and mixed nuts. All of this was topped off by a choice of sweet, butter, and chocolate milk, coffee and tea.

No need to say the entire crew had the repast of their gastric lives. Sorry that more of our brothers were not there to join us at the Thanksgiving Day table. "Sir Charles."

### Appreciates SIU Vacation Plan

To the Editor:

Although I am a member of the SUP, I believe I appreciate the SIU Vacation Plan just as much as the Seafarers do.

On my last ship, the Robin Gray, I lost all my papers, discharges and Union book. The ship laid up in Baltimore and paid everyone off. I came to New York and have been in the Staten Island Marine Hospital for six weeks, and have a good two more months to go.

The SIU representative listened to my sad story and though I had no proof, traced back the records and found and collected for me about seven months' vacation pay, which really came in handy to square up my bank and get in good standing again.

Although I can't ship at present or for some time to come, it's nice to have the worry of the book off my mind while I'm here.

It's things like this that make a fellow realize and appreciate the gains enjoyed by your District. Thank you all for your help. Incidentally, my regards to Eddie Polise.

Edward Shephard

### Thanks SIU Men For Blood Gift

To the Editor:

I want to thank my brother Seafarers of the SIU for giving blood to me when I needed an operation. My life might have been forfeited without their help. Although I had one operation, I am getting three more in the future.

I have been here in St. Vincent's Hospital in NY since last month. I expect to be here several more months as things now stand. I am taking the opportunity the LOG has offered me to thank my brothers publicly for the priceless gift which they have given me.

Any Seafarers on the beach at the moment who wish to write or call on me will find a glad hand and a warm heart awaiting them. It would be a distinct pleasure to hear from any and all of my brother Seafarers.

Joseph Pilutis

### No Korea Leave For Ocean Lotte

To the Editor:

It has been quite some time since I have written to the LOG. As I recall, my last letter was from Liverpool, England, when I was on the Sea Gull. At the present time I'm on the Ocean Lotte.

We sailed from New York last August with a load of grain for Korea and some Army cargo for Japan. Our first port of call was Yokohama; then we left for Pusan and Kunsan, finishing the unloading of grain in the last port. Here in Korea there was shore leave for ships' crews until a few months ago. Now the crew is restricted to the ship for some unknown reason. The last port of call in Korea was Masan, where we loaded with scrap for Japan. There are rumors that we may be here for some months to come.

Here on this scow we have a pretty good gang, with no one fouling up so far. The captain had a pretty tough time with a fellow he picked up from the dock at San Pedro just a little while before we sailed to replace a missing man who, as far as we know, went to the hospital with the ship's purser. The mate didn't have an opportunity to call the hall as it was after hours.

The new fellow rode with us to Yokohama, where the old man took him to the consul to sign on the articles. In Yokohama we stayed for three days, and it seems the new man forgot to come back until a few minutes before sailing time. The gang had the gangway already secured, so they had to secure him with a line and pull

him onto the deck. Meanwhile, the purser was busy with his camera. A few days later he showed me a set of pictures of the whole event.

When we had left Pusan I went up to see the old man on ship's business and he said, "What are you going to do about this fellow?" I told him that was his business, as the man was not a Union brother. After continual performing in Korea and other ports, the captain decided to pay him off in Yokohama.

#### Cigarettes Rationed

Our messhall, pantry, recreation room and galley have already been painted, but nothing has been done about repairs since we left Pedro. The purser had orders from the captain to give only one carton of cigarettes to each man every week. When I saw the captain about this he promised that two cartons would be given out the next week, but not to men who don't smoke. The following week, only one carton was issued, and that is how the situation stands now. Once in a while, when we stay more than a week, we get two cartons.

In Kunsan, the chief engineer put a gang of Koreans to work scraping and painting the steering engine. They were paid with seventeen cartons of cigarettes. (The gangway watch stopped one of the Koreans when he went down the gangway and the man showed a pass for a package of cigarettes.)

#### Crew Helps Orphans

One of the Army chaplains in Kunsan boarded the ship to ask for a contribution of food for a Korean orphanage. With the approval of the captain and crew, some food was given. A few days later the chaplain came on board to thank the crew. He said that different institutions back home were contributing to the support of these war orphans in Korea. We all understood what he meant and in short order \$500 was collected to help build another orphanage, as the present one is sadly overcrowded. Our deck delegate visited the orphanage with the chaplain and saw fifty small children crowded into one small room.

Will sign off now and wish all our brothers at sea the best of luck.

Evaristo Rose

### Friends Want To Get LOG Too

To the Editor:

A short note to say I am staying home for a while, just to see what it seems like.

I was out to the house of some friends last night and took the LOG along. The outcome of it is that they want to receive the LOG too.

Well, I guess this is about all, except hello to everybody.

Charlie Carlson



Pilutis



Crewmembers of the Ocean Lotte (Ocean Trans) gave a hearty welcome to Staff Sergeant Edgar Nelson, top row, fourth from left, when they met him recently in Kunsan, Korea. The former SIU brother is shown with (top row, left to right): deck delegate John Paeres, AB Albert, chief steward Max Lipton, wiper Pederson, and AB Dutch Jasper. Bottom row: AB Bush, deck maintenance Slim Fulcher, wiper Swede Evans, OS Teddy, and Earl Poe, bosun, complete the happy group.

### Royal Oak Sends \$50 To Hospital

To the Editor:

The crew of the Royal Oak voted to send to the patients at the Fort Stanton Hospital the sum of \$50, as a Christmas gift. This donation from the ship's fund was mailed from Baton Rouge, La., on November 20.

William Calefato

### Ammo Carriers Getting No Mail

To the Editor:

I think I have an A-1 beef here. On the North Platte Victory (Mississippi) and other ships which are chartered by the MSTs to carry ammunition there is a great deal of security observed. This is all well and good. I am all for this when I am sitting on top of 9,000 tons of ammo.

But—the crew is not given any mailing address. The captain is forbidden to give out such information. Now comes the joker: When the crew tries to use the MSTs Fleet Post Office as an address, the Navy returns the letters to the senders, saying that they cannot handle civilian mail. Result? The poor seaman is caught in the middle with no mail. Let me say right now that it is very hard on the morale of the crew, or aren't merchant seamen supposed to have any morale? I firmly believe something should be done about this. Either we should have a company agent's address or the MSTs should handle our mail.

Bill Kavitt

### Ship's Delegate

(Ed. note: Several complaints of this kind have been received here at headquarters, and the Union's Washington representatives are taking up the matter with the authorities there.)

### Warns Shipmates Against School

To the Editor:

Since I have finished my electrical course successfully, will you please take me off your mailing list. I really appreciate your sending me the LOG as it surely is a good way to be in contact with the sea, and I see that our Union has gotten us more gains and a better way of living.

I can't say that I would recommend this school as far as the Union is concerned as they have all the principles which the Union has been fighting against, and if other brothers come here to Coyne Electrical, make sure they don't sign any paper, otherwise they are hooked.

I'm leaving now to ship again from down yonder in New Orleans.

M. Oschisa

### Praises Company For Mail Calls

To the Editor:

I would like to take this opportunity to express my sincere appreciation to Mr. McKenna of Trans-Fuel and to the organization as a whole for the efforts which they took to see that the men of the Frederic C. Collin received their mail on a recent run.

Many shipping companies do not go to such great lengths to please the men in the matter of mail distribution. I would appreciate it if this letter were printed in the LOG for all my brothers to see. When a company does a good turn I believe it should receive praise from the men of the SIU. Therefore, I am writing this on behalf of the Collin crew.

Peter Panlosky

# New Freight Scale

Deck Department	Old Scale	New Scale
Bosun	\$333.73	\$378.00
Carpenter	299.50	353.85
Carpenter with own tools	307.00	373.85
AB Maintenance	276.20	330.75
Quartermaster	262.89	302.32
Able Seaman	262.89	302.32
Ordinary Seaman	226.25	239.40
<b>Engine Department</b>		
Chief Electrician	418.72	470.99
2nd Electrician	374.02	438.76
Unlicensed Jr. Engineer—Day	332.81	380.97
Unlicensed Jr. Engineer—Watch	299.50	340.74
Plumber-Machinist	342.13	390.96
Deck Engineer	299.50	359.32
Engine Utility	299.50	345.96
Evaporator Maintenance	279.52	321.46
Oiler	262.89	302.32
Oiler-Diesel	286.53	327.13
Watertender	262.89	302.32
Fireman-Watertender	262.89	302.32
Fireman	249.56	286.99
Wiper	259.55	288.53
Reefer Eng. (when 1 carried)	385.42	438.76
Reefer Eng. (when 3 carried)		
Chief	385.42	404.69
First Asst.	342.80	359.94
Second Asst.	317.48	333.37
<b>Steward Department</b>		
Chief Steward	325.63	368.16
Chief Cook	299.50	340.74
Night Cook and Baker	299.50	340.74
Second Cook	272.87	312.76
Assistant Cook	259.55	298.49
Messman	226.25	237.57
Utilityman	226.25	237.57

The overtime rates for unlicensed personnel are \$1.48 and \$1.87 per hour. The dividing line, which determines who will get what rate is still the subject of negotiations. Whatever is agreed upon will be retroactive to November 18, 1952.

# SIU Signs Freight Pact

(Continued from page 3)  
fire or otherwise, and up to \$500 when a ship is lost. Before this, a man could collect only when the ship was lost, even though he could have lost all his effects when the ship was damaged by fire.

A provision calling for draws in American currency in foreign ports will mean in effect additional money for every crewmember. The transportation clause has been strengthened so that men signing on in Seattle and paying off in California ports, or vice versa, will be able to get transportation.

Holiday pay is now provided on Mondays, where holidays fall on Saturdays, making sure that crewmembers get the full benefit of the holiday clause. The contract has strengthened the clauses calling for launch service and contains a new provision covering crossing of the international dateline.

**Overtime Payments**  
A considerable number of the changes affect payment of overtime for certain types of work. These improvements have been made in clauses covering standby work, longshore work by the crew and shifting of the ship; payment of overtime for security watches; a stricter clause on rest periods; a provision calling for a full crew complement at all times when working cargo; an increase in payments for cleaning cargo holds, bilges, oil spills and tanks, and for working with carbon tetrachloride; additional wages for the galley gang where passengers are carried, or where the gang is shorthanded; and many others.

All of these changes are taken

up in detail in the negotiating committee's report.

The new contract will take effect as of November 18. Money provisions of the agreement have to be acted on by the WSB before they can be applied.

Three contracted freight companies do not come under the new agreement. The Southern Trading Company has a contract which expires at a later date. Negotiations are still going on covering the specialized sandboat operations of

Construction Aggregates. The Ore Steamship Company is in agreement with the Union, but some slight changes have to be negotiated to cover its specialized operations.

### Tanker Talks Proceed

At present, the committee is also continuing negotiations with SIU-contracted tanker companies on the provisions of a standard tanker contract. With the terms of the dry cargo contract already agreed on, the committee hopes to speed up completion of the tanker talks.

## SEAFARERS SEA CHEST



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# Slopchests To Ships

(Continued from page 3)

theirs exclusively. However, the Union has received assurances from these companies that they

have no intention of discontinuing their business with the SIU, as they regard it a legitimate, competitive enterprise which may well help to wipe out dishonest manipulators in the industry.

### Demand For Candy

Meanwhile, an SIU Sea Chest representative noted that on the basis of the ships supplied so far, it is expected that the candy, gums and chocolates requested in advance orders from various ships will become a major slopchest item, although at the present time some companies have hesitated to stock it for fear it was "perishable." "Seamen aboard ship have a yearning for candy and gum during work hours just like anyone else. There's no reason why they should be denied the chance to have it available," he asserted.

In addition, he voiced assurances that the Union intends to continue its policy of meeting ships paying off in the metropolitan New York area with dress clothes, gift items, radios, watches and other sundries not carried in the slopchest to permit crewmembers with limited time ashore the opportunity to purchase the same high quality, low price gear on sale in the Sea Chest at headquarters. This service has been met with the full approval of the membership affected.

# Durkin New Labor Sec'y

(Continued from page 2)  
together on making changes in the law.

Most Republican Senators have indicated that despite Taft's blast, they will go along with Eisenhower and ratify Durkin's appointment. The feeling was that the Taft outburst was only partly the result of the Durkin appointment. It was believed that Senator Taft was angry because President-elect Eisenhower had not appointed any of Taft's choices for the Cabinet. Dewey men, on the other hand, seemed firmly in the saddle, with John Foster Dulles as Secretary of State, Herbert Brownell, Dewey's chief advisor, as Attorney General, and James Hagerty, Dewey's press secretary, as Eisenhower's press secretary.

Durkin has been president of the Plumbers Union ever since George Meany left that post to become secretary-treasurer of the AFL. Both AFL and CIO unions have pledged their full support to Durkin, with the CIO executive board wiring him their "warm congratulations" on his choice.

# SIU To Hit Union Bias

(Continued from page 2)

that he had a bad eye condition and needed the glasses badly.

In some cases, the men were given no reason at all, and in one case, the brass told the man they "were forced" to fire him "because the crew doesn't like you."

In still another case, a man asked for time off because his wife was very sick. Even though he had some vacation time that he had earned, the company forced him to quit rather than give him time off.

"The same sort of flimsy excuses keep showing up all the time," said the committee, "and more new cases are piling up faster every day. If Atlantic tankermen want to know the kind of job security they have, they only have to look at the company itself to get the proof. The company and the AMEU have supplied this proof for them."

## Burly

### The Christmas Spirit

By Bernard Seaman





# ... DIGEST of SHIPS' MEETINGS ...

**CHOCTAW (Waterman), no date**—Chairman, bosun; Secretary, Norman Smykowski. There is \$10 in the ship's fund. Election of delegates was held: C. E. Wallick, ship's delegate; F. Gammons, deck delegate; E. Engelson, engine delegate; J. Vujtech, steward delegate. Washing machine should be taken better care of. Messroom deck should be painted. Members are complaining about eggs not being fried properly for breakfast. Messman should start setting up earlier. Ship's delegate will see the captain about getting draws in US currency in Japan.

**October 12**—Chairman, Edward Cole; Secretary, Norman Smykowski. Letter was sent to the SUP in explanation of the disappearance at sea of George Stevenson. Chief engineer maintains that foc'sles do not need painting at this time. Chief steward will make sure that lower passageway is kept clear of meat and vegetable boxes. Deck department passageway should be sougeed. Crew's messroom deck should be painted, but not before the vessel is returned to the States.

**ALCOA RANGER (Alcoa), November 15**—Chairman, John Kelly; Secretary, W. J. Barnes. One man missed ship in Mobile. Repairs will be brought to the attention of the patrolman. Wastebasket is needed in the recreation room as well as the chairs which have been taken away. Delegate will contact the patrolman about shore workers in Trinidad, as the ice box was broken into and the ice cream stolen. Stewards department got a vote of thanks for the chow this trip.

**NORTH PLATTE VICTORY (Mississippi), October 7**—Chairman, Smythe; Secretary, Kevitt. Ship's delegate will see the captain about the mail service, which is very poor. Steward promised to get all possible stores at the next port. Baker got a vote of thanks for his excellent work. Crew agreed to hold down on the



noise so that men on watch below will not have their rest disturbed. No one is to come into the pantry or messhall without proper clothing.

**SALEM MARITIME (Cities Service), November 11**—Chairman, Willis Thompson; Secretary, Egeb Manuel. Willis Thompson was elected ship's delegate. Steward was asked for milk twice a day and a change of night lunch. Chief steward was asked to attend all meetings. Radio will be taken ashore for repairs. Collection will be taken up to pay for this. Messhall should be kept a little cleaner.

**November 18**—Chairman, Willis Thompson; Secretary, Egeb Manuel. Captain will be asked to arrange the sailing board more accurately. Motion was passed to take a \$1.50 donation from each member for the ship's fund. Second pumppen was elected treasurer. Members should be properly dressed in the messhall.

**LEWIS EMERY, Jr. (Victory), November 15**—Chairman, Leo Mavall; Secretary, Ricky Mofika. Chief mate wants a list of the repairs which can be done at sea as soon as possible. R. M. Guild was elected ship's delegate. Stewards department will clean the recreation room; deck and engine departments will clean the laundry.

**STEEL CHEMIST (Isthmian), October 8**—Chairman, Nick Swakla; Secretary, S. A. Foscalas. All three departments will take turns cleaning the laundry. Engineer will be consulted on pump repairs and washing machine repairs. Water tray is needed for the refrigerator to prevent water from running all over the night lunch. Chief electrician has reported the faulty ice cooling system before, but to no avail.

**DEL CAMPO (Mississippi), November 9**

### Quiz Answers

- (1) San Francisco.
- (2) Dr. Watson.
- (3) Red.
- (4) Four miles.
- (5) Carpenter.
- (6) Not revealed.
- (7) 58 nickels, 29 dimes.
- (8) 20 feet is the closest figure, but they often run as much as 25-30 feet long.
- (9) California, Arizona, New Mexico and Texas, reading from west to east, spell the word can't (cannot).
- (10) De Witt Clinton.

### Puzzle Answer

P	O	R	T	S	O	L	R	A	C	E
A	R	E	A	E	L	A	E	L	L	A
I	C	E	B	E	R	G	S	F	E	E
D	A	L	L	A	P	R	I	C	O	T
E	E	S	A	O	L					
S	E	A	S	A	I	L	C	L	O	T
A	L	M	A	I	S	M	S	I	R	E
G	I	B	R	A	L	T	A	R	L	I
A	L	B	S	O	P					
P	A	T	R	I	O	T	B	E	A	C
E	C	H	O	A	R	G	E	N	T	I
A	R	A	B	T	A	O	G	O	T	
R	E	W	A	S	P	A	O	M	E	S

—Chairman, L. B. Brown; Secretary, John W. Young. L. B. Brown was elected ship's delegate. Everyone should clean the laundry room after using it. Crew should return cups to the pantry. Vote of thanks went to the baker and the rest of the stewards department.

**WILLIAM BURDEN (Western Tankers), November 11**—Chairman, Philip Atkins; Secretary, F. A. Mitchell. No ice cream came aboard. Chief engineer will be contacted about heads, showers and scuppers in the black gang head. Messhall should be kept clean at all times.

**OCEAN ULLA (Ocean Trans.), November 9**—Chairman, W. J. Meshan; Secretary, William F. Barth. Most repairs have been taken care of. Each department should have a chance to handle the ship's delegate job on alternating trips.

**LOGANS FORT (Cities Service), October 26**—Chairman, Thompson; Secretary, Osborne. All repairs are being made.



Delegates reported no beefs. Mattresses, springs, new lockers and foc'sle painting are needed. Slopchest should be checked.

**FAIRLAND (Waterman), November 21**—Chairman, Manuel DeBarros; Secretary, Martiniano Agaveo, Jr. Two men fouled up and were logged. Delegates will each write up a repair list. Chill box should be kept clean as well as dry stores room. All hands stay out of the pantry during meals. Care should be taken of the washing machine. Pantry should be kept clean.

**ALCOA CAVALIER (Alcoa), November 16**—Chairman, Brother Tocho; Sister Cervantes. Money will be taken from the movie fund to have the microphone repaired. Repairs should be done before the ship leaves Mobile. Brother Lynch was elected ship's delegate. Since the first assistant won't turn the chief electrician to on Saturday and Sunday OT, no crewmember is to put any light bulbs in.

**ROBERT KETTERING (Seas Shipping), November 2**—Chairman, Nicola Baffio; Secretary, Bing Miller. Motion was passed to donate \$20 to the chief electrician for running the movies for the crew. Purser refused to issue hospital slips and give penicillin shots; he didn't want to give aspirins to a member either, until pressure was put on him. Chief steward is getting off after the coastwise run. Baker got a vote of thanks for good baking all trip. One man missed ship in Port Elizabeth.

**ANGELINA (Bull), October 4**—Chairman, Carl Biscup; Secretary, J. Kelly. Repair lists will be turned over to department heads and patrolman. Laundry should be kept clean. Ship's fund donations should be given to the steward.

**November 16**—Chairman, R. Hernandez; Secretary, E. W. Westmoreland. Department delegates will make up repair lists. There is \$32 in the ship's fund, and voluntary donations are called for.

**CATHERINE (Trans-Fuel), September 25**—Chairman, Collins; Secretary, Carroll. New mattresses are needed. New washing machine is on board. Steward will see that full stores are on board at sailing time. Crewmembers will clean up after eating night lunch.

**October 19**—Chairman, Melvin Collins; Secretary, Frank Nahlich. Everyone is to come to the messhall properly dressed.

**ROBIN KETTERING (Seas Shipping), August 30**—Chairman, E. Westlake; Secretary, Bing Miller. Discussion was held on the food and menus, which seem to be poor. Discussion was held on cold drinks and the washing machine. Dirty linen should be turned in. There is \$36.67 in the ship's fund.

**FAIRPORT (Waterman), October 19**—Chairman, Lipari; Secretary, no name. Two men were left behind in Miami. Cardplayers should let the messman do his job. Cots, mattresses and linen should be replaced where they belong. Vote of thanks went to the baker for his baking. Discussion was held on the man arrested in Miami.

**OREMAR (Ore), October 25**—Chairman, G. Ray; Secretary, A. Reasko. Delegates reported no beefs. Sinks in the washing room should be kept clean. Poker players should keep the recreation room cleaner. Crew pantry should be kept cleaner.

**SEAMAR (Calmar), October 25**—Chairman, J. Marshall; Secretary, Black. Beef about the engine department heads not being properly cleaned. Quarters will not be painted because the ship is going to the shipyard; they should be sougeed now and painted later. Captain should be contacted about the painting. Water tanks should be cleaned while the ship is in drydock.

**AZALEA CITY (Waterman), November 9**—Chairman, Duke Livingston; Secretary, David B. Sacher. Patrolman will see the port steward about the quality of the night lunch. Crew was asked to keep the midship head clean.

**November 23**—Chairman, E. P. Doyle; Secretary, David B. Sacher. Ship's delegate should see the captain about the mate, who is in continuous conflict with the crew. Night lunch beef was not settled satisfactorily. Deck in crew messroom should be painted. Lockers aft should be fixed.

**CANTIGNY (Cities Service), November 16**—Chairman, M. Reese; Secretary, S. Curran. Chief cook was elected ship's delegate. \$10 was spent from the ship's

## 'Can-Shakers' Have No OK

The membership is again cautioned to beware of persons soliciting funds on ships in behalf of memorials or any other so-called "worthy causes."

No "can-shakers" or solicitors have received authorization from SIU headquarters to collect funds. The National Foundation for Infantile Paralysis is the only charitable organization which has received membership endorsement. Funds for this cause are collected through normal Union channels at the pay-off. Receipts are issued on the spot.

fund for flowers for the funeral of the radio operator's wife. Crewmembers who need new mattresses should notify the ship's delegate. Laundry should be kept clean.

**STRATHCAPE (Strathmore), August 23**—Chairman, J. Baldwin; Secretary, M. Stenspir. Captain told the ship's delegate the steward gave the chief cook orders not to cook any special dishes for him to substitute for food he could not eat. Captain pointed out that he would overlook fouling up in port, but if the crew wanted to go strict, he would do the same.

**SEATRAN SAVANNAH (Seatrains), October 30**—Chairman, Charlie Lee; Secretary, T. B. Lawson. One man missed ship in Savannah. There is \$44.50 in the ship's fund. Discussion was held on the purchase of a TV set. Each man will throw \$2 into the ship's fund; two men will make the purchase in New York. Needed new mattresses were ordered.

**SEATRAN NEW JERSEY (Seatrains), November 17**—Chairman, B. M. Davis; Secretary, Stanley U. Johnson. One man missed ship. There is \$32.93 in the ship's fund. New lockers are needed in the 12-4 foc'sle. Soiled linen should be turned in. New medicine cabinet will be placed in 8-12 deck.

**STEEL VOYAGER (Isthmian), September 9**—Chairman, Gay; Secretary, Broch. Gay was elected ship's delegate. Doctor should examine the messman in Port Said. Captain says he must turn to tomorrow. Delegates will see that the cleaning schedule is adhered to.

**MOBILIAN (Waterman), November 9**—Chairman, W. B. Anderson; Secretary, Albert G. Ependa. Overtime will be referred to the patrolman, as well as the matter of the captain and chief engineer scraping and painting their rooms. Messhall should be kept clean. Crew mess will sougee messhall and chairs. Department delegates will make out repair lists.

**November 20**—Chairman, C. Hoeneemann; Secretary, F. Throp. Brother Hoeneemann was elected ship's delegate by acclamation. Brother Hayes was elected steward delegate. Food, steward and chief cook missing ship will be turned over to the patrolman. Temperature of chill boxes should be checked.

**SEATRAN GEORGIA (Seatrains), November 22**—Chairman, Roland R. Teets; Secretary, Harry L. Franklin. Many new improvements for the comfort of the crew have been effected in the past month. Harmony predominates throughout the ship. Delegates reported no beefs. Motion was passed to lift the restriction on the amount of money that the ship's fund could contain and that voluntary contributions will be accepted. Ship's delegate thanked the chief engineer and the engineering department for the unusual promptness and manner in which repairs and requests were attended to.

**STEEL VOYAGER (Isthmian), November 7**—Chairman, James Ward; Secretary,



S. B. Thomas. Fresh water tanks should be checked on arrival. Patrolman should see the chief engineer on water coolers. New chairs are needed for the messhall. Ship should be fumigated. Hot plate and heavy duty cots will be requested by the captain. Better steaks and eggs should be served.

**No date**—Chairman, Gay; Secretary, Broch. One bucket is missing from the chief reefer. Washing machine is kept running too long. There are cockroaches in the messhall and galley. Beer will be given out in the Persian Gulf. There is too much lamb on the menu.

**PUERTO RICO (Bull), November 16**—Chairman, Steve Carr; Secretary, Jim Murphy. Jim Murphy was elected ship's delegate by acclamation. New ship's fund, not to exceed \$125, will be started, with a \$1 donation from every man. All hands will turn in repair suggestions to their delegates. Volunteers agreed to run the ship's paper, the Puerto Rico Advocate.

**STEEL SCIENTIST (Isthmian), November 16**—Chairman, Ralph Stahl; Secretary, R. Hunt. Fresh provisions should be picked up in Bahia. Washing machine should be turned off after use. Sug-

gestion was made to find out why the ship was not properly stored in New York.

**NORTHWESTERN VICTORY (Victory), October 25**—Chairman, B. Gary; Secretary, Ed Rushton. Better assortment of night lunch should be put out. Departments will make up repair lists for the ship's delegate.

**CATHERINE (Dry Trans.), no date**—Chairman, Melvin Collins; Secretary, Frank Nozuki. Men getting off should turn in keys.

**ROBIN KETTERING (Seas Shipping), October 25**—Chairman, B. Gary; Secretary, Bing Miller. Two men left the ship to go to the hospital. Two men were signed on in Durban. Discussion was held on food and cold drinks. There was no milk available in Capetown.

**CITRUS PACKER (Waterman), November 16**—Chairman, Blackie Fleishman;



Secretary, Carl Borellas. Steward should not be allowed to sail in that capacity for a year. Food is the same, day after day, and steward is very uncooperative about getting stores.

**ANN MARIE (Bull), November 23**—Chairman, J. Wagner; Secretary, George M. Suberger. Motion was passed to buy radio tubes from the ship's fund. Vote of thanks went to the steward and his gang for fine feeding and good service rendered.

**POTRERO HILLS (Mar-Trade), November 3**—Chairman, Jack K. Olsen; Secretary, Carl Johnson. Ship's fund will be started at completion of the voyage with a dollar donation from each member. Decision not to buy radio for the crew messhall was made. Crewmembers should keep foul weather gear out of the messhall. There should be more pitchers in the messhall (they are coming aboard on Baytown requisition).

**November 11**—Chairman, Carl Johnson; Secretary, Ray Harris. Messhall should be kept clean in the future. Repair list should be made out and given to the delegates.

**THE CABINS (Mathiasen), November 22**—Chairman, B. Schuler; Secretary, Michael Delany. Report of two-pot system in the stewards department was found to be an error in the make-up of the menu. Wiper missed ship in Port Newark. Chief cook had to leave the ship after the sign-on as he was an alien and above the complement of same carried. Patrolman will be informed about the captain's laxness in giving medical care to crewmembers. Medical supplies are very scanty, and slopchest supplies are also inadequate. Ship's delegate and crew paid tribute to the stewards department on the excellent preparation of food and the way it was served.

**MICHAEL (Carras), November 8**—Chairman, Troy Thomas; Secretary, Jerry Griffith. Ship's delegate will see the captain about painting messrooms and crew's quarters. Steward asked for more

## NOTICES

James E. Worth  
 Sant H. Persand  
 James E. Worthy  
 G. Martinez

Your March, June, and July vacation checks filed in San Francisco, are being held for you at the New York headquarters.

Ben Hitchen

Your cash receipts have been found and are being held at the LOG office in headquarters.

Ex-Western Farmer Crew

Urgent that survivors of the Western Farmer sign vouchers for subsistence money due being sent to their home addresses. If address has changed, contact Western Navigation Co., NYC.

One days wages and one meal's subsistence can be collected on the tenth floor of the Bull Co., 115 Broad St., NYC, by the following men in the following amounts:

- Edmund Abualy, \$11.02; George Sneed, \$9.11; Joseph Townsend, \$7.41; Philip Carpovich, \$7.06; Arthur Brunell, \$8.01; Antonio Cruz, \$9.80; Frederick Tonucle, \$7.41; John Merkel, \$7.06; Oscar Raynor, \$8.31; Julio Solis, \$8.41; Cecil DeCastro, \$9.42; Ciriaco Cahill, \$9.02.

William Honeycutt

Write or pick up your overtime money at Mar-Trade, 44 Whitehall St., NYC.

cooperation in keeping the messroom clean at night. Discussion was held on the poor quality of mattresses, the repairing of bedsprings, and a new library.

**November 23**—Chairman, Lefty Reynolds; Secretary, J. Griffith. Ship's delegate reported that the captain has agreed to paint the crew messrooms and quarters. Company will be contacted to see if it is possible to convert the storeroom on the port main deck to a room for the chief cook and second cook, since their present room is too small and too hot. Transportation situation should be brought to the patrolman's attention.

**NORTH PLATTE VICTORY (Mississippi), November 23**—Chairman, Bud Maars; Secretary, Bill Kavitt. Crew was instructed to leave the ship in clean SIU style, with everybody sober at the payoff. Delegate will see the patrolman about getting sufficient stores for the next trip. (Last trip, 90 days' stores were put aboard and the trip lasted 120 days). Patrolman will be contacted about the mail service.

**DEL SANTOS (Mississippi), November 23**—Chairman, E. L. Odem; Secretary, W. O. Makin. There is a balance of \$102.50 in the ship's fund. All brothers were asked to cooperate in taking care of the washing machine and other ship's property.

**WAR HAWK (Waterman), November 16**—Chairman, Harvey Hill; Secretary, George Mandrak. Repairs should be made in the first US port if possible; ship should not sail 'til these have been taken care of. Laundry and washing machine should be kept clean. Doors on deck should be kept closed in bad weather, and secured to keep out unnecessary noise. In the future, baseballs should be bought by individuals who want them and kept as personal property.

## PERSONALS

Michael Masek  
 Please get in touch with your mother immediately at 2819 Doris Avenue, Jacksonville, Fla.

Jimmy Morris  
 Contact Vernon Anderson, 149 Logwood St., Providence, R. I.

Herman Alread  
 Please write to Roy E. Stern, PO Box 2066, 25 South St., New York, NY.

George Maslarov  
 Please contact your draft board.

Charles A. Case  
 Get in touch at once with your draft board or your mother at McCall Creek, Miss.

Frederick Farthing  
 Your mother is very anxious to hear from you.

Charles Hall  
 Get in touch with your mother at 321 South Pearl St., Youngstown, Ohio.

Kenneth H. Kristensen  
 Please contact William Schwartz, 3 Ridge Road, North Arlington, NJ, regarding your wife.

Alphonse Monahan  
 Please get in touch with Thomas M. Breen, 220 Broadway, NYC.

Jack Simmons  
 James Meeks wants to hear from you.

Cyril Scott  
 Please contact ship's delegate aboard the Alcoa Runner and notify him as to the whereabouts of the ship's fund.

W. L. Ashford  
 Dad ill, mother worried. Please contact immediately at 2602 N. Fla., Joplin, Mo.

Cyril M. D'Andrade  
 Important to you that you get in touch with Coy L. Kinsaul at 3526 Forty-eighth St., Metairie Branch, New Orleans, La.

Walter Lee Pritchett  
 Please communicate with Samuel Segal, 11 Broadway, NYC.

E. O. Conrad  
 "Tippy"

Want to get in touch with you. Write me c/o the Baltimore SIU hall. Mont "Fingers" McNabb, Jr.

# SEEIN' THE SEAFARERS

With WALTER SIEKMANN



(News about men in the hospitals and Seafarers receiving SIU Welfare Benefits will be carried in this column. It is written by Seafarer Walter Siekmann based on items of interest turned up while he makes his rounds in his post as Director of Welfare Services.)

August Valentine, who was steward on the Massmar, is doing real well over in Greenpoint Hospital now. He sends his regards and thanks to the crew of the Massmar. The guys on the ship went up to the hospital and donated a big batch of blood for him, and he says that it's thanks to them that he's alive and getting well. Valentine said, "That's really brotherhood and true Unionism, when everyone pulls together and takes care of their own." He'd like to get a few letters from his old friends, even though his wife visits him every day.

Tim McCarthy, of the Boston McCarthy's, just got in from the West Indies. Tim had to get off the Seamagic down there and spend some time in the hospital. He just made a flying trip through here on his way back to bean town, where, he figures he'll have to eat a lot of beans to get back his weight.



Valentine

It seems as though we've been getting a lot of correspondence from guys in foreign hospitals, asking for advice about what procedures to follow. As usual, we've been able to straighten out these cases once they have contacted the Union. It doesn't take very long to get an airmail letter over there, and we've been able to give them full information about what to do and who to contact.

For that matter, it would be a good idea if every Seafarer made it standard practice to check in with the Union as soon as he gets in any sort of a jam, or has a problem, or has to go into a hospital. The chances are that, in most cases, we'll be able to help him out and make things a lot easier for him than if he just went ahead and tried to handle everything himself. After all, that's why the SIU organized its Welfare Services Department in the first place. It's our business to have the right answers and to be able to help out Seafarers when they have any problems.

Steve Deri just got in from Panama. He had to get off an Isthmian ship down there to go into the hospital. It seems that Steve just can't get very far from New Jersey without having something go wrong. Well, he's back home now, and taking it easy for a while before he'll be able to ship again.

Max Olson stopped into the hall up in New York for a while. He's pretty well known to the boys down in Baltimore, where he usually ships. Max just got out of Staten Island USPHS Hospital after a short stretch, and is convalescing right now. He had to get off an Ore ship to go to the hospital, and figures he'll grab another one pretty soon, because he hears that the Ore ships are really going to be feeders now.

Louis Marshall from New Orleans is another of the guys up in New York just now. He says he don't know why he's up here during the cold weather, but that's the way things worked out. He sends his best regards to the boys down in sunny New Orleans, especially the guys who hang around the Third. Meanwhile, he got set for the cold weather by buying a new jacket in the Sea Chest. One with a fur collar no less.

Joe Palutas is over in St. Vincent's Hospital in Brooklyn right now. He's having some trouble with swelling feet, and the doctors aren't sure about what is causing the trouble. He's having plenty of doctors looking him over, though, and getting just about the best care possible. He figures that he'll probably be there for a while, and would appreciate hearing from some of his old shipmates.

Another of the oldtimers who is getting better is William E. Pepper over in Staten Island hospital. Bill had to get off the Robin Locksley some time ago, and was in pretty bad shape. However, he now seems to be pulling out of it okay.



Marshall

# SIU BROTHERS in the HOSPITALS

The following list contains the names of hospitalized Seafarers who are being taken care of by cash benefits from the SIU Welfare Plan. While the Plan aids them financially, all of these men would welcome mail and visits from friends and shipmates to pass away the long days and weeks in a hospital bed. USPHS hospitals allow plenty of time for visitors. If you're ashore and you see a friend's name on the list, drop in for a visit. It will be most welcome.

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| <p><b>USPHS HOSPITAL BALTIMORE, MD.</b></p> <p>Earl A. Bink<br/>Dagoberto Borges<br/>Henry K. Callan<br/>Rogio W. Castellow<br/>Thomas J. Connell<br/>Thomas Downie<br/>Oscar Garcia<br/>Gorman T. Glaze<br/>Jose A. Griffith<br/>Peter Gvozdich<br/>Stamatios Kazakos<br/>John G. Kelly<br/>Clifford E. Kilgus<br/>Benedict Klakowitz<br/>Anthony Klavins<br/>Marvin F. Kramer</p> <p><b>USPHS HOSPITAL SAN JUAN, PR</b></p> <p>Jimmy Jordan</p> <p><b>USPHS HOSPITAL NEW ORLEANS, LA.</b></p> <p>James Andrews<br/>Thomas L. Ankerson<br/>Eustace D. Ball<br/>r. Blackwell<br/>G. J. Bozec<br/>Bernard P. Burke<br/>N. R. Cartwright<br/>Oliver Celestine<br/>Jessie A. Clark<br/>Rogelio Cruz<br/>Thomas L. Dugan<br/>Alex. G. Dumas<br/>B. D. Foster<br/>Joseph Fulliler<br/>M. W. Gardiner<br/>Charlie Givens<br/>Walter P. Guidry<br/>Sam Henry<br/>Thomas W. Jones<br/>Paul M. Hebert<br/>W. LaNasa<br/>Leo H. Lang</p> <p><b>FIRLAND SANITORIUM SEATTLE, WASH.</b></p> <p>Emil Austad</p> <p><b>VETERANS HOSPITAL NEW ORLEANS, LA.</b></p> <p>Ray L. Ellison</p> | <p><b>USPHS HOSPITAL BALTIMORE, MD.</b></p> <p>Lloyd G. Linthicum<br/>John G. Macchia<br/>Clarence G. Murray<br/>Michael J. Murray<br/>James Oehlenslager<br/>Finn Ostergaard<br/>Joseph Pereira<br/>Ramon Ramirez<br/>Alfred B. Seeberger<br/>Lawr. G. Sheehan<br/>Abdon Sylveste<br/>Clarence Tingle<br/>Michael Toth<br/>John C. Whittington<br/>Robert R. Wingert</p> <p><b>USPHS HOSPITAL SEATTLE, WASH.</b></p> <p>James Adams<br/>Thomas D. Dailey<br/>Anafrio DeFillippie<br/>Fred W. Henderson</p> <p><b>SEASIDE GENERAL HOSPITAL SEATTLE, WASH.</b></p> <p>Norman M. Armiger</p> <p><b>USPHS HOSPITAL CHICAGO, ILL.</b></p> <p>Philip N. O'Conner</p> <p><b>ST. AGNES PHILADELPHIA, PA.</b></p> <p>Charles Heppding</p> <p><b>USPHS HOSPITAL FORT STANTON, NM</b></p> <p>Bruno Barthel</p> <p><b>USPHS HOSPITAL SAVANNAH, GA.</b></p> <p>Warner W. Allred<br/>James E. Garrett<br/>M. Hall<br/>Joseph S. Hilton</p> <p><b>USPHS HOSPITAL BOSTON, MASS.</b></p> <p>Richard P. Bowman<br/>John P. Fisher<br/>John J. Flaherty<br/>William Girardeau</p> | <p><b>USPHS HOSPITAL NORFOLK, VA.</b></p> <p>Harold J. Gillan<br/>Garland A. Haga<br/>Marinus Hansen<br/>Roger W. Horton<br/>Leslie M. Jackson<br/>Luis Lopez<br/>C. L. Massey</p> <p><b>USPHS HOSPITAL SAN FRANCISCO, CAL.</b></p> <p>Murray R. Chapman<br/>George W. Crosby<br/>Andrew Franklin<br/>Louis M. Henriquez<br/>Eddie Ho</p> <p><b>USPHS HOSPITAL SEATTLE, WASH.</b></p> <p>Marcel J. Jettie<br/>J. B. Mainella<br/>Lawrence W. Reed</p> <p><b>SEASIDE GENERAL HOSPITAL SEATTLE, WASH.</b></p> <p>Lloyd D. Olson<br/>Peter Smith<br/>D. K. T. Sorensen<br/>Robert Hennekens<br/>Fred O. Thorp</p> <p><b>USPHS HOSPITAL SEATTLE, WASH.</b></p> <p>John T. Moore<br/>Jack D. Morrison<br/>Fred D. Peterson<br/>Louis C. Miller</p> <p><b>USPHS HOSPITAL BOSTON, MASS.</b></p> <p>John M. Pinkus<br/>J. Preshong<br/>Donald S. White<br/>Zachariah Williams</p> | <p><b>VETERANS HOSPITAL BRONX, NY</b></p> <p>Salvador Legayada</p> <p><b>USPHS HOSPITAL STATEN ISLAND, NY</b></p> <p>David C. Archia<br/>Victor Arevalo<br/>Geo. Athanasourelis<br/>Thoms E. Bach<br/>Joseph Beary<br/>Julio C. Bernard<br/>William Blumen<br/>L. S. Bugajewski<br/>Maurice Burnstine<br/>George Canning<br/>Wilson O. Cara<br/>John Dicoivitsky<br/>Ola Ekeland<br/>Allen J. Friend<br/>John Galvin<br/>Fred. Goldborough<br/>Robert F. Bribben<br/>Howard L. Hailey<br/>Ogul C. Harris<br/>William Herman<br/>Ludwig Kristiansen<br/>Florian Kubicki<br/>Thomas J. Kustas<br/>James J. Lawlor</p> <p><b>USPHS HOSPITAL MANHATTAN BEACH, BROOKLYN, NY</b></p> <p>J. H. Ashurst<br/>Carl S. Barre<br/>Rupert A. Blake<br/>Claude F. Blanks<br/>Edmund C. Blosser<br/>Walter Chalk<br/>Charles M. Davison<br/>Emilio Delgado<br/>John J. Driscoll<br/>Jose G. Espinoza<br/>Enrique Ferrer<br/>Leonard Franks<br/>Robert E. Gilbert<br/>Bart E. Guranic</p> <p><b>USPHS HOSPITAL GALVESTON, TEX.</b></p> <p>John E. Brady<br/>Warren W. Currier<br/>John B. Fruge<br/>Patrick J. Green<br/>J. E. Markopolo</p> <p>James R. Lewis<br/>Ignatius McCormick<br/>Erling Melle<br/>Alfred Mueller<br/>Herbert Muncie<br/>John R. Murdock<br/>Kurt A. Nagel<br/>Max Olson<br/>William E. Pepper<br/>Robert E. Quinn<br/>Leon Reynolds<br/>Oliver W. Richard<br/>Virgil Sandberg<br/>Frank Soriano<br/>August Steinman<br/>Frank J. Taggart<br/>William F. Vaughan<br/>A. W. Watson<br/>Charles Wysocki<br/>Benno Zielinski<br/>Carl Ernst<br/>Joseph T. Bennett<br/>Philip F. Korol</p> |
|--|---|---|--|

## RECENT ARRIVALS

- All of the following SIU families will collect the \$200 maternity benefit plus a \$25 bond from the Union in the baby's name.
- Richard Heffley, born October 26, 1952. Parents, Mr. and Mrs. Richard Heffley, Sr., 2531 North Hancock Street, Philadelphia, Pa.
- Elena Escobar, born November 13, 1952. Parents, Mr. and Mrs. Victor Manuel Escobar, 128 Wykoff Street, Brooklyn, NY.
- Frank Spina, born September 10, 1952. Parents, Mr. and Mrs. Jose A. Spina, 928 Burgundy Street, New Orleans, La.
- Catherine Roxanne Collins, born October 30, 1952. Parents, Mr. and Mrs. Frank W. Collins, 104 Congress Street, Portland, Me.
- Margaret Cecilia Berger, born October 29, 1952. Parents, Mr. and Mrs. Sidney Z. Berger, 628 N. Fulton Avenue, Baltimore 17, Md.
- Carol Marie Manchester, born November 14, 1952. Parents, Mr. and Mrs. Henry A. Manchester, 938 North Calvert Street, Baltimore 2, Md.
- Yolanda Maria Garcia, born November 21, 1952. Parents, Mr. and Mrs. Trinidad Garcia, Jr., 1528 Broadway, Galveston, Tex.
- Linda Lou Moshell, born October 16, 1952. Parents, Mr. and Mrs. Robert Edward Moshell, 1708 - 4th Avenue North, Jacksonville Beach, Fla.
- Verna Carol Barfield, born November 2, 1952. Parents, Mr. and Mrs. Vernon L. Barfield, 3A Sanders Road, Prichard, Ala.
- Charles Lawrence Bagley, born November 15, 1952. Parents, Mr. and Mrs. Albert J. Bagley, 61-38 148th Place, Flushing, LI, NY.
- Linda Ernestine Lambeth, born November 12, 1952. Parents, Mr. and Mrs. Johnnie D. Lambeth, 684 Donald Street, Mobile, Ala.
- Wanda Fay Harding, born November 2, 1952. Parents, Mr. and Mrs. Virgil L. Harding, 206 South Conception Street, Mobile, Ala.
- Brenda Joyce Hackle, born October 30, 1952. Parents, Mr. and Mrs. Billy L. Hackle, 115 South Drive, Savannah, Ga.
- Earl Robert Raines, born November 17, 1952. Parents, Mr. and Mrs. Norman Raines, 1141 Baronne Street, New Orleans, La.
- Robert Michael Murphy, born November 14, 1952. Parents, Mr. and Mrs. Robert E. Murphy, 186 Cleveland Avenue, Stuart, Fla.
- Carl Alexander Pulles, born July 22, 1952. Parents, Mr. and Mrs. Aleksander Pulles, 505 South Clinton Street, Baltimore, Md.
- Andrew Stark Hassell, born November 17, 1952. Parents, Mr. and Mrs. James Richard Hassell, Jr., 1026 Colonial Court, Mobile, Ala.
- Daisy Mae McBride, born October 20, 1952. Parents, Mr. and Mrs. Hosea N. McBride, 1624 West Fayette Street, Baltimore 23, Md.
- Barney S. Spivack, born October 28, 1952. Parents, Mr. and Mrs. Irwin Spivack, 2070 - 20th Lane, Brooklyn, NY.
- Michael Francis Strohschein, born October 31, 1952. Parents, Mr. and Mrs. Robert Strohschein, 496 - 10th Street, Brooklyn, NY.

## FINAL DISPATCH

- The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and \$2,500 death benefits are being paid to beneficiaries.
- Christopher Dacey, 47: Brother Dacey's death on September 27 was caused by a heart ailment. A member of the stewards department, he had been in the SIU since the early part of 1951, when he joined in New York. Burial took place at Belmont Cemetery, Belmont, Mass. Surviving is his brother, Edward C. Dacey, 47 Channing Road, Belmont, Mass.
- Francis James Richardson, 37: An automobile accident near his home in Coden, Ala., resulted in Brother Richardson's death on September 11. He was buried in the Coden Catholic Cemetery. Since 1945 he had been an OS in the deck department—joining in Mobile. Administrator of the estate is The First National Bank of Mobile.
- Carl Sigfried Carlson, 56: On November 7 Brother Carlson died of coronary thrombosis in the city of Jamestown, NY. He held the rating of QM in the deck department and had been a member of this Union for over a year. Burial took place at the Busti Cemetery, Busti, NY. Brother Carlson leaves a brother, Harold, of RFD No. 3, Jamestown, NY.
- John G. Robinson, 32: An AB in the deck department since 1949, Brother Robinson died in the USPHS Hospital in Baltimore, Md., on October 23. He was buried in Belforest Cemetery, Daphne, Ala. He leaves a sister, Mrs. A. B. Schermer, 9245 Westview Drive, Houston, Tex.

## Who Gets SIU Benefits?

Following are the requirements for two of the benefits under the Seafarers Welfare Plan:

**Maternity:** Any eligible Seafarer becoming a father after April 1, 1952, will receive the \$200 maternity benefit payment, plus the Union's gift of a \$25 US Treasury Bond for the child. Needed is a copy of the marriage certificate and birth certificate. If possible, a discharge from his last ship should be enclosed. Duplicate payments and bonds will be given in cases of multiple births.

**Disability:** Any totally disabled Seafarer, regardless of age, who has seven years sea time with companies participating in the Welfare Plan, is eligible for the weekly disability benefit for as long as he is totally unable to work. Applications and queries on unusual situations should be sent to the Union Welfare Trustees, c/o SIU Headquarters, 675 Fourth Ave., Brooklyn 32, NY.



The proposed new SIU dry cargo contract is the product of all hands working together for their common good. The agreement represents a combination of the ideas submitted by working Seafarers to headquarters, and the proposals drafted by headquarters on the basis of these suggestions.

In a sense too, all Seafarers took part in the negotiations with the operators that preceded the signing of the contract. The Union committee, and the shipowners, knew that the Union could count on 100 percent support from the men on the ships. This fact made the path a lot smoother for the negotiating committee than it would have been otherwise.

Now that the agreement is up for ratification by membership meetings in all ports, it is important for every Seafarer to acquaint himself with the various general rules and working

rules in the contract. Many of these rules have been completely rewritten, while others did not exist in previous Union contracts. As a result, there is much that is brand new in this agreement.

If ratified, the new contract will be the document under which Seafarers on the freight ships will work in the coming year. That's all the more reason for all hands to get to know it thoroughly from top to bottom. By knowing the agreement, the Seafarers can see to it that it is enforced properly on the ships.

The contract, and the negotiating committee's report, are printed in full in a separate section in this issue of the SEAFARERS LOG. Every Seafarer owes it to himself, to keep this supplement for future reference. And, of course, additional copies will be made available in all halls for those who may need them.

## PROPOSED NEW FREIGHTER AGREEMENT

*Between*  
**Seafarers International Union • Atlantic & Gulf District • AFL**  
*and*

Actium Shipping Corp.  
Alcoa Steamship Company  
Amer. MM Steamship Corp.  
Blackchester Lines, Inc.  
Bournemouth SS Corp.  
Bull Steamship Corp.  
Calmar Steamship Corp.  
Compass Steamship Co.  
Coral Steamship Company  
Dolphin SS Corp. (Triton)  
Dolphin Steamship Corp.  
Dry-Trans Corporation  
Eagle Ocean Transport Corp.  
Eastern Steamship Lines  
Elam Shipping Corporation  
Excelsior Steamship Corp.  
Gulf Cargo Carriers Corp.  
Int'l. Navigation Co., Inc.  
Intercontinental SS Corp.  
Isthmian Steamship Co.

Kea Steamship Co.  
Liberty Navigation, Inc.  
Maine Steamship Corp.  
Martis Shipping Corp.  
Mercador Trading Co.  
Metro Steamship Corp.  
Mississippi Shipping Co.  
National Seas Corp.  
National Waterways Corp.  
North Seas Navig. Corp.  
Ocean Transportation Co.  
Ocean Carriers, Inc.  
Omega Waterways Corp.  
Oro Navigation Co.  
Pacific Waterways Corp.  
Pan-Oceanic Navigation Co.  
Peninsular Navigation Corp.  
Puerto Rico Marine Corp.  
Seas Shipping Co., Inc.

Seatrade Corp.  
Seatraders, Inc.  
Seatrain Lines, Inc.  
Seatransport Corp.  
Shipenter Lines, Inc.  
South Atlantic SS Line  
Standard Steamship Co.  
Stratford Steamship Co.  
Strathmore Shipping Co.  
Tini Steamship Co.  
Traders Steamship Corp.  
Tramp Cargo Carriers, Corp.  
Trans-Fuel Corp.  
Trojan Steamship Corp.  
Troy Steamship Company  
Veritas Steamship  
Waterman Steamship Corp.  
Victory Carriers, Inc.  
Western Navigation Corp.

## REPORT OF SIU NEGOTIATING COMMITTEE

On page 11 of this supplement begins the complete report of the SIU negotiating committee. In its report, the committee discusses all the brand-new clauses in the contract as well as the changes made in existing clauses. These changes are taken up section by section, and the reasons for making them are explained by the committee, so that all Seafarers can see just what was done in writing the new contract.

In all, as the report shows, the committee negotiated 26 changes in the general rules, and another 16 changes in the working rules for the three departments, with the object, as the committee puts it, of giving the Seafarers "the finest working agreement possible . . . with the best wages, working rules, job

conditions, security and benefits anywhere in the maritime industry."

As the committee points out, a very large number of these changes and new provisions are based on the many suggestions and recommendations made by crewmembers. ". . . where it was possible and reasonable to do so," the committee states, "we have made the crews' requests a part of this agreement."

The committee expresses its thanks to all those who helped them shape this contract, and for the way the Seafarers backed up the Union by conducting themselves as responsible trade unionists should. The committee recommends to the membership the adoption of the contract and its report in their entirety.

# Proposed Freight Agreement

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This agreement is entered into this 18th day of November, 1952, by and between the Seafarers International Union of North America, Atlantic and Gulf District, affiliated with the American Federation of Labor, hereinafter referred to as the Union and the undersigned company, and any of its subsidiary companies, which may be formed to operate ships in the off-shore, coastwise, or intercoastal trade, hereinafter referred to as the Company and remains in effect until September 30, 1953, and shall continue from year to year thereafter, unless either party hereto shall give written notice to the other of its desire to amend or terminate same, which notice shall be given at least 60 days prior to the expiration date. After such notice has been given, specific proposals must then be submitted within 10 days and negotiations commenced at a time which is mutually agreed upon. If, during the 60 day period, the parties fail to agree with reference to such proposals, the parties may, by mutual consent, extend this agreement for a specific period beyond such expiration date for the continuance of negotiations. Applications by either party to open negotiations for changes

### Contract Goes Into Effect . . .

1. The proposed agreement provides that all wage, overtime and other money provisions of the new contract shall be retroactive to November 18. Actual payment will begin following Wage Stabilization Board approval.

2. Aboard all ships on articles—either foreign or coastwise—the working rules of the new agreement will go into effect three days after receipt of the new agreement.

3. On ships that cannot be reached by mail, the working rules will go into effect the day after the articles are terminated.

4. In any case, the working rules must be in effect on all freight ships by January 1.

in the wage scale or any monetary matters at any time during the life of this agreement shall not be deemed cause for termination of this Agreement. Monetary matters for the purpose of this section shall be the following: Overtime, Standby Rate, Longshore Rate, Tank Cleaning Rate, Explosives Handling Rate, Extra Meals Rate, Subsistence and Room Allowance.

## ARTICLE I Employment

**Section 1.** The Union agrees to furnish the Company with capable, competent and physically fit persons when and where they are required and of the ratings needed to fill vacancies necessitating the employment of Unlicensed Personnel in ample time to prevent any delay in the scheduled departure of any vessel covered by this agreement. To assure maximum harmonious relations, and in order to obtain the best qualified employees with the least risk of a delay in the scheduled departure of any vessel covered by this agreement, the Company agrees to secure all Unlicensed Personnel through the Hiring Halls of the Union.

The Company recognizes the Union's Andrew Furuseth Training School as a bonafide training school for seamen and the Company prefers that any new unlicensed men coming into the Industry be graduates of that school.

**Section 2.** If for any reason the Union does not furnish the Company, as provided in Section 1, with capable, competent and physically fit persons when and where they are required and of the ratings needed to fill such vacancies in ample time to prevent any delay in the scheduled departure of any vessel covered by this agreement, the Company may then obtain members of the Unlicensed Personnel from any available source.

**Section 3.** The Company recognizes the Union as the sole collective bargaining representative of all members of the Unlicensed Personnel. It is specifically understood and agreed that membership in the Union shall not be a condition of employment of any member of the Unlicensed Personnel furnished or obtained in the manners specified in this agreement. It is further agreed that there shall be no discrimination against any member of the Unlicensed Personnel because of non-membership or membership in the Union.

**Section 4.** (a) The Union agrees that the Company has the right to reject (by written notation on the job assignment slip) any applicant for employment who the Company considers unsatisfactory or unsuitable for the vacancy, or to discharge any member of the Unlicensed Personnel, who, in the opinion of the Company is not satisfactory. If the Union considers the rejection of any applicant for employment or the discharge of any member of the Unlicensed Personnel of being discriminatory such actions by the Company shall be dealt with under the grievance procedure, and the Union agrees that any such rejection or discharge shall not cause any vessel to be delayed on her scheduled departure.

(b) In the event any decision of the Company physician is challenged by the Union, as to the physical fitness of a Union member, said member shall be re-examined by a Public Health physician and his decision shall be binding.

**Section 5.** The Company agrees not to discriminate against any member of the Unlicensed Personnel for legitimate Union activities, and the Company further agrees that no man, referred in accordance with Section 1 of this Article, shall be discriminated against because of race, creed, color, national or geographic origin.

**Section 6.** The term Unlicensed Personnel as used in this agreement shall not include super-cargoes, cadets, pursers and livestock tenders.

**Section 7.** The Union shall have the right, upon written notification to the Company, showing proper reasons for such action, to re-negotiate any part or all of Article 1. Upon receipt of such notification by the Company, the parties to this agreement shall meet within 7 days for negotiations on this issue.

## ARTICLE II General Rules

**Section 1. Passes.** The Company agrees to issue passes to the Union representatives for the purposes of contact-

ing its members aboard vessels of the Company covered by this Agreement.

Representatives of the Union shall be allowed on board at any time but shall not interfere with men at work unless said men are properly relieved. (The relief gets no extra compensation.)

**Section 2. Ship's Delegate.** One man in each department on each vessel shall act as delegate for such department. Such delegates are privileged to present to their superior officers, on behalf of the members in their department, facts and opinions concerning any matter wherein adjustment or improvement is thought proper.

Any matter so presented which is not adjusted satisfactorily to all concerned shall be referred to the Union and Company officials upon vessel's arrival in the first U. S. A. port where the Union and the Company have officials for adjustment as provided under Article II, Section 3 of this agreement.

**Section 3. Port Committee.** For the adjustment of any grievances arising in connection with performance of this agreement which cannot be satisfactorily adjusted on board the vessel there shall be established a Port Committee at the port where articles are terminated. The Port Committee shall consist of 3 representatives from the Union and 3 representatives from the Company, and it shall be the duty of the Port Committee to meet within 24 hours, Saturdays, Sundays and Holidays excluded. In the event the Port Committee cannot agree they shall select an impartial arbitrator whose decision shall be final and binding. In the event the Port Committee cannot agree on the selection of an impartial arbitrator, then a judge of the District Federal Court shall appoint an impartial arbitrator whose decision shall be final and binding. Expenses of the arbitrator shall be paid by the party whom the arbitrator rules against in the decision.

**Section 4. Stoppage of Work.** There shall be no strikes, lockouts, or stoppages of work while the provisions of this agreement are in effect.

**Section 5. Ships Chartered by Company.** This agreement is binding with respect to American Flag Ships chartered by the company (if charterer furnishes crew.)

**Section 6. Authority of Master and Obedience of Crew.** Nothing in this agreement is intended to or shall be construed to limit in any way the authority of the Master or other officers, or lessen the obedience of any member of the crew to any lawful order.

**Section 7. Commencement of Employment.** Pay for seaman ordered by the Company shall start when the man is required to pass the Doctor, go to the Company office or report aboard the ship with his gear and ready for work, whichever occurs first.

**Section 8. Termination of Employment.** Any man leaving a vessel shall, upon request, be given a slip showing reason for his termination of employment.

**Section 9. Statement of Earnings.** Unlicensed crew members shall be given a complete record of all earnings and deductions for the voyage not later than at the time of payoff.

**Section 10. Customary Duties.** Members of all departments shall perform the necessary and customary duties of that department. Each member of all departments shall perform only the recognized and customary duties of his particular rating.

When it is necessary to shift a man to fill a vacancy, the man so shifted shall perform the duties of the rating to which he is assigned.

**Section 11. Vessels Aground.** In the event the vessel runs aground, this agreement shall be lived up to by the Company regardless of whether the Company or the Insurance Company is paying the wages and overtime, until such time as articles are terminated.

**Section 12. Medical Relief.** (a) Full medical attention as required by law shall be given to all unlicensed personnel. Except where it is assumed by the U. S. Consul or the U. S. Public Health Service, such medical attention shall be furnished by the Company at the expense of the Company.

(b) The Company agrees, when stocking medicine chest, to include penicillin which shall be furnished free of charge to seamen in need of same. The rules of the U. S. Public Health Service shall be observed with respect to dosage and administration.

**Section 13. Maintenance and Cure.** When a member of the Unlicensed Personnel is entitled to maintenance and cure under Maritime Law, he shall be paid maintenance at the rate of \$8.00 per day for each day or part thereof, of entitlement. The payment due hereunder shall be paid to the man weekly. This payment shall be made regardless of whether he has or has not retained an attorney, filed a claim for damages, or taken any other steps to that end and irrespective of any insurance arrangements in effect between the Company and any insurer.

**Section 14. Repatriation, Upkeep and Transportation.** (a) Where crew members must leave a vessel because of illness or injury in any location outside the continental United States, he shall be repatriated at company expense as set forth herein, at the earliest date possible.

If repatriated on a vessel of the company, he shall be signed on as a non-working workaway. If repatriated on a vessel of another company, he shall be given not less than second class passage. In the event he is given less than second class passage on a vessel of another company, he shall be given the cash difference between the passage afforded and second class passage. The seaman shall have the option of accepting repatriation by plane if such transportation is offered. Repatriation under this section shall be back to the Port of Engagement.

(b) In the event a crew member must leave a vessel

because of illness or injury incurred in the service of such vessel while in a location within the continental United States, and such illness or injury is known prior to his leaving, he shall be entitled to first class transportation by rail to his original Port of Engagement in accordance with Article II, Section 59.

(c) While awaiting repatriation under section (a) and (b) herein, the seaman shall be entitled to repatriation upkeep in the sum of \$8.00 per day until afforded transportation as outlined in said subsections. Such upkeep shall be paid up to and inclusive of the day he is afforded the means of transportation by which he is to be repatriated. The Company or its Agents may make arrangements for meals and lodgings while the seaman is awaiting repatriation transportation, but in no event shall these arrangements be at a cost of less than \$8.00 per day.

In cases where regular meals are not included in the transportation herein provided for, the repatriated seaman shall be paid the sum of \$6.00 per day for food during the transportation period.

(d) Where a seaman leaves the vessel due to illness or injury and such illness or injury has been known prior to his leaving, he shall receive a full statement of his account showing wages due him. Where time does not permit the statement being given to the man before he leaves the vessel or before the vessel's departure, the Master shall promptly advise the Company's Agent and the home office of the status of the man's account at the time he left the vessel.

Thereafter, when the seaman presents himself to the Agent at the Port where he left the vessel, the maximum allowable payment shall be made to him by that Agent.

When the seaman presents his claim for wages to the Agent or office of the Company at the port of engagement or to the home office of the company, he shall receive payment as promptly as possible.

Failure to pay the seaman wages within 72 hours exclusive of Saturdays, Sundays and Holidays after presentation of his claim shall entitle the seaman to \$8.00 per day until the full wages due the man at the time he left the vessel are paid.

**Section 15. Loss of Clothing.** (a) In the event a ship of the Company is lost, the crew shall be recompensed for the loss of clothing in the amount of \$500.00 and shall be repatriated to the port of engagement with subsistence, room and wages as per Section 59 of this Article.

(b) In the event that personal effects of Unlicensed Personnel are damaged due to a marine casualty, or an accident to the vessel or its equipment, they shall be recompensed for the loss in the amount of such loss but not to exceed \$300.00.

**Section 16. Work Performed by Other Than Members of the Unlicensed Personnel.** Any work performed by cadets, workaways, passengers, prisoners of war, staff officers, or any member of the crew other than the Unlicensed Personnel that is routine work of the Unlicensed Personnel shall be paid for at the regular overtime rate. Such payment to be divided among the Unlicensed Personnel ordinarily required to perform such work.

**Section 17. Carrying of Cadets, etc. in Lieu of Crew.** No cadets, workaways, or passengers shall be carried in lieu of the crew.

**Section 18. Emergency Duties and Drills.** (a) Any work necessary for the safety of the vessel, passengers, crew or cargo or for the saving of other vessels in jeopardy and the lives thereon, shall be performed at any time and such work shall not be considered overtime.

(b) Whenever practicable, lifeboat and other emergency drills shall be held on weekdays, Monday through Friday, between the hours of 8 a.m. and 4:30 p.m. Preparation for drills, such as stretching fire hose and hoisting and swinging out boats, shall not be done prior to signal for such drills, and after drill is over, all hands shall secure boat and gear. In no event shall overtime be paid for work performed with such drills, except as herein provided.

(c) Overtime shall be paid for lifeboat and other drills held on Saturdays, Sundays and holidays, except in instances where departure time and date do not permit required drills being held before the first Saturday, Sunday or holiday after departure.

(d) In port when such drills are held on Saturdays, Sundays or Holidays, overtime shall be paid, except where such drills are held on days of departure.

**Section 19. Safe Working Conditions.** The employer shall furnish safe working gear and equipment when in any harbor, roadstead, or port. No man shall be required to work under unsafe conditions. Ordinary hazards of the sea shall not be considered unsafe conditions in applying this section.

**Section 20. Holidays.** The Company agrees to recognize the following as holidays:

- |                          |                     |
|--------------------------|---------------------|
| 1. New Year's Day        | 6. Labor Day        |
| 2. Washington's Birthday | 7. Thanksgiving Day |
| 3. Memorial Day          | 8. Christmas Day    |
| 4. Armistice Day         | 9. Independence Day |
| 5. Lincoln's Birthday    |                     |

In the event, V.E. or V.J. days are observed as National Holidays, they shall be included in the list.

Saturdays, Sundays and Holidays, at sea or in port shall be considered holidays for the Unlicensed Personnel not on watch. Men on watch shall perform only the routine duties necessary for the safe navigation of the vessel on these days.

Overtime pay shall be paid for all work performed by the Unlicensed Personnel on any of the nine holidays described in this agreement at sea or in port.

In the event any of the above-named holidays fall on Saturday or Sunday while in port or at sea, the Monday following shall be observed as such holiday. Any day that is a recognized holiday for the longshoremen in con-

tinental U. S. ports shall also be a recognized holiday for the crew while in that particular port.

**Section 21. Overtime Rate.** The overtime rate for unlicensed personnel shall be \$1.48 per hour and \$1.87 per hour. (The dividing line which will determine which ratings will receive the \$1.48 per hour overtime rate and those who will receive the \$1.87 hourly overtime rate is being negotiated. This item is discussed fully in the conclusion of the negotiating committee's report on page 12 of this supplement.)

**Section 22. Commencement of Overtime.** Overtime shall commence at the time any employee shall be called to report for work outside of his regular schedule, provided such member reports for duty within 15 minutes. Otherwise, overtime shall commence at the actual time such employee reports for duty and such overtime shall continue until the employee is released.

**Section 23. Continuous Overtime.** When working overtime and crew is knocked off for 2 hours or less, the overtime shall be paid straight through. Time allowed for meals shall not be considered as overtime in this clause.

**Section 24. Computation of Overtime.** When overtime worked is less than 1 hour, overtime for 1 full hour shall be paid. When overtime worked exceeds 1 hour, the overtime work performed shall be paid for in one-half hour periods, and any fractional part of such period shall count as one-half hour.

**Section 25. Checking Overtime.** No work specified in this agreement as overtime work shall be performed unless authorized by the head of the particular department. After authorized overtime has been worked, the senior officer of the department on board will present to each employee who has worked overtime a slip stating hours of overtime and nature of work performed. An overtime book will be kept to conform with individual slips for settlement of overtime. Officers and men shall keep a record of all disputed overtime. No claim for overtime shall be valid unless such claim is presented to the head of the department within 72 hours after completion of the work. When work has been performed and an overtime claim is disputed, the head of the department shall acknowledge in writing that the work was performed.

**Section 26. Payment of overtime.** All money due for crew overtime shall be paid at the signing off. In the event payment of overtime is delayed by the Company beyond the 24 hours after signing off articles, additional compensation shall be paid at the rate of \$10.00 a day for each calendar day or fraction thereof aforesaid payment of overtime wages is delayed. This shall not include disputed overtime being settled between the Union Representatives and the Company.

**Section 27. Division of Wages of Absent Members.** (a) When members of the unlicensed personnel are required to do extra work because the vessel sailed without the full complement as required by vessel's certificate, under circumstances where the law permits such sailing, the wages of the absent members shall be divided among the men who perform their work, but no overtime shall be included in such payments.

(b) At sea, when day men are switched to sea watches and promoted, for the purpose of replacing men who are injured or sick they shall receive the differential in pay.

(c) When men standing sea watches are promoted for the purpose of replacing men who are injured or sick they shall receive the differential in pay only.

(d) In no event shall any member of the Unlicensed Personnel work more than 8 hours in any one day without the payment of overtime.

**Section 28. Money Draws in Foreign Ports.** Monies tendered for draws in foreign ports shall be in U. S. Currency, or equivalent at official rates of exchange where the issuance of U. S. Currency conflicts with existing laws.

When American money is aboard, crew advances shall be put out the day before arrival in port. Upon request the Unlicensed Personnel shall be granted advances at least once every five days, except on Saturdays, Sundays and Holidays, while the vessel is in port. Such advances shall be made available to the crew not later than 4 p.m.

**Section 29. Explosives.** On vessels carrying explosives in excess of 50 long tons as permitted by law, the Company agrees to pay each member of the Unlicensed Personnel, in addition to their regular monthly wage, 10% per month of such wages while such cargo is on board the vessel or is being loaded or discharged. When the Unlicensed Personnel is required to work explosives at any time, they shall be paid for such work in addition to their regular monthly wages at the rate of \$5.00 per hour.

For the purpose of this agreement, explosives shall consist of the following items:

Nitro-Glycerine	Loaded Bombs
T.N.T.	Dynamite
Poison Gases	Loaded shells of one pound or over but not small arms ammunition.
Black Powder	
Blasting Caps	
Detonating Caps	

**Section 30. Penalty Cargoes.** (a) When members of the Unlicensed Personnel are required to clean holds in which lead concentrates, coal, coke or penalty cargoes, as specified herein, have been carried they shall be paid straight overtime for the watch on deck and overtime and one-half for the watch below.

(b) For the purpose of this agreement the following are classed as penalty cargo:

<b>In Bulk</b>	
Bones	Caustic Soda
Green Hides	Soda Ash
Manure	Cresoted Lumber

In Bags or Bulk	
Bone Meal	Super Phosphate
Chloride of Lime	Cyanide
Lampblack	Cement
Carbonblack	Gasoline carried in any manner
Sulphur	Greave Cakes
Copra (3000 tons)	
Saltcake	

(c) On vessels carrying penalty cargoes in bulk in the combined weight of 1000 long tons or over, unless otherwise specified, the Company agrees to pay each member of the Unlicensed Personnel, in addition to the regular monthly wages, 10% of such wages from the time the loading of the penalty cargo is started until the penalty cargo is completely discharged.

**Section 31. Standby Work.** When men are hired by the Company for standby work in port, by the day, and board and lodging are not furnished them on the ship, they shall be paid at the rate of \$1.87 per hour. Their regular hours of work shall be from 8 a.m. to 12 noon and from 1 p.m. to 5 p.m., Monday through Friday. Any work performed by them outside their regular hours of work shall be paid for at the rate of \$2.81 per hour. Men hired to perform standby work shall perform any work that shall be assigned to them by their superior officer, and they shall not be subject to any working rules set forth in this agreement unless they shall be required to keep steam in the boilers or oil winches. When standby work in any particular department is to be performed, an effort shall be made to obtain men with ratings in such department if they are available and are competent to perform such work.

Any man so hired for standby work who reports when ordered shall be paid a minimum of one full day's pay for the first day and a minimum of one-half day's pay thereafter.

(This change shall not be interpreted to conflict with any understanding that the Union might have with a Company whose practice is to hire relief crews while the vessel is in Port.)

**Section 32. Longshore Work by Crew.** In those ports where there are no longshoremen available, members of the crew may be required to do longshore work or drive winches for the purpose of handling cargo. For such work performed they shall be paid in addition to their regular monthly wages, \$1.87 per hour for their watch on deck and \$2.81 per hour for their watch below between the hours of 8 a.m. and 5 p.m. weekdays.

After 5 p.m. and before 8 a.m. on Saturdays, Sundays, or holidays, the rate shall be \$3.74 per hour for all hands so engaged.

This section shall not apply when longshoremen are not available due to labor trouble.

**Section 33. Working Ballast.** (a) When members of the crew are required to discharge ballast, other than waterballast, out of holds or handle or discharge ballast on deck including washing sand ballast off decks with hose, the watch on deck shall receive their straight overtime rate for such work. The watch below shall receive time and one-half their overtime rate for such work.

(b) Day men shall receive their straight overtime rate between the hours of 8 a.m. and 12 noon and 1 p.m. and 5 p.m. weekdays. After 5 p.m. and before 8 a.m. and on Saturdays, Sundays and holidays, day men shall receive time and one-half their overtime rate. If watches are broken, day men's scale shall apply to the entire crew.

**Section 34. Port Time.** For the purpose of applying port overtime provisions of this agreement, "port time" or the words "in port" shall be defined to mean the following:

**Commencement of Port Time.**

(a) From the time a vessel is properly secured to a dock, buoy, or dolphins for the purpose of loading and/or discharging cargo, ballast, passengers or mail; undergoing repairs; taking on fuel, water or stores; fumigation, lay-up; awaiting orders or berth.

(b) From the time the vessel is properly moored or anchored for the purpose of loading and/or discharging cargo, ballast, passengers, or mail; undergoing repairs; taking on fuel, water or stores; fumigation, lay-up; awaiting orders or berth.

(c) Port overtime provisions shall not apply to vessels entering a port and anchoring for the sole purpose of avoiding inclement weather.

(d) Port time shall not commence until the vessel has shifted from quarantine anchorage to a berth or other anchorage for the purposes as provided for in subsections (a) and (b) of this section.

(e) Vessels lying at the same anchorage after obtaining quarantine clearance shall be considered awaiting berth and port overtime provisions shall apply except in cases where vessel cannot move due to weather conditions.

(f) Port overtime provisions shall not apply to vessels mooring or anchoring for the sole purpose of awaiting transit of canals such as the Panama Canal.

(g) Port overtime shall not apply when taking on water, fuel or stores while in the process of awaiting an assigned turn for transit of the Suez Canal.

(h) Port overtime provisions shall not apply to vessels mooring or anchoring for the sole purpose of landing sick or injured persons.

However, a vessel taking on fresh fruits, vegetables, or milk while transiting the canals shall not be considered to be in port under subsection (b) of this section.

**Termination of Port Time.** Port time shall terminate when the first ahead or stern bell is rung the day the vessel leaves the harbor limits, however, this paragraph shall not apply in the cases where the vessel is being shifted as provided for in Article II Section 35.

**Section 35. Shifting Ship.** (a) After the vessel's ar-

rival in port as outlined in Article II, Sect. 34, any subsequent move in inland waters, bays, rivers, and sounds shall be regarded as shifting ship and overtime shall be paid for men on duty while such moves are performed on Saturdays, Sundays and Holidays and after 5 p.m. and before 8 a.m., weekdays, with the following exceptions:

Port Alfred to Montreal or vice versa

Port Alfred to Quebec or vice versa

Montreal to Quebec or vice versa

All moves from American Ports to British Columbia ports or vice versa

Montevideo to Buenos Aires to Rosario or points above or vice versa

Boston to New York or vice versa

New Orleans to Baton Rouge or vice versa

Norfolk to Baltimore or vice versa.

(b) Moves from Baltimore through the Chesapeake and Delaware Canal to Delaware River Ports or vice versa, shall be considered a move of the ship and such work after 5 p.m. and before 8 a.m. or on Saturdays, Sundays, or holidays, shall be paid for at the overtime rate.

**Section 36. Restriction to Ship.** When a vessel has been in a foreign port where the crew was restricted to the ship and the Company claims that this restriction was enforced by the government of the Port visited, the Company will produce a copy of the government restriction order when the crew is paid off. A letter from the Company's Agents will not be sufficient proof of the existence of such an order. If the Company is unable to produce such an official order from the government of the country involved and is unable to satisfy the Union of the validity of such restriction, the crew shall be compensated for having been restricted to the ship by the payment of overtime for the period of the restriction.

**Section 37. Security Watches.** If unlicensed crew members are required to stand security watches in port by order of Federal, Military or Naval authorities in United States controlled ports, or by foreign government authorities in other ports, they shall be paid overtime for all such watches stood between the hours of 5 p.m. and 8 a.m., Monday through Friday.

**Section 38. Sailing Board Time.** (a) The sailing time shall be posted at the gangway on arrival when the vessel is scheduled to stay in port 12 hours or less. When the stay is scheduled to exceed 12 hours the sailing time shall be posted 8 hours prior to scheduled sailing, if before midnight. If scheduled between midnight and 8 a.m., sailing time should be posted by 4:30 p.m., but not later than 5:00 p.m.

(b) All members of the Unlicensed Personnel shall be aboard the vessel and ready for sea at least 1 hour before the scheduled sailing time. In the event any member of the Unlicensed Personnel fails to comply with this provision, the Company shall call the Union and the Union shall furnish a replacement. If the original member reports after the Company has called for a replacement, the man sent by the Union as such replacement shall receive 2 days' pay, which 2 days' pay shall be paid by the member who was late in reporting for duty.

(c) When the Company has ordered a replacement for which there is no vacancy on a ship, the Company shall reimburse the seamen the equivalent of 2 days' pay plus transportation charges.

(d) If the vessel's departure is delayed and the delay is due to the loading or discharging of cargo, the new time of departure shall immediately be posted on the board and if such delay exceeds 2 hours the watch below may be dismissed and shall receive 2 hours' overtime for such reporting.

(e) In the event, after cargo is aboard or discharged and ship is ready to proceed, the full complement of Unlicensed Personnel is not on board, no overtime shall be paid.

(f) The overtime prescribed above shall not apply when sailing is delayed on account of weather, such as rain, fog, or any other condition beyond the vessel's control.

**Section 39. Securing Vessel for Sea.** All vessels of the Company must be safely secured before leaving the harbor limits for any voyage.

Vessels sailing in the daytime must be safely secured before leaving the harbor limits. In the event the vessel is not safely secured before reaching the harbor limits, the vessel shall proceed to a safe anchorage and be secured before proceeding to sea. Vessels sailing after dark shall be safely secured before leaving the dock or may proceed to a safe anchorage to secure vessel before proceeding to sea. When lights can be maintained on the after deck, gear and hatches may be secured on this deck enroute to anchorage.

Where the vessel is secured for sea with the exception of the after deck where lights may be maintained and this job of securing can be accomplished before the vessel leaves the harbor boundaries, then the vessel may secure enroute and proceed directly to sea, after leaving the dock.

**Section 40. Launch Service.** When a ship is anchored or tied up to a buoy for 8 hours or over, for the purpose outlined in Article II, Section 34, each member of the Unlicensed Personnel while on his watch below shall be allowed one round trip to shore at the Company's expense every 24 hours.

When launch service is arranged for by the Company, the schedule shall be such that each and every member shall be given opportunity for a round trip as called for herein on his watch below.

In Port where regular boat service is not available, members of the crew may make their own arrangements for transportation and the company agrees to reimburse either the crew member or the owner of the boat up to \$2.00 per round trip per man carried once every 24 hours.

**Section 41. Rest Periods.** (a) When ship is under port

working rules and sea watches have not been set and members of the unlicensed deck and engine personnel off duty are required to work overtime between midnight and 8 a.m., they shall be entitled to one hour of rest for each hour actually worked. Such rest period shall be given at any time during the same working day. The rest period shall be in addition to cash overtime allowed for such work. If such rest period is not given, men shall be entitled to overtime at the regular overtime rate in lieu thereof. This shall not apply when sea watches are set the same day and before the rest period is completed.

This section shall not apply to men turning to on overtime at 6 a.m. or after.

(b) On days of arrival, if members of the unlicensed deck or engine personnel off duty are required to perform work between midnight and 8 a.m., they shall be entitled to 1 hour of rest for each hour worked. If such period of rest is not completed at 5 p.m. of the same day, overtime shall be allowed for the uncompleted portion of such rest period.

(c) On days of departure, the rest period provision herein shall apply to day workers only.

**Section 42. Fresh Provisions.** (a) An adequate supply of fruit juices shall be provided for the unlicensed personnel. Fresh milk, fruit and vegetables will be furnished at every port touched where available, and if supply is possible, a sufficient amount to last until the next port or to last until the food would ordinarily, with good care, spoil. Shore bread shall be furnished at all U. S. ports when available.

Frozen foods shall be considered the equivalent of and serve the same purpose as fresh foods.

(b) Milk shall be served three times daily in port. Forty gallons of milk shall be on board on sailing day when the ship sails from a port where pasteurized milk is readily available.

**Section 43. Room and Meal Allowance.** When board is not furnished unlicensed members of the crew, they shall receive a meal allowance of \$1.00 for breakfast, \$1.50 for dinner, and \$1.50 for supper. When men are required to sleep ashore, they shall be allowed \$4.00 per night.

**Section 44. Meal Hours. Relieving for Meals.** The meal hours for the Unlicensed Personnel employed in the Deck and Engine Departments shall be as follows:

Breakfast ..... 7:30 a.m. to 8:30 a.m.  
Dinner ..... 11:30 a.m. to 12:30 p.m.  
Supper ..... 5:00 p.m. to 6:00 p.m.

(a) At sea the 4 to 8 watch shall relieve itself for supper.  
(b) The 12 to 4 watch on sailing day is to be knocked off at 11 a.m. in order to eat at 11:30 a.m. and to be ready to go on watch at 12 noon.

(c) These hours may be varied, but such variations shall not exceed one hour either way, provided that one unbroken hour shall be allowed at all times for dinner and supper when vessel is in port. When watches are broken, if one unbroken hour is not given, the man involved shall receive one hour's overtime in lieu thereof. This penalty hour shall be in addition to the actual overtime worked during the meal hours.

(d) When crew is called to work overtime before breakfast and work continues after 7:30 a.m., a full hour shall be allowed for breakfast, and if breakfast is not served by 8 a.m., overtime shall continue straight through until breakfast is served.

(e) If one unbroken hour is not given, the men involved shall receive one hour's overtime in lieu thereof.

(f) When the watch below or men off duty are working on overtime at sea or in port, they shall be allowed one unbroken meal hour. If one unbroken meal hour is not given, the men involved shall receive one hour's overtime in lieu thereof. This penalty hour shall be in addition to the actual overtime worked during the meal hour. The provisions in this section shall be applicable at all times at sea or in port to men on day work.

**Section 45. Midnight Lunch.** If crew works continuous overtime until midnight, men shall be provided with hot lunch at midnight, one hour to be allowed for such meal, if the work continues. If this full hour is not allowed, an additional hour overtime shall be paid. If the crew works as late as 9 p.m., coffee and lunch shall be provided. Fifteen minutes shall be allowed and be included in overtime if work continues. If the crew works as late as 3 a.m., coffee and lunch shall be provided. If crew works as late as 6 a.m., coffee shall be provided. Fifteen minutes shall be allowed and be included in overtime if work continues.

**Section 46. Coffee Time.** (a) All hands shall be allowed fifteen minutes for coffee at 10 a.m. and 3 p.m., or at a convenient time near those hours.

(b) When crew is called to work overtime, coffee shall be made by the watch or watchman and be ready at the time of calling, and allowed during fifteen minutes of readiness period.

**Section 47. Crew's Quarters.** All quarters assigned for the use of the unlicensed personnel are to be kept free from vermin insofar as possible. This is to be accomplished through the use of extermination facilities provided by the Company, or fumigating the quarters every six months with gas.

Room allowance as provided in Section 43 shall be allowed when vessel is in port and:

1. Heat is not furnished in cold weather.
2. Hot water is not available in crew's washrooms for a period of 12 or more consecutive hours.
3. Crew's quarters have been painted and paint is not absolutely dry and other suitable quarters are not furnished aboard.
4. At all times when vessel is on dry dock overnight.
5. Linen is not issued upon men's request prior to 8

- p.m. on the day the seaman joins the vessel.
- 6. Vessel is being fumigated and is not cleared before 9 p.m.
- 7. Men standing midnight to 8 a.m. watch on the same day the vessel is fumigated shall be entitled to room allowance regardless of when the vessel is cleared.
- 8. In the shipyard and when repair work such as chipping, welding, riveting, hammering, or other work of a similar nature is being performed in or about the crew's quarters between 8 p.m. and 6 a.m.
- 9. When such work as outlined in eight above is being performed in or around the quarters of the men who stand donkey watches, such men will be provided with other quarters or room allowances will be allowed.

**Section 48. Cleanliness of Quarters.** The Unlicensed Personnel shall cooperate to the fullest in order to keep their respective living quarters clean and tidy at all times.

**Section 49. Crew Equipment.** The following items shall be supplied the Unlicensed Personnel employed on board vessels of the Company:

1. A suitable number of blankets.
2. Bedding consisting of two white sheets, one spread, two white pillow slips, which shall be changed weekly.
3. One face towel and one bath towel which shall be changed twice weekly.
4. One cake of standard face soap such as, Lux, Lifebuoy or Palmolive soap with each towel change.
5. One box of matches each day.
6. Suitable mattresses and pillows shall be furnished but hair, straw or excelsior shall not be suitable.
7. All dishes provided for the use of the Unlicensed Personnel shall be of crockery.
8. One cake of laundry soap, one cake of lava soap, one box of washing powder weekly.
9. Sanitubes shall be available for the Unlicensed Personnel at all times.
10. Cots shall be supplied to the crew while in the tropics except on the new type passenger vessels.

Any member wilfully damaging or destroying linen shall be held accountable for same. When linen is not issued, men shall receive \$2.00 each week for washing their own linen. The Steward shall not issue clean linen to any individual crew member until such member has turned in his soiled linen.

**Section 50. Ventilation.** All quarters assigned to the Unlicensed Personnel and all messrooms provided for their use shall be adequately screened and ventilated and a sufficient number of fans to secure ventilation shall be provided.

**Section 51. Mess Room.** Each vessel shall be furnished with a messroom for the accommodation of the crew, such messroom or messrooms to be in each case so constructed as to afford sitting room for all and to be so situated as to afford full protection from the weather and from heat and odors arising from the vessel's engine room, fireroom, hold and toilet.

**Section 52. Washrooms.** Adequate washrooms and lavatories shall be made available for the Unlicensed Personnel of each department, washrooms to be equipped with a sufficient number of hot and cold fresh water showers.

**Section 53. Lockers.** A sufficient number of lockers shall be provided so that each employee shall have one locker of full length whenever space permits, with sufficient space to stow a reasonable amount of gear and personal effects.

**Section 54. Uniforms.** In the event a man is required to wear a uniform, other than provided for in Article V, Section 29, he shall furnish his own uniform and shall be paid an additional \$12.50 per month for same.

**Section 55. Electric Refrigerator and Electric Washing Machine.** An electric refrigerator and an electric washing machine shall be furnished for the use of the unlicensed crew on each vessel. The location of this refrigerator and washing machine shall be determined by the Company. Should either the refrigerator or washing machine break down, it is understood and agreed that the Company will not be expected to make repairs until the vessel arrives at a Port where the manufacturer has a service representative available.

**Section 56. Jury Toilets.** When and wherever necessary for sanitary reasons, jury toilets shall be rigged on the poop deck.

**Section 57. Transportation and Paying Off Procedure.**

1. (a) Vessels in the Bauxite trade or on foreign voyages shall be signed on for one voyage for a term of time not exceeding 9 calendar months. Vessels in the Far East trade shall be signed on as herein stated except that the term of time may be 12 calendar months.

(b) It is also agreed that the Articles shall terminate at the final port of discharge in the continental United States of America. If the final port of discharge is located in an area other than the area in the continental United States in which is located the port of engagement, first-class transportation shall be provided to only those men who leave the vessel, plus wages and subsistence to port of engagement in continental United States. At the seaman's option, cash equivalent of the actual cost of first class rail transportation shall be paid.

(c) If the vessel departs from the final port of discharge within 10 days after arrival to return to the area wherein is located the port of engagement, the above shall not apply.

(d) For the purpose of this Section, the Continental United States shall be divided into five areas—Pacific Northwest; California; Atlantic Coast Area, North of Cape Hatteras; Atlantic Coast Area, South of Cape Hatteras; and the Gulf Coast area.

(e) It is further agreed that in the event a ship returns light or in ballast to the continental United States, ar-

ticles shall terminate at first port of arrival in accordance with voyage description set forth in the articles, except that when the arrival at the first port is for the purpose of securing additional bunkers, stores, or making emergency repairs of not more than 7 days duration, articles shall continue until the vessel can proceed to another continental United States port.

(f) It is further agreed that if within 30 days of signing clear of the articles a seaman who accepted first-class railroad transportation in cash, presents himself in the Company's or Agent's office at the port of engagement, he shall be paid an amount equal to wages and subsistence for the number of days ordinarily required to travel from port of signing off back to the port of engagement.

2. (a) Vessels making a voyage, or voyages to Bermuda, Mexico, West Indies, including Cuba, Canada, Newfoundland, and/or coastwise in any order, either direct or via ports, shall be signed on for one or more continuous voyages on the above-described route or any part thereof and back to a final port of discharge on the Atlantic or Gulf Coast of the continental United States for a term of time not exceeding 6 calendar months.

(b) When a vessel is on domestic articles or Harbor payroll prior to proceeding on a foreign voyage a member of the Unlicensed Personnel shall not be entitled to transportation to the port of engagement if he fails to make the foreign voyage, unless the company terminates his employment through no fault of his own.

(c) If the port where the articles are finally terminated is located in an area other than the area in the continental United States in which is located the port of engagement, first-class transportation shall be provided to those men only who leave the vessel, plus wages and subsistence to port of engagement in continental United States. At the seaman's option, cash equivalent of the actual cost of first-class rail transportation shall be paid.

(d) If the vessel departs from the final port of discharge within 10 days after arrival to return to the area wherein is located the port of engagement, the above shall not apply.

(e) For the purpose of this Section, the continental United States shall be divided into five areas; Pacific Northwest; California; Atlantic Coast area, North of Cape Hatteras; Atlantic Coast Area, South of Cape Hatteras; and the Gulf Coast area.

(f) It is further agreed that if within 30 days of signing clear of the articles, a seaman who accepted first-class railroad transportation in cash, presents himself in the Company's or Agent's office at the port of engagement, he shall be paid an amount equal to wages and subsistence for the number of days ordinarily required to travel from port of signing off back to the port of engagement.

(g) It is also agreed that the transportation provisions contained herein shall not apply until the articles are finally terminated.

3. Any member of the Unlicensed Personnel will be allowed to pay off the vessel in any port in continental United States or Puerto Rico upon 24 hours notice to the Master, prior to the scheduled sailing of the vessel. In like manner, the Master shall be allowed to discharge any member of the Unlicensed Personnel upon 24 hours notice. If the seaman exercises his rights to be paid off, as provided for in this paragraph, transportation provisions shall not be applicable. If the Master exercises his right to discharge a seaman as provided for in this paragraph, transportation provisions shall be applicable. However, a member may be discharged in Puerto Rico for just cause and shall not be entitled to transportation. Should the Union object to the discharge, the matter shall be handled in accordance with grievance procedure.

4. Applicable Operations Regulations shall be effective on GAA vessels.

**Section 58. Return to Port of Engagement.** In the event a ship of the Company is sold, interned, lost or laid up, the crew shall be given transportation back to the port of engagement with subsistence, room and wages, as per Article II, Section 59 of this agreement. When room and subsistence is not furnished aboard the vessel, room and meal allowance will be paid as prescribed in Article II, Section 43 until crew is furnished repatriation by train, plane or vessel.

**Section 59. Travelling.** Members of the Union, when transported by the Company during the course of their employment, shall be provided with first-class transportation by rail; when travel at night is involved, a lower berth shall be provided or the cash equivalent thereof, and with subsistence at the rate of \$6.00 per day in addition to their regular monthly wages. When traveling by ship is involved, men shall be provided with second-class transportation or the cash equivalent thereof.

**Section 60. Vessels in Idle Status.** When a vessel is inactive in a United States port for any reason for a period of 10 days or less, the Unlicensed Personnel shall be kept on board at the regular monthly rate of pay. However, when it is expected that said vessel will be idle for a period in excess of 10 days, the Unlicensed Personnel may be reduced on arrival. Should the vessel resume service within 10 days, the vessel's Unlicensed Personnel who are entitled to return to the vessel, shall receive wages and subsistence for the period for which they were laid off.

**Section 61. Full Complement While Cargo is Being Worked.** A full complement of Unlicensed Personnel shall be maintained aboard vessel at all times cargo is being worked.

The Company shall be in compliance with this section when there is less than a full complement, Saturdays, Sundays and on Holidays, due to voluntary termination, to discharge for cause or absence of members of the Unlicensed Personnel who should have normally been on duty. Likewise, compliance shall be in effect when there

is less than a full complement aboard due to a condition arising as the result of a marine casualty.

**Section 62. Manning Scale.** It is agreed and understood that the present Manning Scale carried on the Company's vessels shall not be changed unless such changes are mutually agreed to by both the Union and the Company. It is agreed that this section applies to the Deck and Engine Departments. The Stewards Department will be manned for the life of this contract in accordance with manning scales in Article V. This section also does not apply to ships that are not on articles, or to rating that might be carried for a particular purpose, as for example Reefer Engineers, etc.

**Section 63. International Date Line.** If a vessel crosses the International Date Line from east to west, and a Saturday, Sunday or Holiday is lost, all day workers shall observe the following Monday or the day following a Holiday. Watch standers will be paid overtime in accordance with the principle of Saturday and Sunday overtime at sea. If the Sunday which is lost is also a Holiday, or if the following Monday is a Holiday, then the following Monday and Tuesday shall be observed.

However, in crossing the International Date Line from west to east, if an extra Saturday, Sunday or Holiday is picked up, only one of such Saturdays, Sundays or Holidays shall be observed and all crew members will be required to work without overtime on the so-called second Saturday, Sunday or Holiday, provided that if Sunday is also a Holiday the Sunday which is picked up shall be observed as such Holiday.

**Section 64. New Equipment Not Carried At Present.** In the event the Company secures a vessel of a type different from those now operated and covered by this Agreement, the Company and the Union shall meet immediately to negotiate working rules to cover such vessel.

**Section 65. Calendar Day.** For the purpose of this agreement, the calendar day shall be from midnight to midnight.

**Section 66. War Zone.** In case any vessel of the company traverses waters adjacent to or in the proximity of a declared or undeclared war or state of hostilities it hereby agreed that a petition on the part of the Union for the opening of negotiations for added remuneration bonuses, and/or insurances, shall in no way be deemed cause for the termination of this agreement.

**Section 67. Copies of Agreements to be Furnished.** Copies of this agreement shall be furnished to the Master, Chief Engineer and Chief Steward, who in turn shall supply each departmental delegate with a copy at the commencement of each voyage.

## ARTICLE III Deck Department

**Section 1. Wages.** The monthly rate of pay for the Unlicensed Personnel in the Deck Department when their respective ratings are carried shall be as follows:

Rating	Monthly Rate of Pay
Boatswain	\$378.00
Carpenter	353.85
A.B. Maintenance	330.75
Quartermaster	302.32
Able Seaman	302.32
Ordinary Seaman	239.40

When the Carpenter is required in writing by the Company to furnish his own tools, he shall be paid \$20.00 per month in addition to his base wage.

**Section 2. Division of Overtime.** All overtime shall be divided as equally as possible among the members of the deck crew. In any event, the Boatswain shall be allowed to make as many hours overtime as the high man overtime hours in the Deck Department, except when such overtime has been paid for routine sea watches.

If the Boatswain is required to work with and supervise the watch on deck on Saturdays, Sundays, or Holidays sea for which the watch on deck receives additional overtime, he shall receive the same amount of overtime pay as paid to a member of the watch on deck, in lieu of his regular overtime rate.

When the Boatswain is working alone, or with men watch below only, on Saturdays, Sundays, or Holidays, shall receive the regular overtime rate prescribed.

**Section 3. Division of Watches.** (a) The Sailors who at sea shall be divided into three watches which shall keep on duty successively for the performance of ordinary work incident to the sailing and maintenance of the vessel.

(b) Not less than 3 seamen shall constitute a complete sea watch at all times. When any of these 3 ratings is missing and the watch is not complete, the wages equivalent to the rating that is missing from the watch shall be paid to the other member or members making up remainder of the watch.

(c) When the watch below is called out to work it shall be paid overtime for work performed during the watch below, except for such work as defined in Article II, Section 18.

**Section 4. Boatswain or Carpenter Standing Watch**

(a) If the Boatswain or Carpenter is required to stand watch due to a shortage of men, such watches stood between the hours of 5 p.m. and 8 a.m., Monday through Fridays, and from midnight to midnight on Saturdays, Sundays, or Holidays shall be paid for at their regular overtime rate. However, all such watches shall be in addition to their regular duties as Boatswain or Carpenter. In such cases, there shall be no division of wages.

(b) An AB Maintenance may be required to replace a



unlicensed member of the Deck Department when said member is sick or missing without the payment of overtime, Monday through Friday.

**Section 5. Setting Watches.** Sea watches shall be set not later than noon on sailing day. When the vessel sails before noon, watches shall be set when all lines are on board and vessel is all clear of the dock.

**Section 6. Breaking Watches and Work in Port.** (a) In all ports, watches shall be broken except in those ports where stay of vessel will not exceed 24 hours, then watches shall run consecutively.

Any part of a sea watch from midnight until 8 a.m., on day of arrival, shall constitute a complete watch. This shall not apply to men required for gangway watch. When arrival occurs on a Saturday, Sunday or Holiday, overtime shall only be paid for hours actually worked on such watch.

(b) In port when sea watches are broken, the hours of labor shall be from 8 a.m. to 12 noon and 1 p.m. to 5 p.m., Monday through Friday. Except as otherwise provided herein, any work outside of these hours or on Saturdays, Sundays and Holidays shall be paid for at the regular overtime rate for the respective ratings.

**Section 7. Men Standing Sea Watches.** (a) Men standing sea watches shall be paid overtime for Saturday, Sunday, and Holiday watches and for all work in excess of 8 hours between midnight and midnight each day. No work except for the safe navigation of the vessel is to be done after 5 p.m. and before 8 a.m., Monday through Friday, and on Saturdays, Sundays, and Holidays without payment of overtime.

(b) If a man standing regular watch at sea or in port on Saturdays, Sundays and Holidays for which he receives overtime is required to work, he shall be paid overtime in addition to the overtime he receives for standing the regular sea watch on Saturdays, Sundays, or Holidays with the following exceptions:

1. Routine work for the safe navigation of the vessel.
2. Cleaning quarters.
3. Docking - Undocking.

(c) If a man standing sea watches on Saturdays, Sundays, or Holidays is required to do longshore work, tank cleaning or handle explosives during his watch, he shall not receive the regular overtime but he shall be paid the overtime rate as specified in this agreement for that type of work in lieu of the regular overtime rate.

**Section 8. Relieving Helmsman.** No Mate shall relieve Helmsman except in an emergency. Sougeeing, chipping, painting, etc., shall not be considered an emergency.

**Section 9. Sea Watches in Port.** When sea watches are in effect all members of each respective watch shall be on duty and shall be paid overtime on Saturdays, Sundays, and Holidays.

**Section 10. Gangway Watches.** In all ports when watches are broken a gangway watch shall be maintained at all times. A sailor shall be assigned to maintain this watch and 8 hours shall constitute a watch. No overtime shall be paid for these watches on weekdays between the hours of 5 p.m. and 8 a.m. Overtime shall be paid for watches stood from midnight to midnight on Saturdays, Sundays and Holidays. Sailors standing gangway watches shall not be required to care for cargo lights without payment of overtime. Sailors standing gangway watches shall not be required to do any other work, except raise or lower gangway, tend gangway lights, and gangway ropes, call the deck watches and Steward's Department and turn off and on deck light and anchor light switches.

(b) Gangway watches shall not be maintained while ship is underway during the shifting of the vessel.

**Section 11. Day Workers.** (a) The following ratings shall be classified as day workers: Boatswain, Carpenter, Storekeeper, AB Maintenance.

(b) The working hours at sea and in port for all men classified as day workers shall be from 8 a.m. to 12 noon, and 1 p.m. to 5 p.m., Monday through Friday. Any work performed by day men outside of these hours shall be paid for at their regular overtime rate, except for such work as defined in Article II, Section 18.

**Section 12. Carpenter's Duties.** (a) Routine duties of the Carpenter shall include the following:

1. Painting, chipping and cleaning the windlass.
2. Sounding bilges, fresh water and ballast tanks daily.
3. Shoring-up cargo.
4. Standing by the windlass when necessary.
5. Maintenance work such as repairing locks, installing port-hole gaskets, fixing and fastening steel lockers, etc.
6. Such other work as is customary for Carpenters to perform.

(b) No overtime shall be paid to members of the Deck Department who are required to assist the Carpenter during their regular hours.

(c) When members of the Deck Department are required by the Officer-in-charge to perform regular carpenter work they shall be paid straight overtime for their watch on deck and overtime and one-half for their watch below.

(d) Except in an emergency, only members of the Unlicensed Deck Department shall take soundings in the absence of the Carpenter and Boatswain. After 5 p.m. and before 8 a.m., weekdays and on Saturday, Sunday or Holidays, they shall be paid at their regular overtime rate.

(e) When no Carpenter is carried, the Boatswain shall stand by the windlass and shall take soundings. An Able Seaman may be required to relieve the Boatswain at the windlass during regular working hours.

(f) When no Carpenter is carried, driving wedges and chipping, painting or cleaning the windlass shall not be considered Carpenter work.

**Section 13. Handling Mooring Lines.** All hands, when available, shall be used for breaking out or stowing away mooring lines. The men who perform this work shall be paid at their regular overtime rate between the hours of 5 p.m. and 8 a.m., weekdays, or on Saturdays, Sundays or Holidays.

**Section 14. Docking and Undocking.** The watch on deck shall receive overtime for docking or undocking after 5 p.m. and before 8 a.m., Monday through Friday. All hands, when available, shall be used to perform this work.

**Section 15. Topping or Lowering Booms.** (a) When all hatches are to be rigged or unrigged, all hands available are to be used in topping or lowering booms. If the booms of only one hatch are to be topped or lowered, not less than two full watches are to be used.

(b) The watch on deck may stretch guys, handle topping lifts and generally make ready cargo gear for topping booms.

(c) When booms are lowered and properly secured, the watch on deck may clear the deck and secure guys.

(d) The watch on deck shall perform this work without the payment of overtime during straight time hours.

(e) When members of the Deck Department are required to spot booms for longshoremen, they shall be compensated at the longshore rate as specified in Article II, Section 32. This shall only apply when this work is done for the longshoremen in connection with the loading or unloading of cargo.

**Section 16. Unsafe Working Conditions.** Working in holds into which cargo is being loaded or discharged shall be considered unsafe working conditions. (Men working or watching cargo shall not be included in this clause.)

**Section 17. Call-back to Shift or Haul Vessel.** (a) When vessel is in port and watches are broken and men are called back for shifting ship, after 5 p.m. and before 8 a.m., Monday through Friday, they shall receive a two-hour minimum for such call-back.

In the event the shift exceeds 2 hours, the men shall receive overtime for the hours actually worked.

On Saturdays, Sundays, and Holidays, the men shall receive a minimum of 4 hours for such call-back. In the event the shift exceeds 4 hours, they shall receive overtime for hours actually worked.

(b) When men are called out to haul ship, after 5 p.m. and before 8 a.m., Monday through Friday, they shall receive a 2-hour minimum for such call-back.

In the event the haul exceeds 2 hours, the men shall receive overtime for the hours actually worked.

On Saturdays, Sundays and Holidays, the men shall receive the minimum of 4 hours for such call-back. In the event the haul exceeds 4 hours, they shall receive overtime for hours actually worked.

When hauling ship, if men are knocked off for less than 1 hour overtime shall be continuous.

(c) The duty of men called for the specific purpose of shifting ship shall be limited to work necessary for shifting, and shall not include maintenance or repair work.

**Section 18. Going Ashore to Take Lines.** The practice of putting sailors ashore to handle lines when docking or undocking is to be avoided as far as possible. If, however, no other means for handling lines is available and sailors are required to catch the lines or let them go, the sailors actually handling lines shall receive \$1.00 each in each case. This is to be in addition to overtime, if they are working on overtime at that particular moment.

After the ship is properly moored and members of the Deck Department are required to put out additional lines or single up lines during regular working hours, no additional money shall be paid.

**Section 19. Securing Cargo.** (a) If cargo is not properly secured before going to sea and the watch below is required to secure such cargo, they shall be paid at the rate of overtime and one-half for such work performed. If the watch on deck is required to perform such work, they shall be paid at the overtime rate.

(b) Routine tightening up of cargo lashings and relashing of cargo which has come adrift shall not constitute overtime.

**Section 20. Handling Hatches.** (a) When the sailors are used to remove hatches, strong backs, and tank tops for the purpose of loading or unloading cargo, or to cover up hatches when cargo is in the vessel, they shall receive overtime as per Article II, Section 32, of this agreement.

(b) No overtime shall be paid to day men or the watch on deck between the hours of 8 a.m. and 5 p.m., Monday through Friday, for covering up when no cargo is in the ship or taking off hatches for any purpose other than actual cargo operations.

(c) No member of the Unlicensed Personnel shall be required to perform this work where it conflicts with the longshoremen and the longshoremen have contracts covering such work.

**Section 21. Laying Dunnage for Cargo.** When the crew is required to actually lay dunnage in preparation for cargo, they shall be paid at the regular overtime rate for the watch on deck and overtime and one-half for the watch below. This does not mean handling of dunnage in order to clean holds, but only refers to actual flooring off with dunnage for cargo. When crew is required to install grain fittings or otherwise prepare holds for grain cargo, they shall be paid at the overtime rate for such work.

**Section 22. Cleaning Cargo Holds.** (a) Members of the unlicensed Deck Department may be required to clean and sweep cargo holds.

(b) When this work is performed by men on watch at sea or in port, between the hours of 8 a.m. and 5 p.m.,

Monday through Friday, they shall receive \$.50 per hour.

(c) When this work is performed by men off watch at sea or in port between 5 p.m. and 8 a.m. weekdays or on Saturdays, Sundays, or Holidays, they shall receive overtime plus \$.50 per hour.

(d) The rate for cleaning cargo hold: which have carried penalty cargo shall be that shown in Article II, Section 30.

**Section 23. Handling Mail or Baggage.** When sailors are required to handle mail or baggage, they shall be paid the rates specified in Article II, Section 32.

**Section 24. Vessel's Stores.** (a) Sailors may be required to handle Deck stores either on the dock or aboard ship during their regular hours without payment of overtime. Regular hours shall be from 8 a.m. to 12 noon and from 1 p.m. to 5 p.m., Monday through Friday.

(b) When sailors are required to handle Stewards or Engine Room stores, either on the dock or aboard ship, they shall be paid overtime at their regular overtime rates during straight-time hours and the rate of time and one-half their overtime rate during overtime hours.

(c) Daily supplies of provisions to be used for port consumption shall be brought aboard by the sailors during regular hours when required to do so, without payment of overtime.

(d) The Officer-in-Charge shall determine the number of sailors required for handling ship's stores.

(e) The Company reserves the right at any time to use shoregangs to handle ship's stores.

**Section 25. Using Paint Spray Guns.** When members of the crew are required to paint with spray guns they shall be paid at the regular overtime rate during straight time hours and overtime and one-half during overtime hours.

When spray guns, other than small hand type, are being used for painting, two men shall operate same and both men shall receive overtime.

**Section 26. Sanitary Work.** Sanitary work shall be done on weekdays between 6 a.m. and 8 a.m., without the payment of overtime. Sanitary work in this section shall mean cleaning the wheelhouse, chartroom, cleaning windows and mopping out wheelhouse.

**Section 27. Cleaning Quarters.** One Ordinary Seaman on duty shall be assigned to clean quarters and toilets of the Unlicensed Personnel of the Deck Department. Two hours shall be allowed for this work between the hours of 8 a.m. and 12 noon daily both at sea and in port, as designated by the Officer-in-Charge.

**Section 28. Tending Livestock.** When livestock is carried, the sailors may be required to tend and feed the livestock and clean-up stalls or cages. During straight-time hours, they shall receive the overtime rate and overtime and a half during overtime hours.

**Section 29. Dumping Garbage.** When members of the Deck Department are required to handle garbage by hand or shovel, the watch on deck shall be paid at the regular overtime rate, and the watch below shall be paid at the rate of overtime and one-half.

**Section 30. Removing Soot From Smoke Stack.** When members of the Deck Department are required to remove accumulated soot from inside of the smoke stack, they shall receive overtime during regular working hours and overtime and one-half during overtime hours.

**Section 31. Bilges and Oil Spills.** (a) When men are required to clean bilges, they shall be paid straight overtime for their watch on deck and overtime and one-half for their watch below.

(b) When men are required to clean up oil spills on deck or oil spills on houses and masts as a result of fueling or overflow from tanks, they shall be paid at the straight overtime rate for their watch on deck and overtime and one-half for their watch below.

(c) There shall be only one payment for cleaning up after each spill.

**Section 32. Tank Cleaning.** (a) When members of the crew are required to enter any tank in which water is regularly carried, for the purpose of cleaning or making repairs therein, they shall be paid straight overtime for straight time hours and overtime and one-half between the hours of 5 p.m. and 8 a.m., weekdays, or on Saturdays, Sundays, and Holidays.

(b) When members of the crew are required to enter tanks that have contained animal, vegetable, petroleum oil or creosotes including bunkers or molasses, including use of Butterworth System for the purpose of cleaning or making repairs therein, the watch on deck during straight time hours shall be paid at the rate of \$1.87 per hour. On Saturdays, Sundays, and Holidays or between the hours of 5 p.m. and 8 a.m., weekdays, the rate for such work shall be \$3.74 per hour. Three hours overtime at the rate of \$1.87 per hour shall be paid for this work in addition to the overtime actually worked, provided, however, that this three hours overtime shall be paid only once when tanks are being cleaned on consecutive working days.

**Section 33. Cleaning Steering Engine.** When sailors are required to clean steering engine or steering engine bed, they shall be paid overtime for such work. However, sailors may be required to clean and paint steering engine room and grease tiller chains while on watch during straight-time hours without the payment of overtime.

**Section 34. Additional Work.** (a) In all ports, members of the Deck Department may be required to chip, sougee, scale, prime and paint the vessel over the sides.

(b) Overtime shall be paid when sailors are required, either in port or at sea, to chip, sougee, scale, prime or paint galley, pantry, saloon, living quarters, forecastles, lavatories and washrooms, which are not used by the Unlicensed Deck Department. This shall also apply to all enclosed passageways with doors or bulkheads at both ends.

**Section 35. Chain Locker.** Able Seamen only shall be sent into the chain locker to stow chain. In the event the chain locker is located lower than one deck below the windlass, a two-way bell or buzzer or voice tube shall be installed for signalling purpose.

## ARTICLE IV Engine Department

**Section 1. Wages.** The monthly rate of pay for Unlicensed Personnel in the Engine Department when respective ratings are carried shall be as follows:

Rating	Monthly of Pay
Chief Electrician .....	\$470.99
2nd Electrician .....	438.76
Unlicensed Jr. Eng.—Day .....	380.97
Unlicensed Jr. Eng.—Watch .....	340.74
Plumber-Machinist .....	390.96
Deck Engineer .....	359.32
Engine Utility .....	345.96
Evaporator Maintenance .....	321.46
Oiler .....	302.32
Oiler-Diesel .....	327.13
Watertender .....	302.32
Fireman-Watertender (FM-WT) .....	302.32
Fireman .....	286.99
Wiper .....	288.53
Ref. Eng. (when only 1 carried) .....	438.76
Ref. Eng. (when 3 carried)—	
Chief .....	404.69
First Assistant .....	359.94
Second Assistant .....	333.37

**Section 2. Equalization of Overtime.** Overtime for men of same ratings shall be equalized as nearly as possible.

**Section 3. Hours of Work.** (a) Working hours in port and at sea for all men classified as day workers shall be from 8 a.m. to 12 noon and 1 p.m. to 5 p.m. Monday through Friday. Any work outside these hours or on Saturdays, Sundays, or Holidays, to be paid for at the applicable overtime rate, except as provided in Article II, Section 18.

(b) Working hours in port or at sea for all men classified as watchstanders shall be forty hours per week, Monday through Friday. Any work performed on Saturdays, Sundays or Holidays shall be paid for at their regular overtime rate.

**Section 4. Work on Saturdays, Sundays and Holidays at Sea.** (a) If a man standing regular watch at sea on Saturdays, Sundays or Holidays for which he receives overtime is required to do work other than routine work for the safe navigation of the vessel, he shall be paid for such work at the regular overtime rate in addition to the overtime received for standing the Saturday, Sunday or Holiday watch.

(b) If a man standing sea watch on Saturdays, Sundays or Holidays is required to actually do longshore work, tank cleaning, or handle explosives during his watch he shall be paid at the overtime rate as specified in this agreement for that type of work in lieu of the regular overtime rate.

**Section 5. Work out of Engine Spaces.** No unlicensed member of the Engine Department other than the Deck Engineer, Engine Utility, Storekeeper, Unlicensed Junior Engineer, Electrician, Wiper, Plumber and Machinist, shall be required to work outside the engine spaces without the payment of overtime. Engine spaces shall consist of fireroom, engine room, ice machine room and shaft alley. For the purpose of routine watch duties the engine spaces shall consist of fireroom, engine room, ice machine room, steering engine room, and shaft alley.

**Section 6. Setting Watches.** Sea watches shall be set not later than noon on the day of departure, except that when vessel sails before noon, sea watches shall be set not later than one hour before scheduled departure.

Sea watches for men standing "donkey watches" shall be set at midnight prior to scheduled sailing time.

**Section 7. Breaking Watches.** When a vessel is in port as defined in Article II, Section 34, and is scheduled to remain in port twenty-four hours or longer, sea watches shall be broken. When scheduled stay of vessel is less than twenty-four hours, sea watches shall be maintained. If sea watches are to be broken, they shall be broken when "Finished with Engine" bell is rung. Sea watches for men who are to stand "donkey watches" shall be broken at midnight on day of arrival when stay of vessel is to exceed twenty-four hours.

On day of arrival any part of a sea watch from midnight until 8 a.m. shall constitute a complete watch. This shall not apply to men who are to stand donkey watch. When such arrival occurs on a Saturday, Sunday or Holiday, overtime shall only be paid for hours actually worked on such watch.

**Section 8. Supper Relief.** (a) At sea the four to eight watch shall relieve itself for supper.

(b) In port the man detailed to oil winches shall relieve the fireroom watch for supper when cargo is being worked, except when two or more men are standing fireroom and/or engine room donkey watches together.

**Section 9. Electricians.** (1) The hours of the Electrician while on day work shall be from 8 a.m. to 12 noon and from 1 p.m. to 5 p.m., Monday through Friday. When the Electrician is requested to make a routine daily inspection on Saturdays, Sundays and Holidays, he shall be paid at his regular rate of overtime.

(2) The Chief Electrician shall be responsible to and take orders from the Chief Engineer, or, in absence of the Chief Engineer, he shall take orders from the Senior

Engineer aboard; all other Electricians to be directly responsible to the Chief Electrician. In the absence of the Chief Electrician, the other Electricians to take orders from the Senior Engineer aboard. In the case of Watch Electricians, Electricians are responsible to the Senior Watch Engineer.

(3) Electricians shall do no work other than electrical work and shall not be required to maintain or repair, oil or grease any part of mechanical machinery on board vessel, except the oiling or greasing of the mechanical parts of the elevators, cargo winches or electric conveyors, without the payment of overtime. (This shall not apply to Si-porters or similar equipment).

Overtime shall be paid for all electrical or mechanical work performed on any of the following equipment: Gyro Compass, Gyro Repeaters, Gyro Batteries, and Gyro M.G. Sets, Radio Communication Receiver, Transmitter, Radio Communication Batteries, and Motor Generator Sets, Radio Direction Finder equipment, Fathometer equipment, Radar equipment and Loran System equipment.

(4) Electrician's refusal to do electrical work, when such work renders Electricians liable to electrocution, or where hazardous conditions exist, shall not be deemed refusal of duty.

(5) When cargo is being worked with vessel's electric cargo-handling machinery after 5 p.m. and before 8 a.m. week days or on Saturdays, Sundays and Holidays, the Electrician shall do any work necessary to keep electric cargo handling machinery in operation.

Overtime shall be paid straight through for such periods including time of standing by, preparation of gear to work cargo and securing of such gear thereafter. However, overtime shall cease if cargo work ceases for periods in excess of 2 hours. If no cargo is being worked during the noon hour on Saturdays, Sundays and Holidays and he is given his full meal hour, no overtime shall be paid for that hour.

(6) Electricians shall not be required to do any painting or cleaning of electrical machinery spaces and the outside of electrical equipment, such as motors, generators, panel boxes, fans, vent filters, electrical fixtures and glassware. This does not mean that the Electricians will not be required to clean up any oil or grease spilled in connection with their regular duties.

(7) Electricians shall be required to maintain the inside of motors, generators, panel boxes, fans and the face of switch panels. They shall also maintain cargo and cluster lights and do all sweeping and cleaning in resistor houses and fan rooms.

(8) When Electricians are required to install any heavy equipment, whether new or additional, they shall be paid for such work at the regular overtime rate. This shall not apply, however, to removals or replacements or repairs to worn out equipment, nor to installation of new or light equipment such as wiring and small electrical fixtures and equipment.

(9) On vessels carrying Electricians, a properly equipped workshop, when available and convenient, will be assigned the Electricians for use as a storeroom for supplies and tools and for overhauling electrical equipment.

Electricians shall keep this workshop clean, but shall not be required to paint or sougee.

(10) In port, when an Electrician is recalled to the ship for the purpose of operating or repairing any electrical equipment, between the hours of 5 p.m. and 8 a.m., weekdays, or on Saturdays, Sundays and Holidays, a minimum of 3 hours overtime shall be paid. This clause shall not apply when he is recalled to stand by for the purpose of assisting in getting the vessel under way.

(11) When Electricians on day work are called out to do any repair work after midnight and before 8 a.m., a minimum of 2 hours overtime shall be paid.

(12) When the Electrician is requested in writing by the Company to furnish his own tools he shall receive \$20.00 per month in addition to his basic wage.

(13) The Chief Electrician shall keep Meiger readings of electrical equipment up to date during his regular working hours.

(14) Electricians shall not be required to rewind coils or armatures except in cases of emergency.

(15) The Electrician, when available, should be assigned to operate electrical controls on life-boat winches when they are being used.

(16) Except in emergencies, all electrical work normally assigned to Electricians as their regular duties should be performed by the Electricians, when they are aboard.

(17) He will not be required to reline brakes on electric winches, anchor windlasses or capstan.

(18) The Chief Electrician shall keep an inventory of all supplies and equipment on hand and he shall make requisitions for all needed electrical supplies and tools, subject to approval of the Chief Engineer. Taking voyage inventories, however, shall be confined to straight time hours.

(19) Where less than three electricians are carried, they shall be classified as day workers.

(20) When three electricians are carried, they shall be put on regular sea watch at sea of four hours on and eight hours off. In port, these electricians shall be classified as day workers.

(21) Electricians shall make any needed repairs to maintain electric refrigerators and maintain electric washing machines.

**Section 10. Unlicensed Junior Engineers.** (a) On vessels carrying only three unlicensed Junior Engineers, they shall be classified as watch standers and while at sea, shall be put on regular sea watches of four hours on and eight hours off. In port the unlicensed Junior Engineers may be put on day work.

(b) **Duties at Sea.** They shall assist in the operation of the plant and shall be required to do maintenance and repair work as directed by the Watch Engineer between the hours of 8 a.m. and 5 p.m., Monday through Friday without the payment of overtime. Such maintenance and repair work shall be confined to engine room, fireroom, machine shop, storeroom in or adjacent to engine room, shaft alley, and ice machine room. They shall not be required to do general cleaning, painting, cleaning paint, polishing work, wirebrushing, chipping, or scaling, without the payment of overtime.

(c) **Duties in Port.** They shall be required to do maintenance and repair work between the hours of 8 a.m. and 12 noon, 1 p.m. and 5 p.m., Monday through Friday. Such maintenance and repair work shall be confined to engine room, fireroom, machine shop, storeroom in or adjacent to engine room, shaft alley, ice machine room, and steering engine room.

(d) If required to replace another member of the Unlicensed Personnel, they shall be governed by the working rules covering that particular rating.

(e) On vessels carrying day Unlicensed Junior Engineers in addition to watch Unlicensed Junior Engineers, their duties shall be as follows:

At sea and in port they shall be required to do maintenance and repair work as outlined in subsection (c) above under the direction of the Engineer in charge. They may assist in taking on Engine Department stores including water and fuel.

(f) On these vessels where three Unlicensed Junior Engineers are carried, they shall be classed as Watch Standers and they shall be paid at the \$340.74 monthly rate. On those vessels where less than three Unlicensed Junior Engineers are carried, they shall be classed as day workers and they shall be paid at the \$380.97 monthly rate.

(g) On those vessels where more than three Unlicensed Junior Engineers are carried, three Unlicensed Junior Engineers shall be classed as watch standers and the additional Unlicensed Junior Engineers shall be classed as day workers.

**Section 11. Refrigerating Engineers.** (a) While refrigerating plant is being operated at sea, refrigerating engineers shall be assigned to watches of four hours on and eight hours off.

(b) When refrigerating plant is operating continuously in port, the refrigerating engineer may be required to stand donkey watch of eight hours on and sixteen hours off.

(c) When refrigerating plant is not being operated and no refrigerated cargo is on board, they shall be assigned to day work in the engine room in accordance with working rules for oilers on day work.

(d) Refrigerating Engineers may be required to supervise the stowing of reefer cargo in which event they shall be paid overtime while the reefer cargo is being worked between the hours of 5 p.m. and 8 a.m. weekdays or on Saturdays, Sundays and Holidays.

(e) At sea, while on watch, no overhauling work, breaking calcium, shifting or moving CO-2 bottles shall be done between the hours of 5 p.m. and 8 a.m. weekdays or on Saturdays, Sundays and Holidays, without the payment of overtime. In case of emergency, such as excessive gas leakage or loss of brine, the refrigerating engineer on watch shall correct this condition as part of his regular duties without the payment of overtime.

(f) While on watch duty, refrigerating engineer shall be required to leave safe working conditions, keeping the spaces around the ice machines and their auxiliaries clean of oil, water and refuse accumulated during his watch, but he shall not be required to do any painting, cleaning paint, chipping, scaling, or shining bright work. They shall maintain and operate all refrigeration and air-conditioning machinery and take temperatures at refrigeration machinery, fan rooms and boxes.

(g) On day work, refrigerating engineers shall work under the direction of the Chief Engineer or licensed engineer in charge of refrigerating plant. Their duties shall consist of overhauling and repair work necessary in connection with the upkeep and maintenance of refrigerating machinery, its auxiliaries, and equipment. They shall not be required to paint, sougee, chip, scale, shine bright work, or do cleaning work unless overtime is allowed for such work.

(h) At no time shall they pull or shift ice.

**Section 12. Plumber-Machinist.** (a) The Plumber-Machinist shall be classified as a Day Worker.

(b) Plumber-Machinists shall be required to do repair work on fresh and salt water lines and small steam lines connected with the domestic department of the vessel, bathroom fixtures, radiators, galley fuel oil lines, steam cookers and coffee urns and shall do general machine shop work. They may be required to take on water during regular working hours without the payment of overtime.

(c) They shall not be required to do any chipping, scaling, painting or sougeeing, cleaning or polishing work at any time without the payment of overtime.

**Section 13. Evaporator Maintenance Men.** (a) They shall stand two watches of four hours each per day, while evaporators are in use at sea. When evaporators are used in port, watches shall be changed to eight hours on and sixteen hours off.

(b) When evaporators are in use, they shall tend evaporators and other auxiliaries in the evaporator spaces.

(c) When evaporators are not in use, they shall be classed as Day Workers.

(d) While on day work, they may be required to perform general maintenance and repair work in the Engine Department, and they may be required to assist in taking on water, fuel oil and Engine Department stores,

but they shall not be required to clean boilers, tanks or tank tops, or do any cleaning, sougeeing, scaling or painting without the payment of overtime. They may be required, however, to do minor sougeeing or spotting up in the evaporator room. They may also be required to replace oilers, watertenders, firemen-watertenders or firemen who are sick, injured or missing.

**Section 14. Storekeeper.** (a) They shall be classified as Day Workers.

(b) They shall supervise the work of the wipers under instructions from the First Assistant Engineer and they shall have charge of storeroom and stores, and maintain inventories.

(c) They shall not be required to do any painting, cleaning paint, wirebrushing, chipping, scaling or polishing work without the payment of overtime, except in the Engine Department storerooms.

**Section 15. Deck Engineer.** (a) It shall be the duty of the Deck Engineer to oil and maintain winches and do maintenance and repair work to deck machinery and deck piping, and when no Electrician is carried he may be required to care for lights, fuses and overhaul electric fans. Lifeboat motors are not to be considered as deck machinery. The Deck Engineer shall not be required to work on any electric motors such as refrigerator motors, etc., without the payment of overtime.

(b) The Deck Engineer shall not be required to do any cleaning or repair work in the engine room, fireroom or shaft alley, without the payment of overtime.

(c) The Deck Engineer shall not be required to do any additional work while oiling deck machinery, except for running or breakdown repairs.

(d) The Deck Engineer shall oil and maintain winches until midnight on days of arrival and departure. An oiler or engine utility shall be assigned to those duties on all other days after 5 p.m. and before 8 a.m., however, the oiler or engine utility assigned to oil winches from 5 p.m. until midnight shall be knocked off from 4 p.m. to 5 p.m. for supper.

(e) The Deck Engineer shall turn steam on and off deck machinery and warm up same when deck machinery is needed to handle ship's lines, except when cargo is being worked and an oiler or an engine utility has been assigned to oil winches.

(f) The Deck Engineer or another competent member of the Unlicensed Personnel shall stand by when deck machinery is being turned over to prevent freezing.

(g) The Deck Engineer shall not be required to do any general painting, cleaning paint, wirebrushing, chipping, scaling or polishing work without the payment of overtime.

(h) The Deck Engineer may be required to clear out toilets, scuppers or drains when they are stopped up, but he shall not do any maintenance, repair or plumbing work on domestic lines, toilets, sinks, radiators, and etc. without the payment of overtime.

(i) If the Deck Engineer is required to stand watches due to the shortage of men, such watches stood between the hours of 5 p.m. and 8 a.m. weekdays shall be paid for at the regular overtime rate. However, all watches stood shall be in addition to his regular duties as Deck Engineer. In this case, there shall be no division of wages.

**Section 16. Utility Man.** (a) The Utility Men shall be classed as Day Workers.

(b) They shall be required to assist engineers or deck engineers, etc., in all engine department work.

(c) They shall be required to have qualifications as oilers, watertenders and firemen.

(d) They shall not replace any member of the Unlicensed Personnel except when such member is missing or unable to perform his regular duties, due to illness or injury.

(e) All work that is overtime for wipers during their regular working hours, with the exception of repair work, shall be overtime for the Utility Men when performing the same type of work.

**Section 17. Oilers-Diesel.** (a) While on sea watch they shall make regular rounds on main engines and auxiliaries, pump bilges, clean strainers and centrifuges, watch oil temperatures and pressures. If required, they shall drain oil from piston oil tanks every hour and shall pump up water for gravity. They shall be required to tend small donkey boiler for heating purposes without payment of overtime. However, when boiler is being used for heating cargo oil, an overtime allowance of 2 hours per watch shall be allowed the oilers.

(b) They shall do no cleaning or station work but shall be required to leave safe working conditions for their relief, provided such work shall not be done when Wipers are on duty.

(c) In port, oilers shall maintain a regular donkey watch. They shall oil auxiliaries, tend small donkey boiler, and look after entire plant. Between the hours of 5 p.m. and 8 a.m. Monday through Friday no overtime shall be paid, except when cargo is being worked. On Saturdays, Sundays and holidays, the oilers on watch shall receive their regular overtime rate and no additional overtime shall be paid if cargo is being worked on these days.

(d) Oilers shall not be required to do any painting, cleaning paint, wirebrushing, chipping, scaling or polishing work without the payment of overtime.

**Section 18. Oilers on Sea Watches—Steam.** (a) They shall perform routine duties, oil main engine (if reciprocating), watch temperatures and oil circulation (if turbine), oil auxiliaries, steering engine and ice machine. They shall pump bilges and they shall also tend water where gauges and checks are in the engine room and no watertenders are carried.

(b) They shall do no cleaning or station work but shall be required to leave safe working conditions for their reliefs, keeping the spaces around main engine and aux-

iliaries clean of any excess oil. Their routine duties shall include cleaning lube oil strainers and purifier.

(c) On vessels with small cargo refrigeration plants, oilers shall oil plant, but shall not be required to take temperatures. On vessels carrying watch freezers, oilers shall not handle refrigeration plant.

(d) If required to start or blow down evaporator, he shall be paid one hour overtime for each operation. However, when such equipment is placed in operation, oilers may be required to check the equipment at regular intervals, make necessary adjustments to insure proper and even flow of condensate and salt water and oil and tend any pumps operated in connection with such equipment without payment of overtime.

(e) On turbine propelled vessels which are certified as passenger vessels and are carrying passengers, the oiler on the midnight to 4 a.m. watch may be required to assist in blowing tubes, where automatic soot blowers are in use.

(f) Oilers shall not be required to do any painting, cleaning paint, wirebrushing, chipping, scaling or polishing work without the payment of overtime.

**Section 19. Oilers on Day Work—Steam.** They shall assist the engineers in maintenance and repair work in engine room, machine shop, shaft alley and storeroom when located in, or adjacent to, engine room. They shall not be required to do any cleaning of boilers, painting, cleaning paint, polishing work, wirebrushing, chipping or scaling without the payment of overtime.

**Section 20. Watertenders on Sea Watches.** (a) They shall perform their routine duties, tend water and boiler auxiliaries, oil temperatures, stack draft and supervise firing. They shall handle any valves in connection with the operation of the boilers as directed by the engineers.

(b) They shall not be required to crack any main or auxiliary steam stop valves. However, when stops have been cracked, they may open them wide.

(c) They shall not be required to do any painting, cleaning paint, wirebrushing, chipping, scaling or polishing work without the payment of overtime.

**Section 21. Watertenders in Port.** (a) They shall maintain a regular donkey watch. When cargo is being worked after 5 p.m. and before 8 a.m. Monday through Friday, the watertender on donkey watch shall be paid at the regular overtime rate. On Saturdays, Sundays and Holidays they shall receive the regular overtime rate and no additional overtime shall be paid if cargo is being worked on these days.

(b) If the ship arrives in port between 5 p.m. and midnight, the watertender shall continue on sea watches until midnight and shall maintain steam and tend auxiliaries including ice machines. Overtime shall be paid for this work until midnight. This shall not apply when the oilers remain on sea watches until midnight on day of arrival.

(c) Watertenders shall not be required to do any painting, cleaning paint, wirebrushing, chipping, scaling, or polishing work without the payment of overtime.

**Section 22. Vessels Having Both Watertenders and Firemen.** In port, as defined in Article II, Section 34, and sea watches are broken, watertenders shall stand all donkey watches and firemen shall be put on day work. When sea watches are set or have not been broken the watertender only shall receive overtime for working cargo between the hours of 5 p.m. and 8 a.m. weekdays.

**Section 23. Fireman-Watertender.** (a) They shall be required to tend water, clean burners, strainers and drip pans, punch carbon, keep steam, tend fuel oil pressure and temperatures and oil fuel circulation pumps which are located in the fireroom only, except as in Article IV, Section 34.

(b) They shall clean up excess oil occasioned by changing burners and strainers and shall leave the fireroom in a safe condition when relieved.

(c) They shall not be required to do any painting, cleaning paint, wirebrushing, chipping, scaling, or polishing work without the payment of overtime.

(d) When on donkey watch, they shall be required to keep steam, tend auxiliaries and take care of entire plant, without payment of overtime Monday through Friday.

(e) If the ship arrives in port between 5 p.m. and midnight, the Fireman-Watertender shall continue on sea watches until midnight and shall maintain steam and tend auxiliaries including ice machines. Overtime shall be paid for this work until midnight. This shall not apply when the oilers remain on sea watches until midnight on day of arrival.

**Section 24. Water-tube Firemen on Sea Watches.** (a) They shall do routine duties of the watch such as keeping burners clean, cleaning strainers and drip pans and punch carbon. They shall not be required to leave the confines of the fireroom at any time to do any work outside of the fireroom, except as provided for in Article IV, Section 34.

(b) They shall be required to keep their respective stations cleaned and painted between the lowest grating and the floor plates. On vessels with irregular gratings, 10 feet from the floor plates shall be considered the fireman's station limit.

(c) Overtime shall be paid for any cleaning work they are required to do outside the hours of 8 a.m. to 5 p.m. weekdays. However, they shall clean up any excess oil occasioned by changing burners and strainers without the payment of overtime, and shall leave the fireroom in a safe condition when relieved.

(d) Fanning tubes and the use of XZIT and similar preparations shall be classified as general cleaning work and shall be confined to regular cleaning hours.

(e) They shall not be required to blow tubes by hand. However, the fireman on watch may be required to assist in opening and closing breeching doors and in turning steam on and off. Where automatic soot blowers are used fireman will handle valves connecting with same.

**Section 25. Water-tube Firemen on Day Work.** (a) In port, they shall be required to do general cleaning, polishing and painting work in the fireroom, sponging and blowing tubes and shall assist the engineers in making repairs to boiler mountings, etc.

(b) They may also be required to wash down steam drums of water-tube boilers.

(c) When required to do any cleaning of boilers and fireboxes other than the above, they shall be paid overtime.

**Section 26. Fire-tube Firemen on Sea Watches.** (a) They shall perform routine duties, clean burners, strainers and drip pans, punch carbon, keep steam, watch fuel oil pressure and temperature.

(b) They shall clean up excess oil occasioned by changing burners and strainers without payment of overtime and shall leave the fireroom in a safe condition when relieved.

(c) They shall not be required to do any painting, cleaning paint, wire-brushing, chipping, scaling or polishing work without the payment of overtime.

(d) If the ship arrives in port between 5 p.m. and midnight, they shall continue on sea watches until midnight and shall maintain steam and tend auxiliaries including ice machines. Overtime shall be paid for this work until midnight. This shall not apply when the oilers remain on sea watches until midnight on day of arrival.

**Section 27. Fire-tube Firemen in Port.** (a) They shall keep burners, strainers and drip pans clean at all times. They shall also clean up excess oil occasioned by changing burners and strainers without payment of overtime and shall leave the fireroom in a safe condition when relieved. They shall do no boiler work. They shall keep steam for the auxiliaries and safety of the ship and take care of the entire plant. When cargo is being worked with the ship's winches they shall receive overtime after 5 p.m. and before 8 a.m. Monday through Friday.

(b) They shall not be required to do any painting, cleaning paint, wire-brushing, chipping, scaling or polishing work without the payment of overtime.

**Section 28. Wipers.** (a) They shall be classed as Day Workers.

(b) It shall be routine duties for the Wipers to do general cleaning, including oil spills on deck, painting, cleaning paint, wirebrushing, chipping, scaling, sougeeing, polishing work in the Engine Department, including resistor houses and fanrooms, cleaning and painting steering engine and steering engine bed, and to take on stores and standing by on water and fuel oil lines.

(c) They shall not be required to paint, chip, sougee or polish bright work in fireroom sidley except in port.

(d) One Wiper shall be assigned to clean quarters and toilets of the Unlicensed Personnel of the Engine Department daily. Two hours shall be allowed for this work between the hours of 8 a.m. and 12 noon daily both at sea and in port as designated by the engineer in charge.

(e) They may be required to paint unlicensed Engine Department quarters without payment of overtime during their regular working hours.

(f) They shall be paid overtime for cleaning in fire-sides and steam drums of boilers. They may be required to wash out steam drums with hose without payment of overtime.

(g) They shall be paid overtime when required to clean tank tops or bilges by hand or when required to paint in bilges. However, cleaning bilge strainers, cleaning away sticks or rags shall be considered part of their duties and shall be done without the payment of overtime.

(h) They shall assist the Engineers in blowing tubes and they shall also assist the Engineer in putting XZIT and similar preparations and boiler compounds in the boiler.

(i) They may be required to assist in repair work but they shall not be assigned to a repair job by themselves without the payment of overtime. This is not to include dismantling equipment in connection with cleaning, such as grease extractors, bilge strainers and evaporators, etc.

(j) They shall be required to pump up galley fuel tank during straight time hours without the payment of overtime.

(k) While vessels are transiting the Panama or Suez Canal, one wiper shall be assigned to trim ventilators to insure breeze for men below regardless of whether it is outside of their regular working hours or not. When he performs this work outside of his regular working hours, overtime will be allowed.

(l) Skimming hot wells and cleaning grease extractors shall be done by the Wipers as part of their regular duties without the payment of overtime.

(m) They shall pull ice on freight ships and deliver it to the ice box without the payment of overtime and they shall also remove ice cubes from ice cube machines where such machines are located in Engine room spaces.

**Section 29. Working Cargo.** (a) The Watertender, Fireman-Watertender, or Fire-tube Fireman detailed to look after the plant shall receive overtime while cargo is being worked with ship's winches between the hours of 5 p.m. and before 8 a.m. Monday through Friday.

(b) When cranes or other shore equipment is employed exclusively in the handling of cargo, and if ship's gear and deck machinery is not being used, no overtime will be paid to men on watch Monday through Friday.

(c) When cranes or other shore equipment is employed for the handling of cargo and the ship's gear and deck machinery is used to trim cargo, conveyors, etc., and ship's steam furnishes the power for such operations, the Watertender, Fireman-Watertender or Fire-tube Fireman on watch shall receive overtime after 5 p.m. and before 8 a.m. Monday through Friday.

**Section 30. Tank Cleaning.** (a) When members of the crew are required to enter any tank in which water is regularly carried for the purpose of cleaning or making

repairs therein, they shall be paid straight overtime for straight time hours and overtime and one-half between 5 p.m. and 8 a.m. weekdays or on Saturdays, Sundays and Holidays.

(b) When members of the crew are required to enter tanks or bilges that have contained animal, vegetable, petroleum oil or creosotes, including bunkers or molasses, including use of Butterworth System for the purpose of cleaning or making repairs therein, the watch on duty during straight time hours shall be paid at the rate of \$1.87 per hour.

(c) On Saturdays, Sundays and Holidays or between the hours of 5 p.m. and 8 a.m. weekdays, the rate for such work shall be \$3.74 per hour. Three hours overtime at the rate of \$1.87 per hour shall be paid for this work in addition to the overtime actually worked, provided however, that this three hours overtime shall be paid only once when tanks are being cleaned on consecutive working days.

**Section 31. Using Paint Spray Guns.** When members of the crew are required to use paint spray guns, they shall be paid at the straight overtime rate during straight time hours, and overtime and one-half during overtime hours.

**Section 32. Carbon Tetra-Chloride.** Whenever carbon tetra-chloride is required to be used by any unlicensed member of the Engine Department for cleaning purposes, he shall be paid at the overtime rate on watch and overtime and one-half while off watch.

**Section 33. Work When Plant is Shut Down.** When vessel is in port and the entire plant is shut down, the Watertenders, Fireman-Watertenders, or Firetube Firemen may be placed on day work. Their work shall then consist of repair and maintenance work on all boiler mounts and boiler auxiliaries which are located in the fireroom, above and below the floor plates.

**Section 34. Fireroom-Engine Room Boundaries.** On vessels having no bulkheads separating engine room and fireroom, an imaginary line is to be drawn at after or forward end of boilers, depending on location of boilers, for the purpose of defining engine room or fireroom boundaries. This imaginary line shall not exclude from the duties of the Firemen, Fireman-Watertender, Watertender, and Oilers any work as outlined in their respective working rules.

**Section 35. New Equipment Not Carried at Present.** In the event the Company should install new or different equipment than that presently in use and covered by this Agreement, the Company and Union shall meet immediately to negotiate working rules to cover such vessel or equipment.

## ARTICLE V Steward Department

**Section 1. Wages.** The monthly rates of pay of Unlicensed Personnel in the Steward's Department when respective ratings are carried shall be as follows:

Rating	Monthly Rate of Pay
Chief Steward	\$368.16
Chief Cook	340.74
Night Cook and Baker	340.74
Second Cook	312.76
Third Cook	298.49
Messman	237.57
Utilityman	237.57

**Section 2. Minimum Overtime.** When any member of the Steward's Department is called out to work between the hours of 7:30 p.m. and 5:30 a.m., a minimum of 2 hours overtime shall be paid.

**Section 3. Hours of Work.** (a) No member of the Steward's Department shall be required to work in excess of 8 hours in any one day without the payment of overtime.

(b) Any work required to be performed outside his regular hours, or on Saturdays, Sundays and Holidays, shall be paid for at the regular overtime rate.

(c) In port of payoff, all work performed by the Steward Department between the hours of 5 p.m. and 8 a.m., Monday through Friday shall be paid for at the overtime rate. The spread of hours shall be as provided in this agreement.

### Section 4. Working Hours.

Steward, 8 hours between 6:30 a.m. and 6:30 p.m.

Chief Cook, 8 a.m. to 1 p.m.—3 p.m. to 6 p.m.

Night Cook and Baker, 2 a.m. to 10 a.m.

Second Cook, 7 a.m. to 1 p.m.—4 p.m. to 6 p.m.

Third Cook, 7 a.m. to 1 p.m.—4 p.m. to 6 p.m.

Messman, 6:30 a.m. to 9:30 a.m.—10:30 a.m. to 1 p.m.—4 p.m. to 6:30 p.m.

Steward Utilityman, 7 a.m. to 1 p.m.—4 p.m. to 6 p.m.

Galley Utility, 6:30 a.m. to 10 a.m.—11 a.m. to 1 p.m.—4 p.m. to 6:30 p.m.

When passengers are on board, the passenger utility's working hours shall be the same as the messmen.

In American ports, the Night Cook and Baker shall work on a schedule between 6 a.m. and 6 p.m. as set forth by the Steward except on days of arrival.

**Section 5. Manning Scales.** On Hog Island types, Liberties, Lakers and other types not specified in this agreement, there shall be carried:

- 1 Steward
- 1 Chief Cook
- 1 Night Cook and Baker
- 1 Third Cook
- 1 Stewards Utility
- 3 Messmen

On Liberties and MAV-I's when passengers are carried, \$2.50 per passenger per day shall be paid and divided among members of the Steward's Department who perform the work, or a Steward's Utility shall be added at the option of the Company.

On C-1-2-3 and Victory type vessels, there shall be carried:

- 1 Steward
- 1 Chief Cook
- 1 Night Cook and Baker
- 1 Third Cook
- 4 Messmen
- 1 Stewards Utilityman
- 1 Galley Utilityman

On C-1-2-3 and Victory type vessels carrying from 1 up to and including 6 passengers, there shall be carried:

- 1 Steward
- 1 Chief Cook
- 1 Night Cook and Baker
- 1 Second Cook
- 1 Galley Utilityman
- 4 Messmen
- 1 Stewards Utilityman
- 1 Passenger Utilityman

Two dollars and fifty cents per day, for each passenger over 6 passengers shall be paid on these vessels when from 7 to 12 are carried. These monies shall be divided among the members of the Steward's Department who perform the work or, at the Company's option an additional Passenger Utilityman may be carried.

When the vessel commences a voyage without passengers, and without a Passenger Utilityman and is manned in accordance with this Section and passengers are taken aboard at a foreign port, \$2.50 per day per passenger shall be paid and divided among members of the Steward's Department who perform this work.

When \$2.50 per day per passenger is being paid to members of the Steward's Department, there shall be no division of wages as outlined in Article V, Section 7, because of the absence of this member in the Steward's Department.

When passengers are carried, the Third Cook will be reclassified as Second Cook.

If the \$2.50 per passenger per day is being paid in lieu of increasing the Steward Department personnel and a passenger boards or leaves a vessel before the serving of any of the three meals, at the beginning or termination of such passenger's voyage, the rate of \$2.50 prescribed herein shall be reduced in the amount of \$.84 for each meal missed.

On Victory, C-1-2-3 and Victory-type vessels carrying extra men from one up to and including 12 who are served as crew, such as stocktenders, etc., there shall be carried:

- 1 Steward
- 1 Chief Cook
- 1 Night Cook and Baker
- 1 Second Cook
- 1 Galley Utility
- 5 Messmen
- 1 Steward Utility

On C-1-2-3 and Victory-type vessels carrying from 13 to 20 inclusive served as crew such as stocktenders, etc., there shall be carried:

- 1 Steward
- 1 Chief Cook
- 1 Night Cook and Baker
- 1 Second Cook
- 1 Galley Utility
- 5 Messmen
- 2 Steward Utilities

On C-1-2-3 and Victory-type vessels that carry over twenty men such as stocktenders, etc., there shall be carried:

- 1 Steward
- 1 Chief Cook
- 1 Night Cook and Baker
- 1 Second Cook
- 1 Third Cook
- 4 Messmen
- 4 Steward Utilities

On Liberty and other type cargo ships that are not specified in this agreement that carry extra men up to twelve that are served as crew such as stocktenders, etc., there shall be carried:

- 1 Steward
- 1 Chief Cook
- 1 Night Cook and Baker
- 1 Third Cook
- 2 Steward Utilities
- 3 Messmen

On Liberty and other type cargo ships that are not specified in this agreement that carry extra men from 13 to 20 inclusive that are served as crew, such as stocktenders, etc., there shall be carried:

- 1 Steward
- 1 Chief Cook
- 1 Night Cook and Baker
- 1 Second Cook
- 4 Messmen
- 2 Steward Utilities

On Liberty and other type cargo vessels that are not specified in this agreement that carry over twenty men, such as stocktenders, etc., there shall be carried:

- 1 Steward
- 1 Chief Cook
- 1 Night Cook and Baker
- 1 Second Cook
- 1 Third Cook
- 4 Messmen
- 2 Steward Utilities

**Section 6. Full Complement.** (a) The full complement of the Steward's Department shall be maintained when the vessel is feeding. This shall not apply when a skeleton crew is aboard.

(b) When a skeleton crew is aboard and the ship is feeding, a minimum of 5 men shall be maintained in the Steward's Department.

**Section 7. Working Due to Absent Members.** When a vessel is in a continental United States port and a member of the Steward Department is missing, the men who do the missing man's work shall be paid overtime for actual time worked over their normal eight hours.

(b) If a vessel sails without the full complement in the Steward Department as required by this agreement, then the men who do the missing men's work will receive, in addition to a division of wages of the missing men, the overtime that the missing men would normally have made on a Saturday, Sunday or holiday.

(c) While on a voyage and a member of the Steward Department becomes ill or is injured, and remains aboard the vessel, the men who do his work will receive a division of wages but they shall not receive any overtime for doing this work.

**Section 8. Routine Work.** (a) The regular routine duties laid out below shall be carried out within the scheduled working hours as specified above and it shall be the duty of the Steward's Department to organize their work so that it is accomplished within their 8 hours per day as scheduled in this agreement. Routine duties of the Steward's Department shall be to prepare and serve the

meals. They shall also clean and maintain, including spot scouring and polishing bright work, the quarters of the licensed personnel, the Radio Officers, the Pursers, Passengers and the ship's office, all dining rooms, messrooms, washrooms, galley and pantry. They shall sort and cull fruit and vegetables. Unless otherwise specified in this agreement no overtime applies to the above routine work.

(b) The Steward Department shall not be required to do any work in the Radio Shack without the payment of overtime.

(c) It shall be routine duties for the Stewards Utility to count and bag linen, work in storerooms, linen lockers, toilets and Steward's Department passageways and do general cleaning within his 8 hours as directed by the Steward.

**Section 9. Receiving Stores.** The Steward shall be required to go on dock to check stores or linen without payment of overtime, during his working hours.

**Section 10. Handling Stores.** Members of the Stewards Department shall not be required to carry any stores or linen to or from the dock but when these items are delivered at the store room, meat or chill box doors, the Stewards Department shall place them in their respective places and overtime shall be paid to all men required to handle the linen or stores. However, daily supplies of provisions for port consumption when placed aboard shall be stored by Messmen and/or Utilitymen without the payment of overtime provided such work is done within their prescribed 8 hours.

**Section 11. Late Meals.** When members of the Stewards Department are required to serve late meals due to the failure of officers to eat within the prescribed time, the members of the Stewards Department actually required to stand by to prepare and serve the late meals shall be paid at the regular overtime rate.

**Section 12. Shifting Meals.** When meal hours are extended for any reason and all of the unlicensed personnel are unable to eat within the regular prescribed time, all members of the Stewards Department required to stand by to prepare and serve the meals shall be paid at the regular overtime rate for the time the meal is extended. As much notice as possible shall be given the Steward Department when meal hours are to be shifted, and in no event shall this notice be less than two hours in advance.

**Section 13. Meals in Port.** (a) When meals are served in port to other than regular members of the crew, passengers and/or Pilot, \$.50 per meal shall be paid and, divided among the members of the Stewards Department actually engaged in preparing and serving meals.

(b) When food is prepared for persons who do not require the service of messroom, 2 hours overtime per meal shall be paid for the first group of 6 persons and fractions thereof, and one hour overtime for each four additional persons or fraction thereof. This money is to be divided equally among the galley force.

(c) No extra meals are to be served without the authority of the Master or officer in charge of the vessel.

**Section 14. Extra Persons Sleeping Aboard.** When two or more persons, other than regular crew members and passengers, sleep aboard, the member of the Stewards Department who takes care of the room shall be paid 1 hour's overtime per day. This does not apply when a ship carries the required complement to accommodate passengers and the number of extra persons aboard does not exceed the full complement of passengers allowed.

**Section 15. Serving Meals Outside of Messrooms.** When any member of the Stewards Department is required to serve anyone outside of their respective messrooms for any reason, he shall be paid at the regular overtime rate for time required. However, meals may be served on the bridge to the Master and/or Pilot without the payment of overtime whenever it is necessary for them to be on the bridge for the safety of the ship. The Captain's office or stateroom shall not be classified as the bridge of the ship. This section shall not be construed to apply to passengers or ship's personnel served during regular working hours on account of illness.

**Section 16. Midnight Meals and Night Lunches.** Members of the Stewards Department actually engaged in serving hot lunches at 9:00 p.m. or midnight or 3:00 a.m. are to be allowed 3 hours overtime for preparing and serving same.

**Section 17. Cleaning Meat and Chill Boxes.** (a) Members of the Stewards Department shall be assigned by the Steward to clean meat and chill boxes and shall be paid at the regular overtime rate for actual time worked. Boxes shall not be cleaned without the express authorization of the Chief Steward.

(b) Keeping the meat and chill boxes neat and orderly at all times such as cleaning out paper wrapping, crates, etc., within regular working hours is not to be considered overtime.

**Section 18. Making Ice Cream.** When a member of the Stewards Department is required to make ice cream he shall be paid at the regular overtime rate for the time required to make the ice cream.

**Section 19. Making Ice.** On ships where ice machines are carried, members of the Stewards Department will not be required to make ice or pull ice, but they will distribute the ice once it is pulled. On ships where ice machines are not carried, and members of the Stewards Department are required to make ice, overtime shall be paid for such work performed. This does not apply to making ice cubes in small refrigerators or ice cube machines, which are located in messrooms, pantries or galleys.

**Section 20. Overtime for Butchering.** When carcass beef, in eighths or larger, is carried, the man required to butcher this beef shall be paid a minimum of 6 hours

overtime weekly for butchering. This shall not apply when a butcher is carried.

**Section 21. Shore Bread.** (a) The Company shall furnish bread from ashore in all continental U. S. ports. When bread is not furnished in continental U. S. ports within 24 hours, after arrival, excluding Sundays and Holidays, the Night Cook and Baker shall be required to make the bread and will be paid 3 hours overtime for each batch of bread baked.

(b) When a new Baker is employed he may be required to bake a batch of bread during regular working hours, without the payment of overtime.

**Section 22. Handling Food.** When a Stewards Utility is aboard, no member of the Stewards Department who is required to handle food shall be required to clean toilets or bathrooms.

**Section 23. Sougeeing.** When members of the Stewards Department are required to sougee, overtime shall be paid for the actual number of hours worked, except as provided in Article V, Section 27. Wiping off fingerprints, grease spots, etc., shall not be considered sougeeing.

**Section 24. Chipping, Sealing and Painting.** Members of the Stewards Department shall not be required to chip, scale or paint.

**Section 25. Dumping Garbage.** No member of the Stewards Department shall be required to go on dock for the purpose of dumping garbage, without the payment of overtime.

**Section 26. Oil Stoves.** Members of the Stewards Department shall not be required to pump oil for the galley range.

**Section 27. Day Work.** (a) When the ship is not feeding and members of the Stewards Department are on day work the hours shall be 8:00 a.m. to 12:00 noon and 1.00 p.m. to 5:00 p.m.

(b) When members of the Stewards Department are on day work, they may be required to work in storerooms, linen lockers, toilets, passengers and officers quarters, messrooms, galley, Steward Department passageways, handle stores and linen placed aboard ship, and do general cleaning without the payment of overtime.

(c) When members of the Stewards Department are on day work, they shall be allowed fifteen minutes for coffee at 10:00 a.m. and 3:00 p.m. or at a convenient time near these hours.

(d) When members of the Stewards Department are on day work, they shall receive one full hour from 12 noon until 1:00 p.m. for lunch. This hour may be varied but such variation shall not exceed one hour either way, provided that one unbroken hour shall be allowed at all times for dinner or supper when men are on day work. If one unbroken hour is not given, the men involved shall receive one hour's overtime in lieu thereof.

(e) Extra members of the Stewards Department who are carried to take care of passengers may be assigned to day work when passengers leave the vessel and such members shall work as directed by the Chief Steward. In addition to the work outlined in subsection (b) of this section, such members may be required to sougee in passengers' quarters, including toilets, washrooms, and alleyways, during their regular hours of work without the payment of overtime. Passenger utility men who are on day work when no passengers are aboard, shall be allowed to work weekend and Holiday overtime.

**Section 28. Galley Gear.** The Company shall furnish all tools for the galley including knives for the cooks.

**Section 29. Aprons and Uniforms.** White caps, aprons, and coats worn by the Stewards Department shall be furnished and laundered by the Company and white trousers worn by the galley force shall be laundered by the Company.

**Section 30. Entering Engine room and Fireroom.** Members of the Stewards Department shall not be required to enter the engine or fireroom, except as may be required by Article II, Section 18.

**Section 31. Work Not Specified.** Any work performed by the Stewards Department that is not specifically defined in this agreement shall be paid for at the regular overtime rate.

**Passenger Ship Rates of Pay**

When the respective ratings are carried their rates of pay shall be as follows:

DECK DEPARTMENT	
Boatswain .....	\$444.12
Bosun's Mate .....	349.50
Carpenter .....	372.17
Carpenter (Bull Line) .....	353.85
Deck Storekeeper .....	337.05
Watchman .....	302.32
ENGINE DEPARTMENT	
Chief Electrician (Del-Mar) .....	\$508.01
Chief Electrician (Alcoa) .....	470.99
Second Electrician (Del-Mar) .....	438.76
Second Electrician (Alcoa) .....	438.76
Third Electrician (Del-Mar) .....	394.22
Engine Maintenance (SS Puerto Rico) .....	340.74
STEWARDS DEPARTMENT	
Chief Steward .....	\$508.57
2nd Steward .....	357.53
Head Waiter .....	325.04
Smoking Room Steward .....	237.57
Bartender .....	272.53
Deck Steward .....	237.57
Linen-keeper .....	244.57
Storekeeper .....	326.75
Chief Stewardess .....	272.53
Stewardess .....	237.57
Chief Cook .....	438.64
2nd Cook .....	375.00
3rd Cook .....	347.72
4th Cook .....	305.77

Larder Cook .....	375.00
Crew Cook .....	357.53
Butcher .....	386.55
Chief Baker .....	428.15
2nd Baker .....	370.46
Chief Pantryman .....	340.74
2nd Pantryman .....	298.49
Night Pantryman .....	251.56
Night Steward .....	237.57
Bedroom Steward .....	237.57
Bath Steward .....	237.57
Officers' Bedroom Steward .....	237.57
Waiter .....	237.57
Saloon Porter .....	241.77
Night Porter .....	241.77
Messman .....	237.57
Steward Utility .....	237.57
Assistant Cook .....	298.49
Dishwasher .....	237.57
Potwasher .....	237.57
Assistant Pantryman .....	258.55
Assistant Baker .....	237.57
Bellman .....	237.57
Gloryhole Steward .....	237.57
Night Cook .....	357.53
Galley Utility .....	237.57
Saloon Steward .....	251.56
Printer-Porter .....	241.77
Porter .....	241.77
Laundryman .....	258.55

**ARTICLE VI**

**Ratification and Effective Date**

This agreement is being signed subject to the ratification of the membership of the Union and in case no notice is given the Company within 60 days from November 18, 1952, it shall be deemed ratified by the Union and binding on both parties hereto.

It is agreed that all monetary matters in this agreement shall be effective as of 12:01 A.M., November 18, 1952.

Changes in the working rules shall take effect on the day following the next termination of Articles, either domestic or foreign, provided however, that in the case of vessels already on Articles such changes shall take effect on the third day after receipt of copies of this agreement by the Master of the vessel, but in any event not later than January 1, 1953.

It is understood that all increased monetary matters in this agreement are subject to approval by the Wage Stabilization Board.

DATED: NOVEMBER 18, 1952

SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA, ATLANTIC & GULF DISTRICT

Paul Hall  
Secretary-Treasurer

**The following clauses and Wage Scales are applicable aboard vessels of Seatrain Lines, Inc.**

**ARTICLE II**

**General Rules**

**Section 67. Time Off.** Upon each vessel's arrival at an American port, one-half of the unlicensed personnel shall be knocked off as soon as the vessel is properly secured to the dock and Government formalities are completed and shall be required to report back for duty as prescribed below.

(b) Day workers, members of the 8 to 12 watch and Stewards Department entitled to time off under this Section shall be required to report on board and be ready to resume their regular duties at 8:00 a.m. the following day. If, however, a vessel is not secured to the dock until 11:00 a.m. or after and is scheduled to sail the following day, day workers and members of the Stewards Department shall not be required to report on board for duty until 12 noon the following day, in like manner, members of the 8 to 12 watch shall not be required to report for duty, until their regular watch begins the following day, or, one (1) hour before posted scheduled sailing time, whichever happens first. If the vessel is not scheduled to sail the following day, members of the 8 to 12 watch shall be required to report on board and be ready for regular day work at 1:00 p.m. the following day or if assigned to gangway or donkey watches they shall report on board in sufficient time so as to be ready to relieve such watches on schedule.

(c) Members of the 12 to 4 and 4 to 8 watches entitled to time off under this Section shall be required to report on board and be ready to resume their regular sea watches the following day at Noon and 4:00 p.m. or, one (1) hour before posted scheduled sailing time, whichever happens first. However, if the vessel is not scheduled to sail the following day, members of the 12 to 4 and 4 to 8 watches shall be required to report on board and be ready for regular day work at 1:00 p.m. the following day or, if assigned to gangway or donkey watches, they shall report on board in sufficient time so as to be ready to relieve such watches on schedule.

(d) When a vessel is scheduled to arrive and to sail the same day, the men who receive time off shall report back to the vessel one (1) hour before posted scheduled sailing time.

(e) Quartermasters, Cardeckmen, AB Maintenance Men, or other competent members of the Deck Department, shall divide the gangway watches. However, no Ordinary Seaman shall be assigned a gangway watch. Watertenders, Oilers, Firemen or Engine Utility-men shall alternate the donkey watches provided, however, that no person shall be assigned a donkey watch on any vessel having water tube boilers unless such person has a Watertender or Firemen-Watertender endorsement on his certificate of Service or Merchant Mariners Document. Deck Engineers, Electricians, Oilers or Engine Utility-men shall perform the Deck Engineers' and/or Electricians' duties.

(f) No overtime shall be paid to the members of the unlicensed personnel remaining on board for performing the duties of those members who are receiving time off under the terms of this section.

(g) It is understood that the members of the Stewards Department remaining on board shall perform the customary departmental duties without the payment of overtime. Customary duties to consist of preparing and serving meals, maintenance of galley, messrooms and quarters.

(h) The members of the unlicensed personnel shall settle among themselves the subject to the approval of the Senior Officer of the Department as to which individuals are to get time off at the different ports, and shall so arrange that no member works more than eight (8) hours on arrival day except under voluntary basis. The department delegate shall submit to the Senior Officer of the Department prior to the vessel's arrival, a list containing the names of all men knocking off and all men remaining, and their assigned watches.

**ARTICLE III**

**Deck Department**

**Section I. Wages.** The monthly rate of pay for the Unlicensed Personnel in the Deck Department when the respective ratings are carried shall be as follows:

Rating	Monthly Rate of Pay
Boatswain .....	\$385.50
*Carpenter .....	361.35
AB Maintenance .....	338.25
Quartermaster .....	309.82
AB Cardeckman .....	309.82
Able Seaman .....	309.82
Ordinary Seaman .....	246.90
*When carried	

When a Carpenter is required in writing by the Company to furnish his own tools, he shall be paid \$20.00 per month in addition to his base wage.

**Section 33. Diffuser Units.** Deck Maintenance men and the watch on deck shall be required to handle cold diffuser units from storeroom to cradle space and from cradle space to storeroom without the payment of overtime, except after 5 p.m. and before 8 a.m. and on Saturdays, Sundays, and Holidays when they shall be paid at the regular overtime rate. Provided, however, that when members of the unlicensed personnel are required to handle diffuser units to and from cradle space when all forward positions on the superstructure deck are full, overtime shall be paid.

Whenever members of the unlicensed personnel are required to handle diffuser units to and from the ship, or on the dock, they shall be paid, in addition to their regular wages \$1.87 per hour for the watch on deck and \$2.81 for the watch below. After 5 p.m. and before 8 a.m. and on Saturdays, Sundays and Holidays, the rate shall be \$3.14 per hour for all men so engaged.

This section shall not be construed as to be applicable to any work where longshoremen are not available due to labor trouble.

**Section 34. Car Doors.** Opening and closing of car doors for the purpose of ventilating cargo shall not be considered overtime, provided, however, that when it becomes necessary to enter car and shift cargo to permit the opening and closing of doors overtime shall be paid at the regular overtime rate during regular hours and one and one-half the overtime rate during overtime hours.

**Section 35. Drawheads.** Members of the unlicensed personnel may be required to remove and/or replace drawheads, and when required to perform this work they shall be paid in addition to their regular monthly wages, the rates specified in Article II, Section 30.

**Section 36. Duties of Cardeckmen in Port.** (a) During the hours of 8 a.m. to 12 Noon and from 1 p.m. to 5 p.m. Monday through Friday, Cardeckmen shall be required to perform maintenance work without the payment of overtime. Such maintenance work shall be confined to the upkeep and repair of all equipment used in connection with the handling and securing of cargo. They shall not be required to sougee or scrape paint.

(b) When cars are being loaded Cardeckmen on duty shall see that all gear is properly installed and secured. He shall report to the Mate on watch immediately, all cars not properly secured. No overtime shall be paid for such work during the hours of 8 a.m. and 5 p.m. Monday through Friday. During all other hours and on Saturdays, Sundays and Holidays they shall receive the regular overtime rate.

(c) On arrival day Cardeckmen may be assigned to gangway watches in accordance with the terms of Article II, Section 67.

(d) The pumping of ballast shall not be considered Cardeckmen's duties.

**Section 37. Duties of Cardeckmen on Sea Watches.**

(a) Cardeckmen shall be regular watch members and shall relieve the Quartermaster and Lookout at sea during their rest periods without the payment of overtime.

(b) Between the hours of 8 a.m. and 5 p.m. Monday through Friday they shall be required to perform maintenance work without the payment of overtime. Such work shall be confined to the upkeep and repair of all equipment used in connection with the handling and securing of cargo on their respective stations. They shall not be required to sougee or scrape paint. Provided, however, that such maintenance work shall not interfere with the practice of keeping cars secured at all times.

(c) On all watches, Cardeckmen shall make routine inspections of all cardecks and shall secure gear that has become slack without the payment of overtime.

(d) When a vessel is in port and sea watches have been set or have not been broken the terms of Section 36 paragraph (b) above shall also apply.

**Section 38. Cardeckmen's Station.** For the purpose of applying the terms of this agreement the following shall be considered Cardeckmen's stations: 4 to 8 watch—Main Deck and forward superstructure deck; 12 to 4 watch—Tween Deck "A" and "B" tracks after superstructure

deck; 12 to 4 watch—Lower Hold "C" and "D" tracks after superstructure deck. On the SS Seatrain New Orleans where no cars are carried on the forward superstructure deck, the after superstructure deck shall be equally divided between the three Cardeckmen and shall be in addition to their regular decks.

## ARTICLE IV Engine Department

**Section 1. Wages.** The monthly rate of pay for Unlicensed Personnel in the Engine Department when respective ratings are carried shall be as follows:

Rating	Monthly Rate
Electrician .....	\$483.49
Deck Engineer .....	398.44
Engine Utility .....	353.46
Oiler .....	309.82
Watertender .....	309.82
Fireman .....	294.49
Wiper .....	296.03

## ARTICLE V Stewards Department

**Section 1. Wages.** The monthly rates of pay of Unlicensed Personnel in the Stewards Department when respective ratings are carried shall be as follows:

Rating	Monthly Rate of Pay
Chief Steward .....	\$380.66
Chief Cook .....	348.24
Night Cook and Baker .....	348.24
Second Cook .....	320.26
Third Cook .....	305.99
Messman .....	245.07
Utilityman .....	245.07

DATED: NOVEMBER 18, 1952  
SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA, ATLANTIC & GULF DISTRICT

Paul Hall  
Secretary-Treasurer

# Negotiating Committee's Report

Your Union negotiating committee submits this report, with its recommendations, to accompany the full text of the proposed standard freight agreement published in the December 12, 1952, issue of the SEAFARERS LOG.

Acting on the instructions of the membership and in conformance with the procedure established in the SIU constitution and through past practice, your committee had numerous meetings with the representatives of the various freight companies contracted to the Union in advance of the expiration date of the old agreement on September 30, 1952. It presented periodic reports at regular and special meetings and through the SEAFARERS LOG on the progress of these negotiations keeping the membership fully informed on its discussions with the operators.

The committee's recommendation to extend the expiration date of the agreement beyond September 30, 1952, was presented to the membership and approved in all branches when it was pointed out that these negotiations were for a first-time standard freight agreement to cover all operations, even the specialized operations, and much effort was necessary to combine the provisions of the various agreements formerly negotiated into one standard document.

Your committee feels that this extension of time was worthwhile as it enabled work to continue in such a fashion as to produce for the first time in the SIU a single agreement to cover all types of freight operations by companies under contract to the Union.

For the purposes of this report, the committee will deal only with provisions entirely new to the agreement plus those improved, clarified and strengthened in the proposed contract to give the members of the SIU the finest working agreement possible and to continue the Union's role of providing its membership with the best wages, working rules, job conditions, security and benefits anywhere in the maritime industry.

## One-Year Contract

The prologue of this proposed contract provides that the contract shall remain in force until September 30, 1953, but may continue in effect from year to year thereafter, unless either party gives the other written notice 60 days prior to that date of a desire to amend or terminate same. After this notice has been given, specific proposals must then be submitted within ten days and negotiations begun at a time mutually agreed upon. It may be reopened at any time for negotiations on wages or other monetary matters.

Your committee feels that because of the extremely unsettled conditions of the industry, it was necessary to insist on a one-year agreement as security for the Union membership against any sudden changes in the economic picture.

## Article I—Employment

Existing hiring practices are continued with a guarantee not only against discrimination in hiring because of Union activities, but also because of race, creed, color, national or geographic origin. Since the SIU is a Union whose membership is made up of skilled seamen of many origins, your committee felt that this protection should be inserted into the agreement.

## Article II—General Rules Commencement of Employment

**Section 7.** This new section sets forth when a man reporting for work shall be put on the payroll. It merely clarifies and sets down in black and white a rule which has been the practice for years under SIU contracts.

## Termination of Employment

**Section 8.** This new section requires that any man leaving a vessel shall, upon request, be given a slip showing the reason for his leaving. Your committee felt that the experiences of the past several years showed many abuses by the companies of this existing practice which denied members the right to apply for and receive unemployment insurance they should rightfully have received. More often than not, men applying for unemployment insurance were denied this benefit because they could not

show that they had left the ship through no fault of their own. It has been a practice for some time for the companies to automatically stamp these slips to indicate a man "quit", rather than with the actual reason. The inclusion of this provision in the proposed agreement should serve to end this abuse.

## Statement of Earnings

**Section 9.** It was felt that the insertion of this section providing that each man shall be given a statement of his earnings and deductions at the time of payoff would serve to continue an existing practice of a member or operator and would expedite adjustments on disputed hours.

## Maintenance and Cure

**Section 13.** The Union has included this new section in the proposed agreement to provide that daily maintenance and cure payments of \$8 must be made regardless of whether a man has retained an attorney, filed a claim for damages, or taken any other steps to that end. Past experience has shown some of the companies refusing to make these payments, despite US maritime law, when a man started legal action for damages resulting from a sickness or injury suffered on the ship. The inclusion of this section means that the man must be paid his maintenance and cure money despite any action against the company for other monies in damages he may feel is due him.

## Repatriation, Upkeep and Transportation

**Section 14.** The Union has received many beefs on this issue because of the actions of unscrupulous company agents in foreign ports in denying men proper accommodations, lodging, food and transportation plus their earned wages when they had to leave a ship because of illness or injury. Many such cases have been reported in the SEAFARERS LOG during 1952 showing abuses of the repatriation procedure which left sick or injured men stranded on the beach in foreign countries without proper care or attention to the minimum necessities of food and lodging and personal expenses, and of unfit and inadequate transportation provided for their use. With this in mind, your committee has negotiated a complete clarification of this procedure outlining the exact steps to be followed to guarantee that these abuses will not be repeated. The section makes plain that it is the company's responsibility, through its agents, to assure repatriation upkeep is provided at a cost of no less than \$8 a day until proper transportation is provided and that where regular meals are not included in this transportation, the repatriated seamen shall be paid \$6 a day for food during the transportation period.

In addition, where the seaman's illness or injury is made known before he leaves the ship, he must be given a full statement of his account showing wages due. When this is not possible, the master shall notify the company's agent and the home office of the man's account at the time he left the ship, so that when the man presents himself to the agent, he shall be paid the maximum amount allowable as soon as possible.

When the seaman presents his claim for wages to the agent or office of the company at the port of engagement or to the home office of the company, he shall receive payment as promptly as possible. In the event he is not paid this amount within 72 hours, exclusive of Saturdays, Sundays or holidays, he shall be entitled to an additional \$8 daily until the full wages due at the time he left the vessel are paid.

## Loss of Clothing

**Section 15.** Compensation for the loss of clothing when a ship is lost has been increased from \$300 to \$500 and crewmembers of ships not completely lost shall receive up to \$300 compensation for damages to personal effects.

## Emergency Duties and Drills

**Section 18.** The negotiating committee has clarified the procedure and overtime rules for these emergency

duties and drills in cases of drills held on Saturdays, Sundays and holidays.

Under this section, overtime shall be paid for lifeboat and other drills on weekends and holidays except in cases where the departure time and the date do not permit the required drills being held before the first Saturday, Sunday or holiday after the departure of the vessel. Overtime is also payable when these drills are held on weekends or holidays in port, except where these drills are held on the days of departure.

## Holidays

**Section 20.** Your negotiating committee amended the holiday rule to provide that when a specified paid holiday occurs on a Saturday, the Monday following is to be observed as that holiday. This means holiday pay is due the following Monday when a holiday falls on either Saturday or Sunday.

## Overtime Rate

**Section 21.** As a result of these negotiations, the Union has secured a considerable increase in the overtime rate for men in all departments which will mean much additional earning power for all members. Overtime rates in the new agreement shall be \$1.48 per hour and \$1.87 per hour. The dividing line for these rates is under negotiation. The old rates were respectively \$1.29 and \$1.63 per hour.

## Money Draws in Foreign Ports

**Section 28.** In recognition of the many beefs regarding abuse of the rules on draws, the Union secured addition of a subsection providing for advances on pay at least once every five days in port except for weekends and holidays. In addition, when US money is aboard, draws shall be made the day before arrival in port where local law bars the issuance of US currency in port. In considering this provision, the committee had before it a long list of instances where crewmembers had suffered heavy losses from changeable rates of exchanges in these ports which left them at the mercy of local officials. An added provision in this section calls for advances in port to be made available to crews not later than 4 PM so that crewmembers need not lose out on time ashore because draws are paid at a time later than promised.

## Explosives

**Section 29.** This section is a clarification of the old section on explosives. Included in this section is a clarification regarding the amount of explosives which a vessel may carry without paying the penalty rate specially stipulated for these cargoes. The new section means these rates shall be paid the crew when the amounts of cargoes defined as explosives in this section exceed 50 long tons.

## Penalty Cargoes

**Section 30.** Your committee believes this rewritten section will clarify the old definition of penalty cargoes to mean items carried either in bags or bulk in the combined weight of 1,000 long tons or over. Difficulty in interpreting the old section arose from the reference to penalty cargo as cargo in bulk in lots of 1,000 tons or over.

## Standby Work

**Section 31.** The committee has been able to bring about much improvement in the old working rules governing standby work, including increases in the rates and a higher guaranteed pay for such work. Men hired for standby work shall now receive \$1.87 per hour during the regular working hours Monday through Friday, and \$2.81 per hour for work outside their regular hours. The rates were formerly \$1.64 and \$2.46 per hour, respectively.

In addition, the Union has secured the guarantee that men hired for standby work shall be paid a full day's pay for the first day and a minimum of a half day's pay thereafter. Under the old agreement, the only money guarantees for men doing this work was a half day's pay the first day.

## Longshore Work by Crew

Section 32. Rates for men who may be required to do longshore work or drive winches for the purpose of handling cargo in ports where there are no longshoremen available shall be paid, in addition to their regular monthly wages, \$1.87 per hour for their watch on deck, \$2.81 for their watch below between 8 AM and 5 PM weekdays and \$3.74 after 5 PM and before 8 AM and on weekends and holidays.

The negotiating committee believes this is a more equitable rate of pay for men doing this work outside their regular duties, in comparison with the old rates of \$1.59, \$2.38½ and \$3.18, respectively.

## Shifting Ship

Section 35. Your committee, in an effort to secure improvements in the former overtime provision for call-backs, has won provision for four hours overtime for shifting on Saturdays, Sundays or holidays. The old contract provided for only two hours.

## Security Watches

Section 37. In answer to the many beefs on this issue, where unlicensed crewmembers are required to stand security watches after 5 PM and before 8 AM weekdays by order of Federal, military or naval authorities in US-controlled ports or by foreign government authorities in other ports without the payment of overtime, the Union has secured provision for the payment of this OT for all such watches stood.

## Launch Service

Section 40. A new paragraph in this section states that when launch service is arranged for by the company, the schedule shall be arranged so that every crewmember shall be given an opportunity for a round trip to shore every 24 hours.

The committee felt that it was needless to set forth a detailed procedure for launch service for the crew if the schedule for such service arranged by the company failed to provide all members of the crew an opportunity to go ashore. The new section will serve to remedy this condition.

## Rest Periods

Section 41. If members of the unlicensed deck or engine departments who are off duty are required to perform work between midnight and 8 AM on days of arrival, they shall be entitled to one hour of rest for each hour worked. If this rest period is not completed at 5 PM of the same day, overtime shall be allowed for the uncompleted portion of the rest period. On days of departure, the rest period provision applies to day workers only.

Your committee feels this is a considerable improvement over the old contract provision which permitted the rest period provision only when watches were broken while the ship was in port.

## Fresh Provisions

Section 42. The Union believes that the use of frozen foods aboard ship should be encouraged as it has been found that these have the same or better quality than many items of fresh provisions and retain freshness better on extended voyages. As a result, your committee has included a clean provision providing that frozen foods shall be considered the equivalent of fresh foods.

The subsection (b) regarding fresh milk is amended to provide for fresh milk to be served three times daily in port. The old contract had called for milk to be served only twice daily.

## Transportation and Paying Off Procedure

Section 57. The negotiating committee has amended this section to remedy an injustice which has arisen as a result of the Korean War and increased shipping to and from the Pacific Coast. The Union has set up two Pacific areas for transportation purposes so that members signing on at the lower end of the Coast and paying off up north shall receive transportation back to the port of sign-on located in the south. Your committee believes that to retain the entire Pacific Coast as one area has worked hardship on many members and feels that the new set-up of a Pacific Northwest and a separate California area is a more equitable arrangement and will put an end to the loss of thousands of dollars to the membership shipping from the Pacific Coast.

## Vessels In Idle Status

Section 60. When a vessel is inactive in a US port for any reason for a period of ten days or less, the crew shall be kept aboard at the regular monthly rate of pay. However, when it is expected that the vessel will be idle for a period of more than ten days, the crew may be reduced on arrival. Should the vessel resume service within ten days, the crewmembers entitled to return to the vessel shall receive wages and subsistence for the period for which they were laid off.

The above is a new section which your committee believes will clarify the existing rules regarding vessels in idle status and the disposition of those crewmembers entitled to return to the vessel and collect wages and subsistence.

## Full Complement While Cargo Is Being Worked

Section 61. A full complement shall be maintained aboard ship at all times cargo is being worked except that there may be less than a full complement aboard on weekends and holidays. Your negotiating committee insisted on this provision to assure that a full crew com-

plement will be aboard at all times when cargo is being worked. It has sometimes been the practice of various companies not to maintain a full crew when a vessel arrived in port late in the week. This had resulted in much loss of worktime to the membership. The new provision ends this condition.

## International Date Line

Section 63. The committee feels the SIU agreement has long needed a clarification on this issue to lay at rest the question of days gained or lost going east or west. Inclusion of this new section in the proposed agreement will serve to minimize beefs and questions on this issue.

## New Equipment Not Carried At Present

Section 64. This is a new section stating that, in the event a company secures a vessel of a different type than operated and covered by the proposed contract, the company and the Union shall meet immediately to negotiate working rules to cover the new vessel. The Union believes it must protect its right in the event of the construction of a new class of vessel or start of a specialized operation not covered by these rules, to negotiate new rules for the respective new vessel or type of operation. This assures that vessels which need a different manning scale, for example, would not be automatically covered by the existing manning scale and thereby protects the rights of the members to those additional jobs at any time they might arise.

## Article III—Deck Department Wages

Section 1. The increases in the deck department range from \$13.15 monthly for an ordinary seaman to \$44.27 per month for the boatswain. The base monthly wage of an AB is now \$302.32, up from the former level of \$262.89. When the carpenter is required in writing by the company to furnish his own tools, he shall be paid \$20 per month in addition to his base wage. Under the old agreement, this allowance was \$7.50 per month.

## Call-back to Shift or Haul Vessel

Section 17. The Union has long felt that this was sailors work and has tried to discourage the practice of using natives to haul ship on the bauxite run where it resulted in a loss of considerable overtime for members of the deck department. Your committee has now secured a clause in the proposed agreement calling for a revised schedule of two hours' overtime for a call-back on weekends and four hours on weekends and holidays, instead of the former two hours at all times.

## Cleaning Cargo Holds

Section 22. Where members of the deck department are required to clean and sweep cargo holds, the men on watch at sea or in port weekdays shall receive \$50 per hour over their base wage. When this work is performed by men off watch or on weekends or holidays, the men shall receive regular overtime plus the \$50 hourly payment for this work. The committee feels this provision represents a much-needed increase for various ratings in the deck department.

## Using Paint Spray Guns

Section 25. Due to the nature of this work, the committee believed that both men who handle spray guns other than the small hand type should receive overtime, not just the man who handles the gun. This provision was negotiated and is included in the new agreement.

## Bilges and Oil Spills

Section 31. The negotiating committee believes this section has been improved by a clarification which does not limit overtime only to cleaning bilges or roseboxes where the residue of grain or organic fertilizer is present, but makes it payable when any foreign matter is present in these spaces.

## Tank Cleaning

Section 32. For this work, the rate of \$1.87 per hour for the watch on deck during straight time hours, and the rate of \$3.74 per hour for this work on weekends, holidays or between 5 PM and 8 AM weekdays shall be paid. The old rates for this work were \$1.59 and \$3.18.

## Article VI—Engine Department Wages

Section 1. Your committee felt that on the matter of wages an across the board increase would have been unfair to all ratings and consequently made adjustments for each rating individually. The engine department increases range from \$28.98 monthly for wipers to \$52.27 for chief electricians. The base monthly wage of a fireman-watertender is now \$302.32, up from the former level of \$262.89.

## Electricians

Section 9. The proposed new agreement contains a complete, clarified set of working rules for electricians which defines the duties and overtime rules for electricians. In addition, when the electrician is requested in writing by the company to furnish his own tools he shall receive \$20 per month in addition to his basic wage.

## Carbon Tetra-Chloride

Section 32. Any member of the engine department who is required to use carbon tetra-chloride for cleaning purposes shall be paid at the overtime rate on watch

and at overtime and one-half while off watch. The Union believes this a necessary provision to discourage the use of this dangerous material aboard ship at any time.

## Article V—Stewards Department Wages

Section 1. The Union has secured an increase for all ratings in the department ranging from \$11.32 for messmen and utilitymen to \$42.53 for chief stewards. The base monthly wage for third cooks is now \$298.49, up from the former level of \$259.55.

## Manning Scales

Section 5. Your committee has secured a payment of \$2.50 per day for each passenger over six carried when from seven to 12 passengers are carried. These monies shall be divided among the members of the steward department who perform the work or, at the company's option, an additional passenger utilityman may be carried.

## Working Due to Absent Members

Section 7. The negotiating committee has re-negotiated this section so as to enable the men who do the missing men's work to receive, in addition to a division of the wages of the missing men, the overtime the missing men would normally have made on a weekend or holiday. In addition, if a member of the department becomes ill or is injured during the trip, the men who do his work shall receive a division of his wages.

## Routine Work

Section 8. Under this agreement members of the steward department shall not be required to do any work in the radio shack without the payment of overtime.

## Shifting Meals

Section 12. Your committee added to the old provision on this item a requirement that as much notice as possible shall be given the steward department when meal hours are to be shifted, and that in no event should this notice be less than two hours in advance. This added feature would enable members of the department to more adequately prepare for the shift and at the same time assure that the crewmembers involved would be fed with the least inconvenience.

## Making Ice

Section 19. On ships where ice machines are carried, members of the department will not be required to make ice or pull ice, but will distribute the ice once it is pulled. On ships where ice machines are not carried, and members of the department are required to make ice, overtime shall be paid for this work. This does not apply to making ice cubes, however.

The Union believes that if making ice, which is not routine work, is required of members of the steward department, then they should be paid overtime for this work.

## Overtime for Butchering

Section 20. When carcass beef, in eighths or larger, is carried, the man required to butcher this beef shall be paid a minimum of six hours overtime weekly for butchering. However, this does not apply when a butcher is carried.

## Conclusion

The negotiating committee wishes to thank the membership of the Seafarers International Union, Atlantic & Gulf District, for the manner in which they have conducted themselves aboard vessels during the life of these negotiations.

We feel that the crews, by conducting themselves as good, responsible trade unionists, have made our job of negotiations considerably easier and, consequently, the membership has gained more than they would have otherwise.

Your negotiating committee also wishes to thank the many interested crewmembers from the SIU-contracted fleet who, as the records will show, wrote in by the hundreds with their suggestions and recommendations which they wished to have incorporated into this new agreement. The record of those recommendations as compared with the newly-written agreement will clearly show that a great part of this newly negotiated contract was adopted from recommendations which we received from our membership aboard vessels.

Your committee wishes to point out that, in every case where it was possible and reasonable to do so, we have made the crews' requests a part of this agreement. By following the recommendations so made by our crews, the committee feels that we were greatly benefited. The negotiating committee recommends the adoption of this report and contract, attached hereto, in their entirety.

Only one point remains to be decided in this contract, dealing with the dividing line on overtime pay. The dividing line which will determine which ratings will receive \$1.48 per hour and which ratings will receive \$1.87 per hour for overtime work is being negotiated with the operators. The fact that final agreement has not been reached on this dividing line in no way affects the remainder of the agreement. Final agreement on the dividing line will be submitted to the membership for ratification and must be approved by the Wage Stabilization Board. However, this involves no loss of money to the Seafarers inasmuch as whatever line is established, the overtime rate, like the wages, is retroactive to November 18.

SIU Negotiating Committee