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SIU FREIGHT AGREEMENT CONTRACT CLARIFICATIONS

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SEAFARERS LOG

Nov. 20,
1959

OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • AFL-CIO



Safety Reward. Alcoa Clipper ship's fund is \$250 richer as passenger vessel has gone 700 days without lost time accident. At check presentation are (standing, l. to r.) R. Vaughan, bosun; G. Stauter, 2nd mate; J. Garvey, ch. engineer; C. Blalack, deck; W. Egan, elect.; Capt. Thomas Pederson; S. L. Gibson, oiler. Kneeling (l. to r.) F. Pastrano, 3rd cook; O. Lehman, chief cook, R. S. Cutty, pantry.



RUNAWAYS ASK STATE DEP'T TO 'STOP UNIONS'

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Predict Step-Up In Surplus Cargo

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Order Sale Of Vessel In Pay Beef

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4 Unions To Affiliate With MTD

Story On Page 10

Act On Runaways

Exploitation of West Indian seamen by runaway operators and program for dealing with problem is discussed at headquarters meeting with Trinidad seamen's union head, Sam Worrell. At meeting (l. to r.) are Herb Brand, LOG editor; Worrell; SIUNA President Paul Hall; Joe Algina, ass't sec.-treas. (Story on Page 3.)

Eight Lives Lost

Tanker Amoco Virginia still blazes fiercely at Houston oil terminal after fire and blast took lives of seven crewmembers and officers on the NMU-manned ship and one Houston firefighter. Blaze caused the closing of the Houston ship channel for several days. (Story on page 5.)



Union Clinics Plan Diabetes Check-Up On SIU Families

The medical clinics of the Seafarers Welfare Plan have taken part in the national drive on diabetes, November 15 to 21, known as Diabetes Detection Week. The clinic's participation in the campaign will continue beyond the formal closing, with Seafarers urged to bring members of their families in for physical examinations which cover diabetes detection.

The standard physical examination given Seafarers on an annual basis includes tests for urine sugar

content and blood sugar if necessary, with the result that a number of cases of diabetes among Seafarers have been picked up in the early stages and referred to Public Health Service facilities for treatment.

Since January 1, 1959, more than 3,200 seamen have been examined at the New York clinic. Of these 3,200, 14 were found to have diabetes and were referred to the Public Health Service for immediate treatment enabling them to continue sailing and keep themselves in good condition.

Consequently, family members who may not have received these examinations are the chief targets of the campaign, Dr. Joseph Logue, medical director of the Seafarers Welfare Plan noted that there is a family pattern to diabetes; that is, a tendency toward diabetes can be inherited.

For this reason, he urged anyone who has a record of diabetes in his or her family to be tested.

"Early detection and treatment," Dr. Logue noted, "minimizes the

Set Holiday Dinners In SIU Ports

The traditional Thanksgiving dinners for Seafarers and their families will be served in all SIU ports and if the menu planned for the New York hall is any indication, nobody will be going away hungry.

The New York kitchen staff will begin cooking the 25 turkeys and 4 prime ribs and 4 Virginia hams on Monday. All preparations will be carried out in addition to the cafeteria's usual duties of preparing breakfasts and lunches, during the week. Dinner will be served from 10 AM to 2 PM.

The menu for New York is: Appetizer: Garden celery tray, rose radishes, olives, green endives in vinaigrette sauce, grapefruit supreme, shrimp cocktail.

Soup: Chilled tomato juice, potage a la reine, consomme Julienne.

Entree: Roast Western Tom Turkey, with giblet gravy, chestnut dressing, cranberry sauce. Roast ribs of beef, au jus, baked Virginia ham, with pineapple garni.

Salad: Tossed green salad with French dressing.

Vegetables: Green June peas, mashed yellow turnips, kernel corn, cauliflower with mornay sauce, candied sweet potatoes, whipped potatoes, rissole potatoes.

Dessert: Hot minced meat pie, pumpkin pie, apple pie, chiffon pie, rum flavored fruit cake, assorted cheese tray with crackers, ice cream.

Beverages: Coffee, tea, milk, orangeade, assorted fresh fruit basket, assorted mixed nuts, hard candies, after-dinner mints.

SEAFARERS LOG

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PAUL HALL Secretary-Treasurer

HERBERT BRAND, Editor, BERNARD SEAMAN, Art Editor, HERMAN ARTHUR, LEWIS SPIVAK, AL MASKIN, JOHN BRAZIL, ARTHUR BERGER, CHARLES BEAUMET, Staff Writers, BILL MOODY, Gulf Area Representative.

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Now retired under the SIU disability-pension, Mrs. Edna Johansson is shown indulging in her hobby while Mrs. Laurence Chopin looks on in photo taken when both were working on Delta Line ships. Mrs. Chopin was the first woman to retire under the SIU benefit.

Stewardess Retires; Sailed 30 Years

NEW ORLEANS—The second woman member of the SIU to retire under the SIU's disability-pension, Mrs. Edna Johansson, 66, is now taking life easy at her home in New Orleans. Mrs. Johansson followed Mrs. Mary Chopin, a shipmate of hers on the Delta Line, into retirement late last summer.

At the time of her retirement, Mrs. Johansson had been going to sea for over 30 years. Her husband died on December 28, 1927, and she shipped out in 1928 supporting her four children and subsequently a granddaughter.

She sailed on numerous passenger ships and Army Transport vessels and survived a torpedoing on June 12, 1942, but shipped right out again on an ATS vessel.

Subsequently, Mrs. Johansson became an SIU member and sailed regularly on the Delta Line passenger vessels out of this city. Her last ship was the Del Norte.

Mrs. Johansson still keeps in

touch with several of the Delta Line regulars including Mrs. Chopin, LeRoy Rinker, and chief steward Kaiser. She finds that sewing and knitting occupy a good deal of her spare time when not busy with her seven grandchildren and three sons. Her fourth child, a daughter, passed away in January, 1936.

3 Bloomfield Ships Rate 100% Clean

HOUSTON—Crewmembers and shoreside staff of the Bloomfield Steamship Company are aiming at a fleet-wide 100 percent record in the annual US Public Health Service sanitation inspection. If the company is successful in this regard it will be the first time any fleet in the US merchant marine has received a perfect score.

Thus far, three of the company's four ships, the Margaret Brown, Alice Brown and the Lucile Bloomfield, have racked up 100 percent ratings in vessel inspections, and crewmembers of the Neva West are polishing her up in anticipation of a check-up in New Orleans later in the month.

It is a rarity for any ship to receive 100 percent in vessel inspections. The inspections cover 168 items involving such matters as food stowage, refrigeration, waste disposal, cleanliness in living quarters and galley, drinking water, wash water, vermin control, ratproofing and similar matters.

The Public Health Service awards citations to any vessel which achieves a 95 percent rating or better in these inspections. Normally, only a handful of shipping companies achieve records of 95 percent or better on all their ships.

Bloomfield company officials applauded the achievement of the Seafarers and other crewmembers, with the company president, B. M. Bloomfield, wiring congratulations.

CG Figures Add New Element To Safety Issue

The chaos in the maritime industry concerning accident and safety figures on merchant seamen, as reported in the last issue of the SEAFARERS LOG, has given everyone who

wanted one a big stick to use on the seamen—the favorite whipping boy of the industry.

The confusion on figures is compounded this week with a report from the Coast Guard on a limited number of ships. The Coast Guard figures indicate very few accidents resulting from physical or psychological deficiencies.

Lacking any creditable yardstick to measure the safety performance of seamen, critics have grabbed on to every figure, real or imagined, to make seamen the villains in the safety picture.

This can be a convenient fiction for ship operators, since insurance costs help determine the amount of Government subsidy. Because no Government or private agency has anything approaching a complete or reliable set of figures on safety, insurance is a cost item that is difficult to challenge.

It follows from this that when costs are high, they have to be justified by making the seaman out as an unstable, accident-prone, feeble, sick and claim-happy individual to judge from descriptions placed upon him.

One basic fact about seaman all of his detractors try to bypass is this: His work aboard ship and his exposure to potential accidents while on a ship can produce an accident any hour of the day or night—whether at sea or at a dock. This is the reason for a safety program, and the SIU's program is

steadily producing concrete results to cut down accidents, especially disabling (lost-time) accidents.

A Coast Guard spokesman who addressed last month's Chicago convention of the National Safety Council's Marine Section stated the situation this way:

"We are all continually hammering at individuals to think and act safely and of course we cannot afford to relax this pressure. Human nature being what it is, however, we can never expect to see the day when accidents are eliminated but if we are ever to approach the irreducible minimum we must continue to strive to increase the margin of safety by improving materials, methods, equipment and conditions."

The speaker, Cmdr. John H. Hawley of the Casualty Review Section, USCG, also cited some figures his agency had compiled, a summary of which has just been published.

The summary covered the causes and factors that produced a total of 242 fatalities and 1,243 injuries in the last fiscal year, but it does not cover all ships nor all accidents. It represents all accidents reported to the CG involving disability of 72 hours or more. However, many vessels are not inspected by the Coast Guard and thus it has no figures regarding injuries on these vessels.

In terms of the 1,485 cases re- (Continued on page 10)



Sample of card carried by sufferer from diabetes in event of an attack.

ravages of the disease and makes for more effective treatment."

The examinations are simple. A specimen of urine is tested for sugar content and if there is any indication of diabetes, a blood sugar test is conducted.

There are two general types of diabetes: infantile or juvenile diabetes, which is serious since it shows that there is something wrong with the body structure of the patient. The cause of the condition is insufficient insulin, which is manufactured by the pancreas.

The adult type of diabetes is less serious, since usually it only marks the slowing down of the pancreas. Nevertheless, it demands careful and prompt medical treatment.

Until recently, insulin by injection was the only effective treatment of diabetes. In juvenile diabetes, this method is still necessary but in adult diabetes, diet and oral medication is sometimes effective.

Although diabetes, if discovered and controlled, is not too serious an illness today, if not treated it can do tremendous damage to the body.

All Seafarers should make sure that they and their families have been tested for diabetes. All it takes is a phone call to the clinic to set up an appointment.

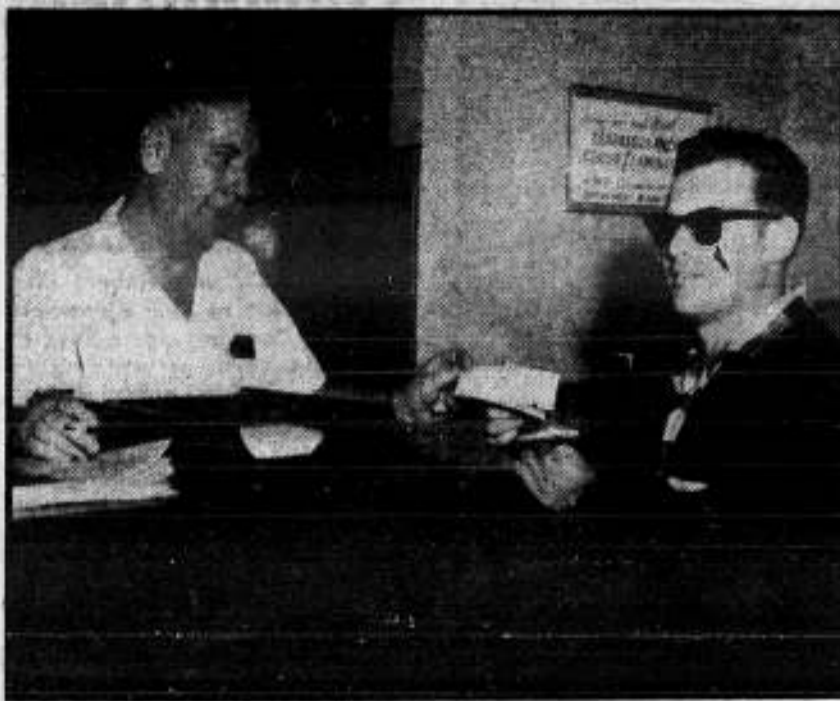
Immigration Moving NY Port Office

The New York District Office of the Immigration Service has announced the moving of its offices from Columbus Avenue and West 62 Street to 30 West Broadway, in the downtown section of the city. The move was caused by plans to demolish the old building to make room for a building project in the area.

News of the move to lower New York, closer to the district called Shipping Row, means less traveling for Immigration inspectors who have to travel to the Battery, at the tip end of New York City, to reach the Coast Guard cutters which ferry them out to Quarantine when they have to inspect an incoming vessel. It's also much more convenient for alien seamen.

Although closer to the Battery, the change in quarters does not mean more vessels will be inspected at Quarantine because the tendency in recent years has been to have passengers' Immigration papers checked while the vessels are enroute to New York. Air passengers' papers are examined at foreign terminals before the planes leave for New York.

Home Again After Long Trip



Ending long shuttle run on the Orion Comet, Seafarer Benjamin Mignano (right) receives vacation check from SIU Assistant Secretary-Treasurer Ed Mooney. Mignano grossed \$421.75 in vacation pay after trip of a year and three days.

Ga. Governor Raps ICC Ship Rate Acts

The governor of Georgia has intervened on behalf of domestic shipping to get the Interstate Commerce Commission to set fair freight rates of Savannah. Governor Ernest Vandiver led a delegation of Georgia officials, including the mayor of Savannah, to Washington, to confer with the ICC on its latest action which would destroy the service rendered by Seatrain Lines, C. G. Willis and other domestic carriers to the Georgia port.

As a result of the intervention, Seatrain has now resumed service to Savannah, reactivating the Seatrain Savannah for that purpose and will continue the service for at least two months.

Protest Pulpwood Rates

The issue arose when the ICC, over bitter Seatrain objections, approved long-haul all-rail rates on pulpwood and paper products which are far below the combined rail-Seatrain rate. At the same time, the railroads continued a high short haul rate to the dock, making it impossible for Seatrain to lower the combined rate so as to be competitive with the all-rail service.

Should these rates continue, the railroads would take all of the pulpwood and paper products traffic putting the competing shipping companies out of business in Savannah. Then, the railroads would be in a position to set any rates they pleased on this traffic and other commodities formerly carried by ships.

Want Joint Rate

The Georgia group asked the ICC to require the railroads to join with Seatrain in establishing a joint rail-water rate which would be competitive with the all-rail rate. To do this, the railroads would be required either to cut their short haul rate to and from the dock, or raise the all-rail rate.

Georgia's concern over the loss of shipping service is based on several factors, among them the complaints of shippers in the Savannah area, the loss of some \$350,000 annually in rental fees for state-owned port facilities in Savannah and the possible collapse of an ambitious port development program in that city.

Before the ICC approval of the

all-rail rate cut, Seatrain had an edge of five to nine cents per hundred pounds under the all-rail rate.

SIU Plans Improved Organization Set-Up

Plans to increase the effectiveness of the Union's administrative and organizational operations so as to better deal with its growing responsibilities have been approved by the last New York headquarters membership meeting and will be acted on next Wednesday in all other SIU ports.

The plans call for the creation of a district-wide committee which would undertake over-all supervision of such matters as organizing, inter-union relationships and the Union's far flung activities up and down the coasts and on fresh water.

The committee, chaired by SIU Secretary-Treasurer Paul Hall, will consist of Cal Tanner, Mobile agent; Al Kerr, secretary-treasurer of the Union's various corporate

secretary-treasurer; Earl Sheppard, Baltimore agent; Lindsey Williams, New Orleans agent and Al Tanner, coordinator of Maritime Trades Department activities on the Great Lakes. Herb Brand, editor of the SEAFARERS LOG, will work closely on the coordination of organizational activities,



Hall



Simmons



Al Tanner



Kerr



Cal Tanner



Brand



Sheppard



Williams

public relations and Union education on assignments from the committee.

Committee members will be assigned various responsibilities. Sheppard will be given responsibility for the Atlantic Coast area activities to Puerto Rico; Williams will have similar tasks in the Gulf area and Al Tanner on the Lakes and inland waterways.

Simmons will handle contract matters and related items. Cal Tanner will be assigned as Hall's executive assistant and will handle inter-union relationships, while Kerr will deal with administration of Union finances and records.

Evidently alarmed by the headway being made by US Maritime unions in winning recognition of their jurisdiction over some American-owned runaways, the political arm of American runaway shipowners is trying to get the State Department to upset the application of US labor law on runaway ships.

In addition, the runaways' lobby which calls itself the "American Committee for Flags of Necessity" has gone directly to the general counsel of the National Labor Relations Board

asking him to override previous board actions and throw out union proceedings against the runaways. The committee's intervention in pending board cases is unprecedented as it is not a party to any disputes.

Among these proceedings are the unfair labor charges made by the SIU against the P&O Steamship Company, owners of the SS Florida; against the owners of the runaway flag SS Yarmouth and against the Sea Level, another runaway flag operation, formerly the Seatrain New Orleans.

In effect, the runaways, although American corporations, are seeking "diplomatic immunity" from the application of US law to their operations.

The Union's position is that all of the matters involved are either

pending before the Labor Board or the US courts, with the US Supreme Court scheduled to act on some of the most important issues involved. Consequently, the Union feels that the State Department would have no business interfering in these legal proceedings, since the courts and the NLRB fully consider all aspects of law and treaty in dealing with the matter.

The runaways' complaint is clearly seen as an effort to get the State Department to preserve their profits, tax exemptions and cheap wage levels.

Once before, back in March of this year, a similar move by the runaways was rumored, with the result that the State Department was reported as "looking into" NLRB and court findings involving union jurisdiction over runaway ships. At that time, a joint letter by SIUNA President Paul Hall and NMU President Joseph Curran denounced any State Department intervention. They told the Under Secretary (now Secretary) of State Christian Herter that "... it would be most inadvisable for the State Department to intervene in what is essentially and simply a labor dispute between American maritime unions and American maritime management..." They noted that the runaways and the countries of Panama and Liberia "have abused the navigation treaties by selling wage discount cards" to American shipowners.

(Just two weeks ago, the United States Canal Zone was the target of an apparently Communist inspired riot by 2,000 club-wielding, rock-throwing Panamanians.)

The latest runaway gambit consisted of a 145-page document which seeks to prove that the runaways are not subject to American labor law. Application of the labor laws, they claim, involve violation of navigation treaties.

However, the memorandum betrays the real reason for the runaways' concern in another section when the giant oil, steel, aluminum and other combines which control runaway shipping complain that "it is not economically feasible for American-flag ships... to com-

pete with foreign vessels in the bulk cargo trades."

US unions have consistently maintained that the real concern of the runaways is that they might have to pay their foreign crews decent wages comparable to what US seamen earn on American-flag ships and that all the pious references to navigation treaties are simply cover-ups for wage and tax evasion. Wages on runaway ships range between \$75 and \$125 monthly.

The runaway's concern has un- (Continued on page 15)

Unions Talk On Trinidad Runaways

The problem of runaway activities in the Caribbean and plans for dealing with them through cooperative efforts under the Caribbean Federation were discussed during a visit to SIU headquarters by Sam Worrell, president of the Trinidad Seamens and Dockers Union.

The Caribbean Federation, a grouping of trade unions concerned with shipping in the Caribbean area, has been sponsored by the Maritime Trades Department, AFL-CIO, and is scheduled to begin functioning on problems involving US unions and the seamen and maritime workers in Caribbean countries.

The Trinidad union, which is affiliated with the International Transportworkers Federation, had distinguished itself in the past in the course of the strike by the Canadian SIU against ships of the Canadian National Steamship fleet. At one time during the course of the strike, the Canadian owners attempted to transfer the ships to Trinidad registry. But their scheme was foiled when the Trinidad unionists informed CNS that they wanted no part of any struck ships.

In discussions with SIUNA President Paul Hall, Brother Worrell took up the problem of runaway shipping as it involves the exploitation of West Indian workers. Many of the runaway operations serving Caribbean countries make it a point to recruit their crews in those countries suffering from chronic unemployment. Because of this pool of unemployed workers, the ship operators are able to keep wages down to rock-bottom levels and can virtually dictate the terms and conditions of shipboard employment.

One of the objectives of the projected Caribbean Federation would be to halt the exploitation of West Indian seamen by American ship operators.

Delta Plans Houston Call

HOUSTON—Delta Line's three luxury liners—the Del Norte, Del Sud and Del Mar—will inaugurate a new passenger service between this port and the east coast of South America in January, the SIU-contracted Mississippi Shipping Company has announced.

At present, the ships pick up passengers and freight at New Orleans, but call at Houston only for cargo. Under the new set-up, the ships will also pick up passengers in Houston and then leave for South America from that port.

Delta officials said the luxury cruises would be 44 days in length from New Orleans and 41 days from Houston.



SEAFARERS ROTARY SHIPPING BOARD



October 28 Through November 12, 1959

It has been a very slow period on the shipping front for most SIU ports as the total number of men shipped over the last two weeks slipped below the 1,000 mark for the first time in over six months. There was a total of 868 men assigned to permanent berths from the 14 ports which is considerably below the prior period's 1,500 total. However the previous period was exceptionally high.

Hardest hit were the three ports of New York, Mobile and Houston. For a change, Baltimore, which has been bearing the brunt of ship lay-ups because of the steel strike, improved slightly, but is still well below its norm.

Briefly the bottom fell out of shipping from the port of Mobile as that area dropped to its lowest figure in almost a year. Only 31 men were shipped there. New York also fared badly as shipping there slumped to a low 195, and Houston dropped to 64.

Also on the downward side of the shipping picture were the ports of Philadelphia, Norfolk, Jacksonville and San Francisco.

On the brighter side of the report were the ports of Seattle, Wilmington, Boston and New Orleans, all of which, if not showing an increase, at least held their own. Seattle reports that shipping there is booming, and it expects it to continue. Class A and B men will find no difficulty landing berths in that area.

Most of the slump is the result of the decline in the number of SIU vessels signing on. In fact there were five ports which reported no

vessels signing on during the last two weeks, and three ports with no ships paying off. Because of this most ports had to rely on in transit ships for all of their activity.

There was a total of 212 vessels calling into SIU ports over the last period. Of this total, 63 paid off, 28 signed on and the remaining 121 were in-transits.

Percentage-wise the job breakdown among the three class changed slightly as shipping declined. Class A men claimed slightly over 73 per cent of the jobs, class C cards six per cent, and class B books the remaining 12 percent of the total. This represents a one percent loss in class C. Both class A and B fluctuated very slightly.

There were three SIU ports with less than 50 class A and B men on the beach at the start of the new period. Seven ports have less than 50 class A men registered. Miami was almost cleaned out, reporting only four men registered in the engine and steward departments, and no men in the deck. Wilmington, although enjoying only fair shipping, is also fairly low with only 48 men registered in all three departments.

The following is the forecast of SIU shipping, port-by-port:
 Boston: Good ... New York: Should improve; a number of vessels due in for payoff ... Philadelphia: Good ... Baltimore: Slow ... Norfolk: Fair ... Jacksonville: Steady ... Miami: Good ... Tampa: Slow ... Mobile: Should pick up ... New Orleans: Good ... Houston: Slow ... Wilmington: Good ... San Francisco: Steady ... Seattle: Very Good.

Ship Activity

Port	Pay Sign In			
	Offs	Ons	Trans.	TOTAL
Boston	4	—	5	9
New York	21	2	13	36
Philadelphia	4	1	10	15
Baltimore	10	7	9	26
Norfolk	2	2	4	8
Jacksonville	1	—	9	10
Miami	1	—	3	4
Tampa	—	—	6	6
Mobile	5	1	7	13
New Orleans	7	7	27	41
Houston	1	1	17	19
Wilmington	—	—	5	5
San Francisco	1	2	2	5
Seattle	6	5	4	15
Total	43	28	121	212

DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B				
	GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP								
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL	
Boston	1	3	3	7	—	2	1	3	2	2	—	4	—	—	—	—	—	—	—	—	4	—	1	5	5	16	3	24	1	4	1	6	
New York	23	61	15	99	3	11	18	32	16	30	13	59	1	5	6	12	—	—	2	2	59	12	2	73	96	222	45	363	5	30	47	82	
Philadelphia	—	5	2	7	—	2	4	6	3	4	2	9	—	—	—	—	—	—	—	—	9	—	—	9	13	24	18	55	—	2	4	6	
Baltimore	12	27	4	43	3	3	10	16	13	33	9	55	1	—	11	12	—	—	—	—	55	12	—	67	49	73	13	135	5	21	39	65	
Norfolk	1	2	—	12	—	2	2	4	2	2	1	5	—	—	2	2	—	—	—	—	5	2	—	7	8	4	2	14	—	5	6	11	
Jacksonville	2	6	1	9	—	3	1	4	1	—	—	1	—	—	1	1	—	—	—	—	1	1	3	5	3	6	—	9	—	2	1	3	
Miami	1	2	—	3	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	1	—	—	—	—	—	—	—	—	
Tampa	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	4	7	1	12	—	—	3	3	1	1	3	5	—	—	3	3	—	—	—	—	5	3	—	8	29	39	4	72	—	1	9	10	
New Orleans	15	27	12	54	3	4	6	13	18	20	13	51	—	2	8	8	—	—	1	1	51	8	1	60	42	69	22	133	2	8	7	17	
Houston	20	35	6	61	1	8	10	19	8	6	7	21	—	—	—	—	—	—	—	—	21	—	—	21	35	60	6	101	—	17	13	30	
Wilmington	1	3	2	6	—	1	1	2	1	5	2	8	—	—	1	1	—	—	—	—	8	1	—	9	6	11	3	20	—	4	1	5	
San Francisco	2	9	2	13	—	2	2	4	4	5	1	10	2	2	3	7	—	—	—	—	10	7	—	17	16	18	4	38	—	3	6	9	
Seattle	6	5	1	12	—	2	—	2	7	2	1	10	2	5	7	14	—	—	—	—	10	3	7	10	10	14	10	34	6	5	—	11	
TOTALS	88	190	51	329	10	40	59	109	76	113	52	241	6	15	39	60	—	6	11	17	241	69	17	318	311	554	122	987	13	98	136	247	

ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B					
	GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP									
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL		
Boston	1	2	—	3	—	—	2	2	—	1	—	1	1	1	—	2	—	—	—	—	1	2	—	3	1	7	—	8	—	3	3	6		
New York	16	36	4	56	4	13	11	28	11	26	4	41	3	3	11	17	—	—	—	—	41	17	—	58	48	123	26	197	7	38	28	73		
Philadelphia	1	8	2	11	—	1	3	4	3	6	4	13	—	—	2	3	5	—	—	—	13	5	—	18	1	26	5	32	—	1	4	5		
Baltimore	1	28	3	32	—	7	8	15	4	34	5	43	—	—	7	12	19	—	—	2	3	5	43	19	5	67	7	88	5	100	1	23	15	39
Norfolk	—	5	—	5	1	—	1	2	1	2	—	3	—	—	—	—	—	—	—	—	3	—	—	3	1	15	—	16	1	4	5	10		
Jacksonville	1	4	—	5	—	2	3	5	1	1	2	4	—	—	—	—	—	—	—	—	1	2	3	3	2	5	—	7	—	1	2	3		
Miami	—	—	—	—	—	1	1	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	—	2	—	—	—	—	—		
Tampa	1	4	1	6	—	—	3	3	—	2	—	2	—	—	—	—	—	—	—	—	2	—	—	2	2	9	3	14	—	—	3	3		
Mobile	3	14	5	22	—	1	6	7	1	5	2	8	—	—	5	6	—	—	—	—	8	6	—	14	12	49	7	68	—	2	8	10		
New Orleans	8	28	4	40	1	11	6	18	11	29	7	47	1	2	11	14	—	—	1	1	47	14	1	62	23	50	4	77	1	22	3	26		
Houston	7	38	5	50	1	13	9	23	4	15	4	23	1	3	4	8	—	—	—	—	23	8	—	31	19	61	4	84	1	19	12	32		
Wilmington	—	3	—	3	—	2	—	2	—	3	—	3	1	1	1	3	—	—	—	—	1	1	—	1	4	1	1	15	—	3	3	6		
San Francisco	2	6	—	8	2	4	—	6	4	2	5	11	—	—	3	3	—	—	—	—	11	3	—	14	10	17	2	29	1	9	4	14		
Seattle	3	9	—	12	—	1	1	2	3	11	2	16	—	—	3	6	—	—	—	—	16	6	3	25	3	15	1	19	—	2	2	4		
TOTALS	44	185	24	253	9	56	54	119	43	137	35	215	7	23	53	83	—	4	9	13	215	83	13	311	132	478	68	688	12	127	42	231		

STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B				
	GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP								
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL	
Boston	1	1	1	3	—	—	—	1	—	1	1	2	—	—	—	—	—	—	—	—	2	—	—	2	4	5	5	14	1	—	3	4	
New York	41	10	43	94	3	7	54	64	15	3	24	42	—	—	9	9	—	—	3	3	42	9	3	54	119	31	110	269	4	10	93	107	
Philadelphia	1	2	3	6	—	—	4	4	1	1	1	3	—	—	—	—	—	—	—	—	1	3	—	4	12	6	13	31	—	—	7	7	
Baltimore	1	3	16	20	1	3	11	15	17	6	21	44	—	—	13	13	1	—	2	3	44	13	3	60	60	15	36	111	—	5	20	25	
Norfolk	1	—	1	2	—	1	—	1	—	—	—	—	1	—	1	2	—	—	—	—	—	2	—	—	2	5	5	4	14	—	5	5	10
Jacksonville	6	2	2	10	2	—	2	4	1	—	1	2	—	—	1	1	—	—	—	—	2	1	—	3	4	2	1	7	2	1	2	5	
Miami	—	—	—	—	—	—	—	—	—	—	2	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Tampa	3	—	3	6	—	—	—	—	—	1	—	1	—	—	—	—	—	—	—	—	—	—	—	1	5	—	7	12	—	—	—	—	
Mobile	4	—	12	16	—	—	6	6	1	—	7	8	—	—	1	1	—	—	—	—	8	1	—	9	20	11	38	78	—	1	15	16	
New Orleans	9	3	23	35	1	—	10	11	7	6	29	42	—	—	6	6	—	—	3	3	42	6	3	51	41	5	54	100	2	1	27	30	
Houston	6	7	10																														



The adventures of a new "private eye" will hit the bookstores with the publication of "Kiss Off The Dead" by Seafarer Dave Garrity.

Typewriter Is Fat Payoff

Although it is his first try at a full length novel, Seafarer Dave Garrity's book, "Kiss Off The Dead," has shown he has the necessary "tough writing" quality needed to turn out today's popular detective mystery stories.

Garrity's book, which is due for publication this coming January, is in the Mickey Spillane tradition, one reviewer noted. While interesting enough to hold the reader's attention, the story also provides for plenty of the "rough and tough" detective type characters.

"Kiss Off the Dead" is about a

cop who suddenly finds himself framed for murder and in the middle of a gangland war. The story's first run in pocketbook size will be some 200,000 copies. However, the company is hopeful it will become a best seller in a short time.

A member of the deck department, Garrity spent much of his free time aboard ship turning out short stories for various detective magazines.

LABOR ROUND-UP

The International Woodworkers of America announced it has withdrawn the token picket lines it has maintained in Newfoundland following the action of the Newfoundland government in setting up a government-sponsored strikebreaking organization. The IWA will continue its fight against the scab "union" set up by Premier Joseph Smallwood, who had the provincial legislature pass a bill "outlawing" the loggers union and forcing the men back to work.

The scab "union" recently held a convention, adopted a secret constitution and passed resolutions which are also secret, the IWA declared.

Mexican nationals are being permitted by Immigration authorities to cross into Texas and work at the strikebound Peyton Packing Company in El Paso. About 240 men are involved, despite a finding by the US Department of Labor that

such alien employment is officially held to depress wages and conditions of all American packing-plant workers. The Meat Cutters Union, which won an NLRB election at the plant in September, 1958, went on strike in March after failure of contract negotiations. The strikebreakers are paid starting minimums of \$1 an hour.

Approximately 1,200 printers at three Boston newspaper plants are on strike over various contract issues. The men, members of International Typographical Union, Local 3, struck the "Boston Herald and Traveler," the "Boston Globe" and the "Boston Record-American-Advertiser." At issue are wages and time off in case of death in the family. The employers' last contract offer had been rejected 898 to 90.

The national shortage of containers was eased somewhat as the American Flint Glass Workers returned to work after a 51-day strike. The union won a two-year-27-cent hourly package for 3,200 members in 80 plants. Actual wage increases amount to 18 cents over the two years, with a union shop applying for the first time. Glass containers, such as milk, beer, and soda bottles had been in tight supply, while the supply of metal cans has been dwindling because of the steel shortage.

A new dues schedule will take effect in the United Automobile Workers as a result of a decision by the last UAW convention. Total dues will be \$5 per month, with \$3.75 for union administration and \$1.25 for the strike fund. The previous due level was \$3 per month, but the union found it far too small to continue its functions successfully.



Court Orders Sale Of 'No Pay' Ship; Union Pressing Claims

BOSTON—The first step in recouping wages owed seamen on World Tramping ships was taken here when Federal Judge George C. Sweeney ordered the sale of the Pacific Navigator at public auction on November 23. The proceeds of the sale will go to pay bills amounting to \$180,000 including crew wages and allotments, plus suppliers' bills and other charges.

Under the law, wage payments have first claim on the proceeds of such a sale.

More Sales Expected

The action by the Boston jurist is the first of what is expected to be a series of such sale orders on 11 of the 12 ships of the World Tramping fleet. The 12th vessel, the Pacific Ranger, has been taken over by another SIU-contracted company which is bringing her back to the States and paying off all her obligations.

Eight of the 12 ships run by the World Tramping agency are tied up in various US ports with the crewmembers having plastered them with liens for wages due. Even before the ships had come back to the US, the Union had received numerous complaints from families of Seafarers about the failure of allotment checks to show up, or about the checks bouncing when they did come through.

When the ships arrived State-side, crewmembers found there was no paymaster available to pay them off. In addition, many of the vessels had run extremely low on stores.

The Union promptly assisted Seafarers on these ships in plastering the vessels with liens so that their wage claims would be satisfied.

More Overseas

Aside from the eight ships State-side, four others were stranded in the Middle East and Africa. One ship, the Pacific Wave, has a lien on it in Haifa, Israel. Arrangements had been made by the SIU through the State Department to repatriate all but three crewmembers. The three men are staying in Haifa so as to process the legal action that has been undertaken against the ship.

Crewmembers of the Pacific Wave have just returned to the United States, after a jerky flight that featured stops in Athens, Luxembourg, Brussels and Shannon International Airport, Ireland.

Before the crew of the Pacific

Wave was taken ashore, on orders of the American consul in Israel, the crew had to resort to picnic style cooking. They fried their breakfast bacon and eggs and chicken-dinner over a wood fire they made from grain fittings from the hold.

"We didn't have any beefs about the food that day," said Ed Erickson, who snapped a photo of the cookout. "We had plenty of food, as much as we wanted, and it was pretty good, too."

Crews Repatriated

A second ship, the Westport, is in Suez, while a third, the Pacific Venture, is in Lourenco Marques, Portuguese East Africa. These crews have also been repatriated.

The fourth ship that was stranded in the Middle East is the Pacific Ranger, which is now returning to the States with a solvent SIU-contracted operator having taken over the vessel.

Aside from the Navigator in Boston, the other ships here in the States are the Pacific Star, Norfolk; Pacific Carrier, Baltimore; Pacific Tide and Pacific Explorer, Mobile; Pacific Ocean, Port Arthur, and the Pacific Thunder and Waldo in Houston.

As if the Pacific Carrier weren't

having enough troubles, what with no money and no bunkers, to further complicate things she has just sprung a leak.

After a hasty inspection of the vessel, the US Marshal ordered \$1,300 worth of repairs. The Pacific Carrier, which is docked at the Bethlehem Steel Company's yards, had taken on water up to the deck plates.



Makeshift cooking arrangements on the Pacific Wave after it ran out of bunkers are pictured while the crew was still stranded in Haifa. Cooking was done in oil drums on deck. Photo by Eddie Eriksen.

Eight Perish As Amoco Tanker Explodes At Dock

HOUSTON—Eight men lost their lives here last week when the tanker Amoco Virginia caught fire and exploded at a dock in the heart of the petroleum storage area on this port's eastern outskirts.

Five of the lost crewmembers were unlicensed men who were identified as members of the National Maritime Union. Also lost were the ship's skipper, Captain R. R. Combs of North Carolina, and the first assistant engineer, Frank Riley, of Staten Island. Besides the NMU, the ship was under contract to the Marine Engineers Beneficial Association and Masters, Mates and Pilots.

Five NMU Men

The five unlicensed men were identified as Harry Walling, AB, Newport News, Va.; Arvid Hill, oiler, New York City; E. C. Gallardo, chief cook, Somerville, Mass.; Jimmy Lee Brown, second cook, Philadelphia, and Calvin C. Thomas, AB, Mathews, Va.

The eighth man was a Houston fireman who fell into an oil-filled hold and drowned.

At least 18 members of the tanker's 41-man crew were injured, and three firemen hurt when they fell into the Houston Ship Channel while fighting the flames.

The \$6 million vessel was written off as total loss by its operator, the American Oil Company. Also lost were some 38,000 barrels of heating oil and 15-20,000 barrels of high-test gasoline, as well as complex loading facilities at the Hess Terminal, where the ship was loading at the time of the blast.

Gasoline Spill

A Coast Guard spokesman said the fire is believed to have started when gasoline spilling from a barge was ignited by a passing tug.

In Washington, meanwhile, the Coast Guard announced that a board of inquiry would begin an immediate investigation of the tragedy, but it was believed it

would take possibly six months to determine all the reasons for the disaster.

The site of the fire is only 28 miles north of Texas City where 512 persons were killed in 1947 in a series of explosions which ripped ships loaded with nitrates.

Fire Stymies Ship Action In Houston

HOUSTON—Shipping came to a standstill in this normally-active port because the channel was closed several days by the Amoco Virginia fire of two weeks ago. The vessel is sitting on the bottom of the channel, and leaking gasoline. Until it can be raised and towed out in the bay, the Coast Guard is keeping the waterway closed to all traffic.

As a result of the closing of the channel, acting Port Agent Charles Kimball reports the largest registration list ever.

The following ships paid-off and signed-on during the last two weeks: Jefferson City Victory (Victory) and the Del Viento (Miss.).

In-transits were: Bienville (Pan Atlantic); Andrew Jackson, DeSoto and Antinous (Waterman); Bents Fort, CS Baltimore, Council Grove, CS Miami, Winter Hill, Chivawa, Bradford Island, and Royal Oak (Cities Service); Del Viento (Miss.); The Cabins (Texas City Refinery); Mermaid (Metro. Pet.); and the Seatrain New Jersey and Seatrain Georgia (Seatrain Lines).

Labor, Industry Plan T-H Talks

With steel workers back on the job following the Supreme Court's action in issuing an 80-day Taft-Hartley "cooling off" injunction, the Government and US labor started discussions to patch up the inadequacies of T-H.

At the suggestion of AFL-CIO President George Meany, President Eisenhower is arranging for joint talks between top labor and management leaders to develop some kind of policy for dealing with labor-management disputes.

The futility of the Taft-Hartley injunction was pointed up by the fact that no real negotiations have taken place in the two weeks since the steel workers went back on the job. Unless there is a marked

change, the workers will be back on strike after the New Year when the injunction runs out.

As Meany put it, the Taft-Hartley "cooling off" period is simply a "heating up" period in which nothing is accomplished. The record of past strikes halted by T-H injunction action shows that very few were actually settled as a result of the injunction.

In the steel situation, there is no sign that the industry is going to back down on its insistence that it has the right to change work rules unilaterally. In fact having fought the unions this far on the issue, the industry is liable to use the "cooling off" period to rebuild its finances and strengthen themselves for renewing the battle with the steel union.

The union men, on their side, resenting being forced back to work under an injunction, are going to use the rest period to pay off some of their debts and accumulate personal funds so that they can go out again.

Consequently, as Meany pointed out, the truce is likely to be just a means of preparing for new industrial warfare unless a new approach is forthcoming.

1964 Goal Of Japan's Atom Ships

WASHINGTON—Elaborate plans by the Japanese government for construction of nuclear-powered merchant vessels have been announced here by the head of the Japan Nuclear Ship Mission. Five different vessel types have been suggested as the basis upon which to construct the first Japanese nuclear-powered ship.

Among the suggested vessels are a passenger-carrying ship of 17,000 gross tons; a small experimental ship of 4,000 gross tons, and three oil tankers of different sizes and horsepower ratings.

The passenger ship would be used to carry Japanese immigrants to South America, while the smaller, experimental ship would be used as an ocean survey vessel.

It is expected that the Japanese Atomic Energy Commission will make a selection of a prototype vessel shortly so that the basic designing can begin next year and the ship enter service in 1964.

The first American nuclear-powered ship, the SS Savannah, is expected to enter service sometime next summer.

Bull Studies-C-2 Change

Bull Lines, which last month announced it was planning a new containership service to Puerto Rico, has revealed some of the details of its projected vessels.

The company is planning to convert one of its eight C-2 freighters into a lift-on, lift-off ship which would hold 140 35-foot container vans between decks and another 40 vans of the same size on the main deck.

The remodeled ship will be equipped with cranes to transfer the containers to and from dock-side trucks, in an operation similar to the one used by the Pan-Atlantic Steamship Company. Other ships would be converted subsequently if the traffic warranted it.



Ex-Seafarer William Frank points out collapsed house from which he pulled three non-union housewreckers while he was on picketline duty. Frank resumed picketing after the rescue.

Ex-Seafarer Rescues 3; Resumes Picket Line Vigil

Disregarding possible danger to himself and forgetting their labor differences, former Seafarer William Frank threw off his picket sign and ran into a wrecked building to rescue three non-union workmen who were trapped when a wall fell on them at a struck housewrecking project.

The incident occurred in Brooklyn early this week while Frank, now a member of the Housewreckers Union, started picketing the site of a non-union wrecking project. While walking his post, Frank said, he heard a crash and saw a wall collapse on five non-union workers, burying them in the debris.

Taking off his picket sign, he ran into the wreck and carried three of the injured men to safety. Passersbys rescued the other two men. Frank then picked up his sign and continued to picket the operation.

Their Lives Mattered

A strong union supporter, Frank, who has been out of work for the past month, said that he hated to see these men working behind a picket line. But when the wall fell on them and they were trapped, "their lives became more important than anything else," he commented.

Frank sailed with the SIU up until 1955 as FWT, before going

to work ashore as a housewrecker.

Vessel Glut To Continue

PARIS—An overflow of merchant ships is causing a crisis to world merchant shipping that is likely to last for several more years, according to a study and statistics on the international merchant fleet compiled by the Central Committee of French Shipowners.

The world's merchant shipping tonnage reached 100 million tons at the end of 1958, but despite the recent increase in maritime traffic there is a 10 percent surplus of available space, says the report. The potential surplus, it adds, amounts to 30 percent—if ships being built or on order are taken into account. At present, 25 million tons of shipping is on order while eight million tons are being laid up.

Excess new tonnage over break-ups would continue for at least two years, the report predicted.

Seaway Gets Heavy Play In First Year

Despite the late start of navigation, and the steel strike, the volume of tonnage passing through the St. Lawrence Seaway, during its first full season, is expected to hit about 80 percent of pre-season estimates.

The Seaway was opened April 25, and traffic experts of the St. Lawrence Seaway Development Corporation predict it will handle about 20 million tons of cargo by the time it closes November 30.

It had been estimated that this year's cargo would total 25 million tons, and that this figure would double itself within five or six years.

These estimates of cargo volume were the basis on which the US and Canada devised the tolls which are expected to pay off the \$471 million waterway in 50 years.

However, in view of late ice which hampered early navigation, and because of the ore fleet tie-up caused by the steel strike, Seaway officials viewed the season as highly successful, even though it fell five million tons short of expectations.

The officials also predicted that some 6,600 ships will have used the Seaway by the time it closes. The 6,000th ship cleared the locks nearly two weeks ago, and others have been transiting the waterway at a rate of 30 a day.

Although the Seaway itself will close November 30, the Welland Canal, connecting Lake Erie and Lake Ontario, is expected to be open until December 15. The Sault Ste. Marie Canal, between Lake Huron and Lake Superior, is expected to be open until December 12.

Sign Name On LOG Letters

For obvious reasons the LOG cannot print any letters or other communications sent in by Seafarers unless the author signs his name. Unsigned anonymous letters will only wind up in the waste-basket. If circumstances justify, the LOG will withhold a signature on request.

'Walk, Do Not Run'

AMONG the commonest causes of shipboard mishaps are slips and falls while going up or down ladders or on a seemingly level deck. Whether they happen when the ship goes "Tilt!" or when someone fails to detour around a tool or patch of oil or grease, accidents do happen. Since the potential is always there, it pays to take care and watch your step.

This can best be done by walking instead of sprinting around with no regard for your surroundings. Then, even if you take a spill, the possibility of serious injury is minimized. Use your head as well as your feet to get where you're going.



An SIU Ship Is A Safe Ship

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

Small Car Battle Just Beginning

Demand for Detroit's new compact cars already is running high. Heavy sales show the public really wants economy cars even though it took Detroit manufacturers several years and many lost sales (and lost jobs) before they would believe it. Just prior to the introduction of the new US makes, the small imports had grabbed off ten percent of the American car market.

Of the imports, there now are over 80 different makes being sold here, with about 70 still \$100 or more below the American compacts. The US compacts, however, are more powerful and larger than the small imports.

Enough is known now about the US compacts so buyers can begin evaluating the cars for their own driving needs.

There are now six US compact cars: GM's Corvair, Ford's Falcon, Chrysler's Valiant, Rambler's Rambler American and Studebaker's Lark. Dodge's "Dart" is smaller than other Dodge's but still a large car, competing with Chevy, Ford and Plymouth. Mercury's Comet will be offered this spring as the "aristocrat of the economy cars."

COMPARISON WITH STANDARD MAKES: In general, the new US compact cars are about 2½ to three feet shorter in overall length, and about 1,500 pounds lighter, than the Ford-Chevy-Plymouth group.

The 106-109 inch wheelbase of the new compacts compares with 118 up for the standard makes. You don't really give up much in wheelbase, but only bod' overhang. In fact, the compacts have been designed so you sacrifice only about an inch of inside leg and head room.

The compacts generally have six-cylinder engines (Rambler also offers an eight), with horsepower ratings of 80 for Corvair, 90 for Falcon and Lark, 100 for Valiant, 127 for Rambler. This compares with 132 up for the standard-size cars. But since the compacts are much lighter, they are pretty nearly as responsive and powerful in performance as the big cars.

One reason for the lighter weight of the new compacts is their unitized construction, with body and frame welded as a



single unit. This also lowers the height and cuts down on body rattles. The compacts have list prices of around \$2,100 for a sedan, including Federal excise and dealer preparation, but not local taxes, transportation nor optional equipment. This is about \$200 less than the lowest-price standard sizes.

In general the US compacts give a chance to save some of the fuel cost of the big models and ten percent of the initial price and finance charge, and have more maneuverability. Early indications are that the compacts will provide in the neighborhood of 18-22 miles per gallon, compared with about 15 for the standard-size sizes.

COMPARISON WITH SMALL IMPORTS: The two most popular small imports are Volkswagen and Renault Dauphine. Their 95-inch wheelbases are smaller than the 106-and-up of the US compacts. Their four-cylinder engines and lighter weight (1,400-1,600 pounds compared to about 2,350), makes possible a good 30-35 miles per gallon of gas.

In price, too, the small imports shade the new US compacts. They list at \$1625-\$1645, not including transportation from port of entry.

But the US compacts do have more interior space for a family; more power, especially valuable in hilly country, and a smoother ride. They represent a compromise between the big cars and the small ones.

COMPARISON WITH EACH OTHER: Chevrolet's Corvair is the smallest of the three new compacts, both in length and width, and closest in design and purpose to the small imports. Like Volkswagen, Corvair has the engine in the rear. It's aluminum and air-cooled (no anti-freeze needed).

Chrysler's Valiant is the largest of the three new cars in overall length; four inches longer than Corvair and three longer than Falcon. But its 106½-inch wheelbase actually is less than Corvair's 108 and Falcon's 109½. Valiant also is 300 pounds heavier than its rivals. Of the three, Valiant is closest to the standard-size cars, but of course can't be expected to yield as much gas mileage.

Ford's Falcon is in between in size. It's a clean-looking car with more trunk space than the Corvair. It retains the cast-iron engine in front, but next year expects to make it aluminum.

The Rambler, already proved to be a successful car, is a little bigger all-around than the three new compacts. It has a 108-inch wheelbase and 191-inch overall length. The 1960 Rambler has been restyled for a cleaner look. The Rambler American is the smallest and least-expensive of the US compact cars, with a 100-inch wheelbase, five more than Volkswagen, 11 more than the Renault Dauphine, and 18-23 inches more overall length.

The Lark is much the same as the 1959 model. It's just 175 inches long on a 108½-inch wheelbase and is priced about \$100 less than the other four compact American cars.

The real controversy is over Corvair's rear engine compared to the front engines of the other makes. In general, rear engines are considered to have these advantages: elimination of the driveshaft hump so you have a flat floor; better traction on ice; more maneuverability at low speeds; easier parking; better braking. Front engines are considered to provide better roadability at high speeds or in high winds; less wander and less sway on curves; possibly more safety in a front-end crash and more luggage space.

Railway Unions Counterattack

Rails' Featherbedding Smear

Incensed by a nationwide railroad advertising campaign designed to portray railroad workers as professional featherbedders, AFL-CIO railroad unions have struck back at the distortion of the issues. In the process, the railroad unions have come up with some startling material on the activities of railroad management on this issue.

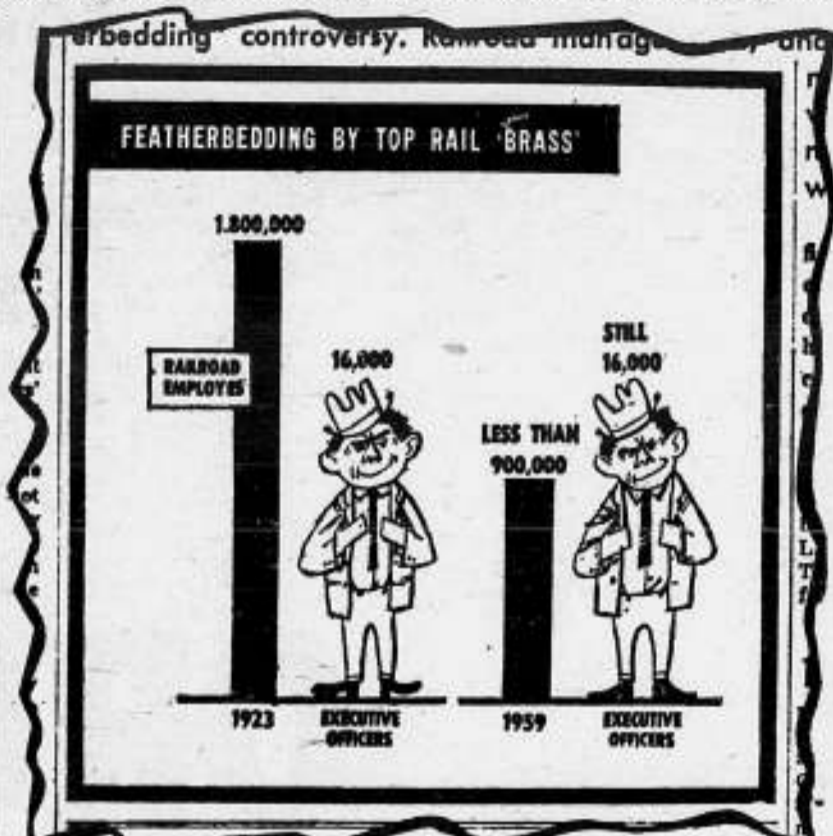
The "featherbedding" charges have been widely-circulated by the railroads in a costly and extensive newspaper and magazine advertising campaign which has been going on for months. Just as in the steel contract situation, management's charges are aimed at destroying work rules which have existed for many years for the protection of railroad employees.

What has incensed the railroad unions is the failure of ads to mention the other side of the coin—that railroad unions have waived many conventional benefits in order to obtain the work rules. These benefits include many items standard in other union contracts such as Saturday and Sunday overtime; no layover pay; no differential for night work; no overtime over eight hours or over 40 hours a week in many instances; no extra pay for holidays; no expenses for food and lodging while away from home awaiting assignment and no standby pay when awaiting call.

Often, the unions point out, operating employees in freight service work a seven-day straight time week of 56 hours, and on occasion this can go as high as 96 hours without OT.

The rail unions estimate that if the railroad workers had weekend premium pay, overtime, and layover benefits comparable to other unions, it would involve a \$648 million additional wage bill a year for the railroads.

To compensate for the absence of these benefits, railroad workers are paid on the basis of mileage units.



Clip from "Labor," publication of the railroad unions, depicts way that rail labor numbers have declined, executives' numbers have remained static.

Arabs Seek Bigger Slice Of Oil Pie

An Arab League move to get a bigger share of oil wealth may have important repercussions on American-flag tanker shipping in the long run. The Arab nations are ready to present a formal demand for a 50 percent share in all the profits made by the big international oil companies out of Arabian oil.

At present, the Arab states have "50-50" arrangements covering crude oil output only. They are asking for a share in the profits of refineries, and of pipeline and tanker companies.

In effect, the Arab move would give them half-ownership of the giant runaway-flag tanker fleet which services the Persian Gulf oilfields. These fleets are largely owned or controlled by the big international oil companies such as Esso, Socony, Royal Dutch.

At present, the income of the Arab nations for crude oil is estimated at a billion dollars a year, but the profits of refining and transportation go exclusively to the large international oil companies which operate ships at minimum costs under the runaway-flag set-up.

American-flag ships get none of this offshore business and are confined to the US domestic trades. However, should the cost of handling oil from the Persian Gulf go up, it would tend to encourage a greater concentration of oil exploration and producing here in the United States, in which case US-flag tanker operators would benefit.

A 100-mile passenger run is a basic day's run, while freight runs call for additional mileage. Thus, in lieu of overtime and other benefits, the railroad worker can collect more than one basic day's pay on a given run within an eight-hour day. This has been attacked by the railroads as "featherbedding" in their ads, while they neglect to explain that the payments are in lieu of other benefits. Rail unions call the absence of the conventional rules, "thornbedding" and indicate they will demand their inclusion in the next agreement should the railroads seriously attempt to do away with the mileage units of pay.

Despite all the charges, the unions note that the average hourly wage of railroad employees is \$2.47 an hour, which is below wages in steel, auto manufacturing, aircraft, coal mining and construction.

The real kicker in the railroad charges, the rail unions' newspaper "Labor" points out, is in the figures on the numbers of railroad workers employed today as compared to the palmy days of railroad operation back in the 1920's.

In 1923, the paper said, there were 1,800,000 railroad employees and 16,000 executives.

In 1959, railroad employment is down to less than 900,000, but there are still 16,000 executive officers.

If anything then, the newspaper concludes, it is railroad management which is doing the featherbedding, including use of stock options, expense-account "entertainment" and other devices to fatten the executive payrolls.

Adam Hamilton Dies, Was SIU Welfare Aide

NEW YORK—Adam H. Hamilton, comptroller of the SIU Welfare Plan, died at the Methodist Hospital, Brooklyn on November 18 after a short illness. He was 55 years old.

Hamilton became comptroller of the Plan in December 1952 after many years of experience as a trouble shooter and top administrator in the produce industry. He served as comptroller until his death.

Hamilton supervised the daily operations of the Plan and was assistant to the Administrator.



The late Adam Hamilton

Trustees of the Plan credited his business skills and wide knowledge with the successful operation of the Plan and its steady growth and serviceability to the membership.

He was born on March 4, 1904, and made his home recently in Forest Hills, N.Y., where he lived with his wife Dorothy. He is survived by his wife and his mother.

Funeral services will take place at 1 PM today at the Boyertown Chapel, 38 Lafayette Avenue, Brooklyn.

Photo Error

Through an error, the photograph of another Seafarer was used in the September 25, 1959, LOG in the place of the late Seafarer Enrique Bazo, in the announcement of his death. The LOG regrets the error. Adjoining photograph of



is the correct photograph of Brother Bazo.

FOR EVERY SIU MEMBER ...

FOR ALL WORKERS ...

The SIU ORGANIZES

A PRIMARY function of a union is to continue organizing efforts in its field as long as there are workers without the protection of a union contract. Consequently, active organizing campaigns have been a constant feature of the SIU down through the years.

Why does a union organize? For one thing, its purpose, as a union, calls for it to extend the benefits of union protection and union conditions to all men working in its industry. Secondly, the existence of cheap wage, non-union operations is a dire threat to the jobs of its members, because non-union outfits can and do undercut union firms. Finally, it can be clearly seen that the larger and stronger a union is, the more it organizes in the various fields within its industry, the better it is equipped to represent and protect its membership.

In the maritime industry, the closely-related interests of seamen, tugboatmen, harbor workers, fishermen and allied crafts and their mutual interdependence up and down the coast and on fresh water make organizing an essential of union growth and survival. Then too, maritime faces a problem which is unique and in which organizing will play an ever-increasing role—the problem of American-controlled runaway shipping.

Organizing, of course, is easier said than done. In today's political climate, with anti-union forces on the rise, it is more difficult, more costly and more time-consuming than ever. That is because today's labor laws have a host of built-in obstructions to delay, harass and weaken union organizing activities. Nevertheless, the SIU is carrying on its traditional program in several areas as described here.



Runaway Flags

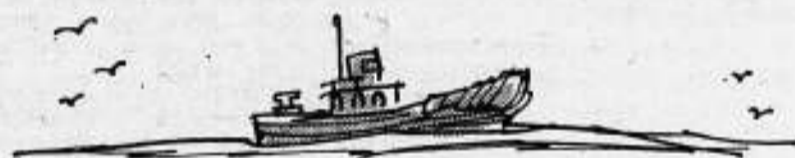


The biggest, most important and most difficult organizing task confronting the SIU is on the runaway-flag ships. It is obvious by now that if American-owned or American-controlled shipping is permitted to operate without hindrance under runaway flags, then the future of the American seaman is gloomy indeed.

Already, the SIU has had a taste of what runaway-flag organizing is like in the fight with P&O Steamship, operators of the SS Florida, and with the runaway-flag owners of the Yarmouth. Although it is well over a year since the Union won an historic election on the SS Florida, the runaway operators are employing every legal device to block a union contract. This has been a long, costly and time-consuming fight, principally because it is a key test of American unions' rights to sign up runaway ships.

While the Florida case is being fought out, the SIU and NMU are planning a long-range joint organizing program which is an outgrowth of last year's elaborate, nation-wide protest demonstrations against runaway-flag shipping.

Harbor, Allied Trades



Barges, tugs, riverboats, lighters and similar craft, as well as marine suppliers and related operations are all important elements in a sound maritime union operation. Through its various divisions, such as the Harbor and Inland Waterways Division and the Marine Allied Workers Division, the SIU has made considerable progress over the past few years. Yet the potential in this field is still tremendous and much remains to be done.

Puerto Rican Division



A key link in SIU shipping operations, the island of Puerto Rico is rapidly becoming industrialized under the gov-

ernment's "operation bootstrap." The SIU's Puerto Rico Division has successfully organized dozens of companies on the island representing the new industries which have sprung up in recent years. Organizing in Puerto Rico is a vital operation, because without union protection, the newly-industrialized island could quickly become a haven for cheap wage operators who would exploit the big pool of unemployed on the island. In the final analysis, such cheap wage conditions will have detrimental effects on the island's economy and on shipping and, unless checked, could undermine conditions for seamen manning US ships on the island run.

Seaway And Lakes



The opening of the Lakes to saltwater traffic promises far-reaching effects on the patterns of operation in the shipping industry. Up until now, a good part of the Lakes operation has been the preserve of non-union or company union operations. Now the SIU, through the Great Lakes District, is making an intensive effort in the Lakes area and has met with initial successes. This too has all the earmarks of a long-range operation before Lakes seamen and saltwater men on the Seaway can both be assured of full union protection.

Fishermen, Canneries



The successful organization of New Bedford fishermen under the SIU banner is a classic example of how local groups such as these can benefit from the assistance of a larger organization like the SIU. Unable to make headway on their own, they have now firmly established themselves with SIU help and vastly improved their conditions. Other fishermen and fish cannery workers not now receiving the full benefits of union protection are seeking the SIU's assistance.

MTD Adds To Strength; Gains Four New Unions

Four more AFL-CIO unions have joined the ranks of the rapidly-expanding Maritime Trades Department, boosting the department's strength by an additional 17,500 workers in the industry.

The latest MTD additions are the Iron Workers, with about 10,000 men employed in marine trades; Sheet Metal Workers, with 5,000; the American Radio Association, representing 1,500 radio operators, and the Upholsterers Union, which has 1,000 members working aboard vessels on shipboard furnishings.

Now 25 Unions

These additions, along with the decision of the National Maritime Union to join the MTD, boost the organization's total membership to 25 unions. As reported in the last SEAFARERS LOG, the NMU membership has voted favorably on the move to affiliate the NMU with MTD in a special seafarers' section jointly headed by NMU President Joseph Curran and SIUNA President Paul Hall.

The new Seafarers' section is devoted to the problems of the

shipboard members of MTD, within the broader MTD structure.

The agreement to set up the new division within MTD was reached at last month's MTD convention in San Francisco between MTD and the AFL-CIO Maritime Committee. This meant four additional unions, two of them being the NMU and the ARA, would become MTD members. The other two are Local 5,000 of the Steelworkers, and the Industrial Union of Marine and Shipbuilding Workers.

Baltimore Shipping Rises; Bull Line Crews 2 Ships

BALTIMORE—Shipping is showing favorable signs in this port city, reports Earl Sheppard, Baltimore agent. Two Bull Line ships crewed up recently and ore boats are expected to go back into action now that the steel strike is tentatively over.

Fifteen men were signed-on as stand-bys aboard Calmar Line ships being prepared for winter lay-up. Though this line's ships may be here for some time, there are a lot of crewless ships laying here waiting for charters which could come at any time.

A disputed overtime case involving the Calmar Line has been settled with the mailing of checks to this hall for the individuals concerned.

Paying off here during the past

two weeks were: the Penn Mariner (Penn Trans); Dorothy, Jean, Mae, Emilia, and Edith (Bull); Oremar (Marven); Alamar (Calmar) and Cities Service Baltimore.

Signing on: Penn Mariner (Penn Trans); Alcoa Runner (Alcoa); Feltore, Oremar (Marven); Iberville (Waterman); Oremar (Marven) and Angelina (Bull).

In transit were: Longview Victory (Victory); Steel Scientist, Steel Director, Steel Admiral, Steel Designer, Steel Navigator (Isthmian); Santore (Marven); Alcoa Patriot (Alcoa); Robin Trent (Robin).

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.

PENSIONERS' CORNER



(The brother described below is receiving the \$150 monthly SIU disability-pension benefit.)

Thomas Horan . . . 66 . . . sailed on all types of ships—Hog Islanders to 56,000-ton passenger ships. Horan commenced his career sailing out of Liverpool, England, in 1920. His first employer was the "Lapland" of the old Red Star Line. Later he sailed with the Hamburg-American Line, and has sailed under the American flag since then up to his retirement in 1959.

Horan was a member of the steward department. He had no special preference for type of ship or type of run, taking them as they came. Presently he is an outpatient at the Staten Island hospital where he is receiving treatment for a heart condition. Married, Horan lives in Brooklyn, NY, and often visits the Union hall.

Victor H. Gustafson . . . 71 . . . a member of the engine department, Gustafson started sailing in Sweden in 1905. He retired in June, 1959. During his many years of sailing Gustafson had no special run, and he didn't care what type of ship he sailed on as long as "it was an SIU ship."



Retired Seafarer Victor H. Gustafson and his landlady, Mrs. Anna Emerick.

buddies John Lewis and Frank Moran.

Like many who had sailed foreign flags and non-union ships in the old days, any SIU ship was suitable because it was far superior in shipboard living and conditions.

Gustafson's home is in Chicago, Illinois, but, because of his health, he is spending his winter down south. Thanks to the Union's monthly \$150 SIU disability-pension benefits, as he put it. He still corresponds with his old shipboard

Among Our Affiliates

Members of the Marine Firemen's Union have voted to approve most of the proposed changes in the union's constitution. Among changes approved is one calling for setting up dues on a monthly basis instead of quarterly, and changing the length of terms of office. The MFOU membership voted to keep the present system of having meetings on the first and third Thursdays of the month.

The Sailors Union of the Pacific has gone on record to support the Steel Workers Union with a \$3 per man per month contribution. The contribution will take effect in the event the steel union has to go back out on the picket line at the end of the present 80-day Taft-Hartley cooling off period.

The first Canadian-flag ship to cross the Atlantic in many years, the Eskimo, will service a winter route from Quebec City to the United Kingdom for Canada Steamship Lines. The Eskimo, built to handle the ice conditions existing in Canadian waters, is manned by the SIU Canadian District. Since Canada permits unrestricted transfers of ship tonnage to British and other flags, the Canadian deep sea fleet has virtually disappeared.

The Inland Boatmen's Union is continuing its long strike fight against barge and tug operators in San Francisco harbor with the operators out to put an end to work rules involving overtime and manning. The IBU is getting financial support from the SIU Pacific District for the duration of the beef.

Crews of the SIU Great Lakes District have gone back aboard their ships as traffic started to move again with the return of the steel workers under the 80-day Taft-Hartley injunction. Steel plants are trying to stock up on ore, coke, limestone and other requirements for steel-making in the few short weeks that remain before the Lakes freeze over and halt shipping.

Seafarers Scholarships...

Seafarers or children of Seafarers who qualify for the SIU's \$6,000 four-year scholarships, are urged to complete their applications now so as to be eligible to take forthcoming College Entrance examinations. The next examinations are given on January 9, February 6, and March 12. The latter date is the last possible examination that can be taken before the awards are given. Since applications for the examination have to be completed about a month ahead of the examination date, it is urgent that candidates act now. All applications are handled by the Seafarers Welfare Plan, 11 Broadway, New York City.

SEAFARERS WELFARE PLAN
11 BROADWAY
NEW YORK 4, N. Y.

CG Figures Add New Element To Safety Issue

(Continued from page 2)

ported, the following are some of the CG's conclusions:

- Only 6 accidents resulted from a "physical deficiency" of the men involved
- Only 8 were attributed to a factor labeled "psychological (immaturity, insanity)"
- 25 were caused by an "unsafe movement (running, jumping, etc.)"
- 256 were attributed to an "unsafe practice"
- 548 were to "other human errors" not otherwise explained
- 98 to "weather conditions"
- 184 to "other" factors of "environment"
- 75 to "failure (of) unapproved equipment or material"
- 115 were listed under "other" (not attributed to "human" or "environment" factors) due to "insufficient information to classify as to cause" and "miscellaneous causes."

These figures, particularly the first two, certainly belie the "unstable, chronically ill" label many try to pin on seamen.

As reported in the last LOG, Ralph Casey, president of the American Merchant Marine Institute, also spoke on "safety" at the same convention of the Marine Section. Both the Safety Council and its separate Marine Section publish a set of figures, but Casey chose to rely on the figures of the Safety Council—not the Marine Section he was addressing.

The Marine Section figures, covering a much larger, more representative sample of work aboard ship, completely refuted what he was trying to say. They clearly show a continuing decline in the accident frequency rate for seamen.

The figures he ignored on the accident rate for seamen—printed side by side with those he used—also repudiate his whole argument. They show the following:

- The accident rate for seamen is the lowest of all the rates lumped together to make the overall maritime industry rate.
- The accident rate for seamen

keeps going down.

The seamen's accident rate is far lower than in scores of industries, such as breweries, bakeries, paper plants, woolen mills, among airport ground personnel, park employees and many others.

But while they do show all of this, these same figures are rightly discredited within the AMMI and the Safety Council itself. The sample is so small as to be almost nonexistent. In three of the last four years, only three shipping companies were included in the computations. Last year there was a grand total of five shipping companies among the 35 companies reporting to the Council. During 1955-57, there were 22.

It's less than accurate to tar a whole industry, especially its seamen, by using such figures, when it's really the obligation of the shipowners to file the reports. The failure to report, of course, goes back to the fact that many shipowners aren't at all interested in having creditable figures available.

Calif. Port Has Slump

WILMINGTON — Shipping has been slow here for the past two weeks, and so is registration, reports Port Agent Reed Humphries. Twenty jobs were shipped, but only 17 men registered. The coming two weeks should be good, says Humphries, with the payoff of one ship and the arrival of seven ships in transit.

There were no payoffs or sign ons during the past two weeks, and only five ships arrived in transit. The Almena (Clover Carr.) was expected to pay off early this week, and the following vessels were scheduled to arrive within a few days: Yaka, City of Alma, Warrior (Waterman); Almena (Clover); Steel Scientist (Isthmian); Rebecca (Inter-continental), and Calmar (Calmar), according to reports.

'Using His Head'



Foreign Flags Grab Bulk Of Mobile Cargo

MOBILE—Shipping in Mobile during the past two weeks has been slow, with most arrivals being the short trip variety and needing few replacements. Fourteen vessels are expected here during the next two weeks—either for payoff or in-transit.

There are two World Tramping ships here awaiting legal developments which will clear the way for their sale. Settlement, however, is not expected for another month or so, according to attorneys. Meanwhile, the Union is doing all it can to alleviate hardships resulting from these vessels being unable to pay off when they arrived.

Most of the grain and petroleum cargoes here are being hauled by foreign-shipping lines. American flag ships stop here only on their way out and load up the scant remnants. Consequently, there are no offshore payoffs here at the moment.

Families of seamen who drive vehicles on the docks here regularly are urged to get stickers for their cars from the Police Office, Alabama State Docks. Rigid rules are being set up for use of pier facilities, and soon all cars using the docks will need stickers.

The following ships are due here within the next two weeks either for payoff or in transit; Monarch of the Seas, Claiborne, Hastings, Iberville, Young America (Waterman); Alcoa Corsair, Roamer, Cavalier, Ranger, Partner (Alcoa); Steel Admiral (Isthmian); Beatrice, Elizabeth (Bull); Del Alba and Del Rio (Miss.).

Just a few days after Landrum-Griffin bill took effect the White House announced that, on the suggestion of AFL-CIO President George Meany, it would convene a labor-management conference for the purpose of working out ways and means to resolve difficulties in labor relations.

At the same time, no settlement appears in sight in the national steel beef, and a major labor-management collision appears likely in the railroad industry and elsewhere.

What this all proves is that all the voluminous legislation passed since World War II, including Taft-Hartley and Landrum-Griffin, has done nothing to improve labor-management relations and promote industrial peace.

The reason is that the motives of those who promoted this legislation were not above reproach. Under the guise of improving labor relations or correcting abuses, they have actually sought to weaken a union's ability to represent its membership.

The proof of the pudding lies in the open offensives against working rules, job security, grievance procedures, seniority protection and other union benefits which are being waged by big steel and the mammoth railroad industry.

The steel industry, for example, figured that steel union members had lost their desire to fight and would cave in under pressure, but much to their surprise, the rank and file of the union held so solidly that there wasn't even a whisper of a "back to work" movement at any stage of the walkout.

What it boils down to is simply this: when the chips are down, as they are today, union members know that union protection is the only way by which they can preserve their status and their job security.

Bermuda Too

A British shipping industry spokesman came up with some refreshing observations the other day in discussing the runaway-ship operations. He said, in effect, "Let's not holler 'runaway' at Panama and Liberia while we permit operators to register in Bermuda under the British flag."

US, and Canadian, seamen's unions could well say "amen" to that. For the flag of Bermuda has become a hangout for what was once Canadian shipping, as well as for American-owned tanker operations.

The real problem, of course, has never been Panama and Liberia as such, since if they didn't register ships some other small country would be found to serve the same purposes. The problem lies in lax international regulation on flag registries. Back in the days of pirates and privateers, a ship could, and did, fly any flag which suited it at the moment. The same situation applies today, oddly enough, with the support and connivance of the US State Department.

Charge Ship Firms Sneer At US Law

WASHINGTON—After hearing testimony from a number of steamship companies concerning the granting of rebates to customers in one form or another to evade standard freight charges, Rep. Emanuel Celler (Dem-NY), chairman of an antitrust subcommittee, has charged the industry with numerous abuses of the anti-trust acts.

Such rebates were common, either in the form of actual cash, free transportation or "entertainment." In addition to the hearings on the rebate issue, the committee heard testimony by a representative of the independent tanker operators who charged major oil companies with cross-chartering ships to each other at a loss so as to freeze out the independent operators. The spokesman, Samuel Wang of the SIU-contracted North Atlantic Marine Company, called for legislation to provide minimum and maximum rates on oil cargoes in the domestic trades.

Theoretically, ship operators are supposed to charge the same rate to all comers in a given trade, and rebates to selected customers are a violation of US law. Testimony by ship operators indicated that

such rebates were common, either in the form of actual cash, free transportation or "entertainment."

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Meanwhile, the Joint Committee for American-Flag Tankers, a group in which the SIU and NMU are participating along with independent operators, has submitted to the Office of Defense Mobilization supporting data in its bid for a "50-50" rule on oil imports into the United States.

Ships Halted; Box-Carrier Gets Cargo

HOUSTON—One reason why ship operators are turning to the containership idea in increasing numbers was offered by the experience of Pan-Atlantic's Bienville here. The SIU-contracted ship, barred from its terminal by the aftermath of the Amoco Virginia fire, simply moved over to another pier in Texas City and unloaded and loaded its 226 trailers there.

Port authorities had been compelled to close several miles of the Houston ship channel following the blaze on the Amoco tanker, because gasoline and fuel oil, leaking out of the grounded tanker, endangered ship traffic and threatened further outbreaks of fire. As a consequence, the Bienville was unable to approach its Houston terminal.

Since the Pan-Atlantic ships carry their own loading and unloading gear, in the form of traveling cranes built right onto the ship, the vessel simply beached its containers in Texas City.

Drivers brought the trailer cabs and chassis from Houston to Texas City, picked up the containers for delivery there and delivered them in the standard fashion as if nothing had happened.

One of the chief selling points of the containership in the Pan-Atlantic style is its ability to handle cargo at any dock where a truck can pull up alongside the ship.

Boss Convicted On Child Labor

The owner of a printing plant in the metropolitan New York area has been fined \$1,005 in Federal Court after pleading guilty to employment of child labor.

The fine was assessed against Instructive Books, Inc., of Baldwin, Long Island, after the owner, Morton Gache, pleaded guilty to two counts of a criminal information.

It was found that the printing plant was employing 39 children under 18. Of these, 27 were between 14 and 16 and were working illegally in and about a factory under the Fair Labor Standards Act. Another group of 12 between the ages of 16 to 18, were employed illegally on power-driven machinery.

Union Has Cable Address

Seafarers overseas who want to get in touch with headquarters in a hurry can do so by cabling the Union at its cable address, SEAFARERS NEW YORK.

Use of this address will assure speedy transmission on all messages and faster service for the men involved.

Tour SIU Clinic



Visiting Japanese trade union delegation leads details about SIU Welfare Plan Clinic in Brooklyn from Dr. Joseph B. Logue, medical director (left). The labor group toured various SIU facilities including Union headquarters nearby.

Seafarers Give Tips On Safety

The following is a round-up of safety suggestions taken from recommendations at safety meetings on some of the SIU ships. These meetings are held regularly on SIU ships under the joint union — Industry Safety Program.

On the *Wild Ranger*, eye safety was the matter of greatest attention and Seafarers were reminded to be careful when removing face shields and goggles, since rust or foreign matter could most easily enter the eye at that time.

On the *Afoundria*, it was suggested that Seafarers remember to use goggles for sealing and sanding, and especially chiseling and hammering, since many accidents to the eyes happen during this type of work.

The crew on the *Choctaw* had a novel safety suggestion. They suggest a man-rope with knots in it be installed in a vertical position near the ladder in the steering engine room to aid a tall man using the ladder. The master discussed fire fighting and suggested that the men attend a fire fighting school when they had the opportunity.

Of course, the most important factor in safety is you . . . if you keep your mind on the job and are

careful, then neither you nor your buddies will end up in drydock.

Birthday Suit



Little Jimmy Bechlivanis, age 15 months, and his sister Mary are out for a walk in the country. Their father, Nick Bechlivanis, is an AB and lives in Brooklyn, where its much harder to be undraped.

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 Earl Sheppard, Agent Eastern 7-4900

BOSTON 276 State St.
 G. Dakin, Acting Agent Richmond 2-0140

HOUSTON 4202 Canal St.
 R. Matthews, Agent Capital 3-4088; 3-4090

MIAMI 744 W. Flagler St.
 Louis Neira, Agent Franklin 7-3564

MOBILE 1 South Lawrence St.
 Cal Tanner, Agent HEmlock 2-1754

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 Lindsey Williams, Agent Tulane 8626

NEW YORK 675 4th Ave., Brooklyn
 HYacinth 9-8600

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 J. Bullock, Agent Madison 7-1083

PHILADELPHIA 337 Market St.
 S. Cardullo, Agent Market 7-1635

SAN FRANCISCO 450 Harrison St.
 Marty Breithoff, Agent Douglas 2-3475

SANTURCE, PR. 1313 Fernandez Juncos,
 Stop 20 Phone 2-5996

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 William Morris, Agent ELgin 3-0987

SEATTLE 2505 1st Ave.
 Ted Babkowski, Agent Main 3-4334

TAMPA 1809-1811 N. Franklin St.
 B. Gonzalez, Acting Agent Phone 2-1323

WILMINGTON, Calif. 505 Marine Ave.
 Reed Humphries, Agent Terminal 4-2528

HEADQUARTERS 675 4th Ave., Bklyn.

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HONOLULU 51 South Nimitz Highway
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 Jackson 5-7428

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 HYacinth 9-8603

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 Capitol 3-4336

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 Main 2-0290

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 CANal 7-5213

TORONTO, Ontario 273 King St. E.
 EMpire 4-5719

ST. JOHN, NB 177 Prince William St.
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BALTIMORE 1216 East Baltimore St.
 Eastern 7-3363

HONOLULU 56 North Nimitz Highway
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NEW ORLEANS 523 Bienville St.
 Magnolia 6404

NEW YORK 130 Greenwich St.
 Cortland 7-7094

PORTLAND 523 NW Everett St.
 Capitol 3-7297-8

SAN FRANCISCO 249 Second St.
 Douglas 2-4522

SAN PEDRO 295 West 7th St.
 Terminal 3-4485

SEATTLE 2333 Western Ave.
 MAIn 2-6326

Union Benefits Made Difference

To the Editor:
It is with heartfelt thanks that I send my appreciation for the death benefit check which I just received. I had to admit I was worried until it came, and I will never forget it, for it lifted a great many worries from a broken heart. Our debts were very heavy and I was happy to pay them.

My husband's greatest desire was to return to the sea, to the ships he loved. For this reason, he would never retire. However he was very sick for so long, with expensive medical bills, and the disability payments kept us going. He always told me that if anything happened to him, I would get this benefit. Thanks for such a Union. I am proud of the wonderful people there, that are so good.

I would like to continue receiving the LOG as it meant so much to us, and I can see all the good you are doing.

Mrs. G. Schrunk

Praises 'Love' Poem In LOG

To the Editor:
I got a big kick out of the poem "retribution" by Roy Fleischer. The dame in the poem is just like my own, but I still love the old gal. Fleischer is a genius.

Name withheld

(Ed. note: Fleischer's poem in the last LOG dealt with the fickleness of women. The letter writer's name is being withheld for obvious reasons.)

Hit Homesteader Union Outlook

To the Editor:
As everyone knows, a union can only become strong and remain that way if it has the unstinting support of its members on all union matters even though they may, at times, involve a temporary hardship.

For many years we have gone all out to support other unions trying to better their conditions. Some members appeared puzzled when asked to support labor disputes in totally unrelated fields such as the office workers, hospital personnel, restaurant workers and many others. However this farsighted policy by our officials has paid off handsomely, in gaining reciprocal support in return on many occasions and winning the respect of the entire labor movement up to the highest level.

In my estimation a good Union member will make it his business to be informed about all his Union's activities, serve on unpaid committees if asked, and give blood to the blood bank which the Union provides for the member and his family. These are just some of the many activities going on in the progress of his Union.

However, on the other hand we have the homesteader who hibernates on a ship for years, totally disinterested in everything except to "hurray" at another pay raise or benefit gained. He is perfectly happy to reap all the gravy but will not lift a finger in support, letting the other guy knock his brains out.

Other unions were forced to smoke these people out by putting a year limit, later reduced to seven months, on the time a man can stay on a ship. This, mind you, was done with prac-

tically unanimous approval of the membership.

Homesteaders, in my opinion, fall into three categories. First is the guy who wants to impress people by getting a new car every year and putting on the dog otherwise. Somehow he always remains in hock. The second is the gambler who is forever trying to fill an inside straight. He's just a steady source of income for the expe-

Letters To The Editor

All letters to the editor for publication in the SEAFARERS LOG must be signed by the writer. Names will be withheld upon request.

rienced card-players. The third is the bird who wants to become a millionaire overnight.

Every fall he buries a bunch of silver eagles, digging them up at the spring in the hope that they bore offspring. Since the company supplies the dough, his devotion and loyalty is strictly given to it and the officers. For time off, extra time or other favors he will surreptitiously do favors without overtime. Some of these become all-around finks. This I have personally seen during my 18 years in the Union.

Don't be taken in by any cocodile tears this character may shed in telling you his troubles. He does not support a dear old grandmother who is suffering from some obscure disease. Neither does he put a grand niece through college. Hell, its an effort just to get the right time from him.

My advice is, don't make the vacation fund a pension fund, it may turn pretty sour. A vacation fund is just what the word says, vacation. Take it and join the fraternity of good Union brothers.

M. Gottschalk

SIU Film Aids Students' Insight

To the Editor:
Last week I had the pleasure of showing fellow students in my labor and management class the fine film concerning the Seafarers International Union.

I believe it was very helpful to myself and the rest of the students in gaining an insight of the procedures and objectives of the SIU in action. After the class I conducted a question and answer period concerning the



Cirignano

the SIU and the response was one of favorable proportions.

I believe films of this type are of a great help to the Union in giving the general public knowledge of our fine organization. The pleasure was all mine.

Louis A. Cirignano, Jr.

(Ed. note: Brother Cirignano, a member of the SIU for the past 14 years, is presently taking special courses at the Paterson State College, in New Jersey. As part of one of his labor courses, Brother Cirignano presented a showing of a movie about the SIU, and explained the Union's basic functions and objectives.)

Del Sud Has Pact Proposals

To the Editor:
I made the following motions at a recent meeting aboard the S.S. Del Sud which I think should be brought to the attention of the membership.

That all men who work seven days a week be given one day off a month.

That bread and butter be available 24 hours a day.

That men staying on ship one year be forced to get off. This last motion was seconded by Brother J. J. Culeton, but was voted down.

Arnt Larsen

Crew Offers Pact Changes

To the Editor:

At the last meeting of the SS Penn Mariner, we had an extensive discussion and decided upon several recommendations, which I have forwarded to the SIU negotiating committee for consideration in the forthcoming contract negotiations. I might add that the recommendations were carried unanimously.

They are as follows: That the present hospital benefits be increased to \$50 per week, to offset undue hardship among family men due to the high cost of hospitalization. This motion was made by W. Millison.

Provisions should be made to overcome the wide gap in the base wage and overtime rate between the licensed and unlicensed crewmembers. Also, the present vacation benefits now paid to unlicensed and licensed members should be revised to provide equal benefits to all. This motion was made by myself.

As far as the motion mentioned above is concerned, regardless of its outcome, the present vacation benefits should be maintained without restrictions. This motion was made by R. J. Brown.

Future pay increases, if any are granted, should be equal to, in dollars and cents, or at least on an average with, the increases obtained by the mates or engineers. This was another motion that I made.

Aside from these motions, the crew went on record extending a vote of thanks to C. Flowers for doing such a good job on the sanitary work on the deck department, and to M. Maldonado and T. Rabago, crew messman and pantryman respectively, for their efficient and good natured food service.

As far as the rest of the crew is concerned, there have been no beefs of any significance and everything has been running very smoothly.

W. Besseliere

Applauds Gains Of Medical Clinic

To the Editor:
Enclosed herewith is my new address, I would like to continue to receive the SEAFARERS LOG and keep informed on the SIU's enterprises.

I would like to say that I am very happy and gratified to see how enlarged and magnificent your new hospitalization and medical clinic program have reached in such a diminutive time. My congratulations to the sponsors, organizers and the men behind the story. Modesty is one of our greatest assets. Keep up the good work.

Thank you for your kindness and cooperation.

Louis H. Roman



SIU SHIPS AT SEA

Things must be pretty tough aboard the Gulfwater. According to reports from P. Douzat and A. Mangold the ship sailed from America with Australian lamb, which they say was so tough, the lambs must have swum all the way to the States to get here. To gild the lily, the Suez pilot said that the Gulfwater was the worst feeder of any ships he had ever been on. He suggested they rename it the Bilgewater.

Mangold

They're plenty sore aboard the Ocean Alice. . . It seems that the doctor in Portland, a company man, used only one needle to give shots to the entire crew. The crew has decided to ask that more needles be used on all future candidates.

reports R. Schaffer, meeting secretary. Russel E. McLeod is ship's delegate.

It's official now. The bucko mate is virtually a thing of the past. Or at least that's a natural reaction after querying a couple of younger crewmembers on the Steel Flyer when she was paying off in New York last week.

"Bucko mates? What are they? We don't know what bucko means," the two responded.

Time was, and not so long ago, when bucko mates or engineers were a fixture on many ships, even on Union-contracted vessels. They descended from a long line of ancient shipboard tyrants.

Back in the days when Andrew Furuseh was trying to win decent treatment for seamen, your bucko was mighty handy with a billy, a pair of heavy-shod boots or a similar weapon if, in his opinion, any seaman didn't turn to fast enough.

In later years, thanks to legislation and Union advances, the bucko was compelled to refrain from physical assault on seamen, but there was nothing to stop him from hard-timing a crew in other ways. The term "bucko" came to mean a despotic officer who stretched his authority to the limit allowed by law and took unholly glee from making seamen miserable. Nor were some of them beyond provoking a fight with a seaman on the dock.

Now the worst that anybody can seem to say about a mate is that he won't let the man on the wheel smoke while on duty. Undoubtedly there are a few buckos around, but seamen may have to hunt around a little to find them.

In Between Missile Shoots



Ankoti Bilyk, AB, holds a pulley while Bosun Mason takes a kink out of a line.

Crewmembers of the Sampan Hitch, one of the ships of the South Atlantic missile range fleet, buckle down to the day's work while awaiting a shoot. Photos by Chester Coumas.



John Merkel, Sword Knot bosun, on visit.



Steward Robert Donnelly looks on, as supplies coming aboard are checked.



Charles D'Amico, Jr., DM, coils wire rope.

PHOTOS
STORIES
POETRY
ETC.

Send 'em to the Log

- CS NORFOLK** (Cities Service), Nov. 1—Chairman, A. Hebert; Secretary, W. Moore. Sanitary men not to throw water in laundry sinks. No beefs.
- USAF-C-19-1816 (P.A.A.)**, Oct. 24—Chairman, A. Phillips; Secretary, G. Joffen. New agreement under negotiation. Subsistence to be paid on weekends for meals not served on ship. New delegates elected. Request less noise at night. Keep table clean at coffee break.
- FORT HOSKINS** (Cities Service), Nov. 1—Chairman, J. Schilling; Secretary, R. Hartley. Two men short. Ship's fund \$9.35. One man paid off in P.R. No beefs. One missed ship in Perth Amboy. Request menus be typed instead of written on blackboard.
- STEEL SEAFARER** (Isthmian), Oct. 13—Chairman, L. Alexander; Secretary, E. Kaufman. No beefs; everything running smoothly. Ship's fund \$8.46. Delegate to inquire re amount of gaitline on board, also about fly spray and keys for rooms.
- NATALIE** (Maritime Overseas), Oct. 16—Chairman, W. Smith; Secretary, S. Rothchild. Ship's fund \$5.65. Some OT disputed in steward dept. Request proper attire be worn in messroom.
- ALCOA PLANTER** (Alcoa), Oct. 17—Chairman, T. Smith; Secretary, H. Dufoux. Four men logged. One man repatriated to U.S. Ship's fund \$40. Few hours OT disputed. One man lost in Italy due to illness. Motion that keys be made for each man in fore'de, and Yale locks installed. Discussion re retirement plan.
- COASTAL SENTRY** (Suwannee), Sept. 27—Chairman, C. Bruno; Secretary, R. Archer. Captain to pay off at end of each month in cash pertaining to wages only. OT to be paid by check. Ship's fund \$17. Few hours OT disputed in deck dept. One man missed ship in Recife. Suggest canned fruit be served every night at sup-

- per. Request stronger roach and insect detergent. Complaint re drinking water having too much chlorine.
- MT. WHITNEY** (Cargo Ship Management), Sept. 9—Chairman, T. Lewis; Secretary, F. Neely. New delegate elected. Some OT disputed. Discussion re men fouling up.
- SEPT. 27**—Chairman, T. Lewis; Secretary, F. Neely. Repair list turned in. Few hours OT disputed. Vote of thanks to steward dept. for job well done.
- WACOSTA** (Waterman), Oct. 25—Chairman, J. Blanchard; Secretary, J. Pursell. Few repairs to be done. No beefs. Delegate re-elected. Suggest negotiating on next contract.
- SUZANNE** (Bull), Oct. 15—Chairman, M. Mabley; Secretary, B. Haskell. Two men hospitalized. Few men logged. Ship's fund \$18.30. Few hours OT disputed.
- STEEL DESIGNER** (Isthmian), Nov. 1—Chairman, A. Sacco; Secretary, J. Gibbons. Discussion re draw. Ship's fund \$18.45. No beefs. New delegate elected. Discussion re misuse of washing machine. Vote of thanks to steward dept. for job well done.

Digest Of SIU Ship Meetings

- EDITH** (Bull), Nov. 1—Chairman, J. Hensault; Secretary, L. Savier. Ship's fund \$12.96. Some OT disputed in deck dept. To see mate re sick paint on bridge. Suggest install be kept cleaner. Cigarettes and matches to be thrown overboard instead of on deck.
- OCEAN ALICE** (Sea Liberties), Oct. 25—Chairman, Langley; Secretary, R. Schaffer. Discussion re subsistence due crew from St. Johns, Oregon. Draws to be limited to half amount due draws, allotments and slops. Some OT disputed. Vote of thanks to steward dept. for job well done. Urgent repairs needed on galley range and stack.
- STEEL ADMIRAL** (Isthmian), Oct. 25—Chairman, R. Hunt; Secretary, M. Burns. Screen doors made. One man hospitalized. Few hours disputed OT. Report 217 accepted. Slop chest discrepancy. Vote of thanks to steward dept. for fine dinners.
- ALCOA PIONEER** (Alcoa), Oct. 3—Chairman, G. Tresclair; Secretary, E. Canonizado. One man missed ship; one man logged. Men warned of loggings—to be reported to Coast Guard. Ship's fund \$26. No beefs.
- Nov. 1**—Chairman, A. Hauke; Secretary, E. Canonizado. Two safety meetings held each trip. To report any hazard to delegate. Thanks to delegates for good cooperation during trip. Ship's fund \$65. Thanks to steward dept. for work well done.
- STEEL FLYER** (Isthmian), Sept. 8—Chairman, Don Keddy; Secretary, Leoncio Calderon. Everything smooth; each person to clean his own fan. \$2.25 left in ship's fund. Motion approved to instruct Frisco Mail to have patrolman available to visit ships when requested.
- ALCOA PARTNER** (Alcoa), Nov. 3—Chairman, M. Flowers; Secretary, J. Saxier. Repair list submitted. Safety suggestions made that duck boards be installed around main generator; de-

- plates be kept over moving parts of feed pumps; life rings be moved from resistor house top to main deck. \$5 donation to be made toward movie fund. Few hours disputed OT. Report 218 accepted. Discussion on movie funds. Chairs to be repaired and porthole panels be installed in recreation room.
- CHICKASAW** (Waterman), Oct. 25—Chairman, J. McLaren; Secretary, M. Kennedy. Two men hospitalized. Patrolman to handle cargo and bonus. Need new washing machine. Vote of thanks to delegate. Each man to be given list of OT. Ship's fund \$20. Few hours disputed OT. Patrolman to check hospital supplies. Need more water pressure. Vote of thanks to deck delegate. To order brushes for coffee urn glass.
- STEEL WORKER** (Isthmian), Oct. 11—Chairman, V. L. Meehan; Secretary, P. Robertson. Few men have been logged; beefs occasionally re food, which will be taken up under good & welfare. \$32.56 in ship's treasury.
- Oct. 3**—Chairman, Gomez; Secretary, J. Fidalgo. Beef about washing down ship. Delegate resigns; another elected. New delegate is Gomez. Two men logged. Deck hands wanted to know why mate didn't want crew to wash down decks. Mate explained that after delegate had approached him, he didn't want men to tell him what to do.
- CS BALTIMORE** (Cities Service), Nov. 3—Chairman, Thomas Hill; Secretary, P. A. Gray. One man missed ship in Lake Charles. No beefs. \$14.65 in ship's fund. Discussion re washing machine and drinking fountain.
- HASTINGS** (Waterman), Nov. 1—Chairman, J. M. Callaman; Secretary, J. E. Wells. Ask that crew take beefs to delegate, not captain. Men asked to respect their delegates. Few beefs taken up with patrolman. One man in hospital in Rotterdam; one missed ship in Hamburg. Delegates asked to set up repair lists.

- ORION CLIPPER** (Orion), Sept. 25—Chairman, R. Wiman; Secretary, R. Barker. Few hours OT disputed; no beefs. American money to be issued for draws remainder of voyage. \$8.42 in ship's fund. One man missed ship. One man hospitalized, in Bahrain Island. Motion carried to have SIU representation in Yokohama. Only 12 of 20 mattresses ordered received in Yokohama; will write HQ to clarify.
- MAXTON** (Marine Carr.), Nov. 8—Chairman, E. J. Riviere; Secretary, none named. Everything running smoothly. All repairs taken care of. Small amount of OT disputed. Two men sick during cruise. Suggest ample number of keys to heads be made available.
- PENN EXPLORER** (Penn.), Oct. 26—Chairman, S. H. Mills; Secretary, J. W. Thomas. Everything running smoothly; no beefs. Suggest that lights in recreation and mess halls be brighter, and that stopech be opened at more convenient hours for crew.
- RAPHAEL SEMMES** (Pan-Atlantic), Nov. 8—Chairman, W. Heister; Secretary, B. Varn, Jr. Most repairs taken made. One man missed ship in Miami. Engine dept. quarters need sanding; showers and head need painting. More care should be taken with washing machine.
- PENN TRADER** (Penn. Shipping), Oct. 25—Chairman, R. J. Aumiller; Secretary, W. T. Stricklin. Beef on hot water for all showers taken up with chief engineer. Motion carried to write HQ re chief engineer interfering with or trying to run all departments.
- SEAFAR** (Colonial), Nov. 8—Chairman, Fred R. Hicks, Jr.; Secretary, Jesse P. Brinkley. Checked repair list from last trip; everything okay. SIU notified by mail re men hospitalized at Port Said, Egypt. Captain requests hands to keep ship cleaner. Two men ill during trip left ship short-handed, but managed fine. Weather hot. Good "barbers" aboard.

SEAFARERS IN DRYDOCK



In the New York area, Seafarer Benjamin Mignano, is recuperating from a minor ailment and expects to be discharged any day from the Staten Island USPHS hospital. An AB, he last sailed on the Orion Comet.

Also there is Thomas Bubar, admitted October 16 from the Norfolk USPHS hospital, for a general checkup. An OS, his last ship was the Bienville.

Another Seafarer in drydock in New York is Teodorico C. Cepriano, an AB who last sailed on the Pacific Tide. He was admitted October 6 with a case of diabetes, which fortunately, is almost under control now.

In Houston is Vivian E. Wilkerson, deck engineer, who tore ligaments in his leg, causing a blood clot.



Wilkerson



Cepriano

The following is the latest available listing of Seafarers in the various PHS hospitals. If you are in port, take time out for a visit to any of your former shipmates who are laid up, or else drop them a line. It will certainly be welcomed by them.

USPHS HOSPITAL, BALTIMORE, MD.
 Henry Adams Joseph Kalata
 George Baker Jr. Elmer King
 Stephen Bergeria James King
 George T. Butera William Long
 Francisco Cassano Marion Lukka
 Donald Catlin James Macuschuck
 Charles Cawley David Miller
 Francis Chase Johan Nordstrom
 Jeff Davis George Richardson
 John Dixon Edward Scherzer
 Ira W. Emsitzer Anthony Pinchook
 Eddie Game Clark Waldron
 Gorman Glaze Bruce Webb
 David Hebert George Williams
 Charles Hooper Chester Wilson

USPHS HOSPITAL, BRIGHTON, MASS.
 P. Konstantinidis William Mitchell
 Stavrus Marconis Raymond Perry

USPHS HOSPITAL, GALVESTON, TEXAS
 Phillip Bilboa William McIlveen
 James Hawkins James Matthews

USPHS HOSPITAL, NORFOLK, VA.
 Philip Adkins Peter Raptakis
 Henning Bjork Robert Rhea
 James Black Samuel Warren
 Francis Boner Robert Wiseman
 Allen Burke

USPHS HOSPITAL, SAN FRANCISCO, CALIF.
 Mack Acosta Edward Huisenga
 Charles Fishel Richard Kohls
 Charles Harris Joseph Neubauer

USPHS HOSPITAL, SAVANNAH, GA.
 John M. Power Ernest Webb

USPHS HOSPITAL, SEATTLE, WASH.
 Joseph Barron John L. Millner
 John Brady Louis W. Pepper
 Leonard W. Leidig Joseph Prabeck

USPHS HOSPITAL, FT. WORTH, TEXAS
 Richard Appleby Max Olson
 E. F. Deibler Leo Watts
 Woodrow Meyers Joseph Wise
 Albert Ogletree

MT. WILSON STATE HOSP., BALTIMORE, MD.

George Davis
SAILOR SNUG HARBOR, STATEN ISLAND, NY
 Victor B. Cooper Thomas Isaksen

VA HOSPITAL, TUCSON, ARIZONA
 Frank Mackey
VA HOSPITAL, HOUSTON, TEXAS
 Raymond Arsenault

VA HOSPITAL, KECOUGHTAN, VA.
 Joseph Gill

TRIBORO HOSPITAL, JAMAICA, LI, NY
 James Russell

US SOLDIERS HOME HOSPITAL, WASHINGTON, DC
 William Thomson

VA HOSPITAL, CENTER HOT SPRINGS, SO, DAKOTA
 Clifford Womack

USPHS HOSPITAL, STATEN ISLAND, NY
 Ivar Anderson D. Kambanos
 George Berry Alford Keenum
 Thomas Bubar John Lefco
 Arthur Camara John Metsnit
 George Champlin Robert Nielsen
 Diego Cordero Joseph Puglisi
 Henry Cordes Raymond Reddick
 Claude Davis Emeterio Rivera
 P. DeJesus John Roberts
 Brigido Figueroa Jose Rodriguez
 Michael Filosa Frank Rossi
 Milton Flynn Manuel Sanchez
 Eugene Hall Tadashi Yatogo

USPHS HOSPITAL, MANHATTAN BEACH, BROOKLYN, NY

Matthew Bruno Thomat Leahy
 G. Caraballo Leo Lang
 Leo V. Carreon Leo Mannough
 Joseph Cox Primitivo Muse
 John Driscoll Jeremiah O'Byrne
 Otis Gibbs George Phifer
 Bart Guranick Almer Vickers
 Taib Hassan R. Waterfield
 Joseph Itsis Luther Wing
 William Kenny Pon Wing

USPHS HOSPITAL, NEW ORLEANS, LA.

Sidney Anderson Edward Knapp
 Salvador Blanco Leo Lang
 Roderick Brooks J. McClarence
 Serando J. Canales Henry McKay
 Melvin Chilton Fred Morris Jr.
 Paul Cook William Nelson
 Benjamin Foster James Norfleet
 Roy Gallagher John Pennell
 Salvatore Gentile Eugene Plahn
 James Glisson John Psilos
 Earl Hardean Aubry Sargent
 Wade Harrell Paul Signorino
 Sidney Irby David Williams
 Edward Jeanfreau Salvadore Zammit
 Jesse Joy

'Just Look Joe' Brings Tony Woe

The following item was submitted to the LOG by Seafarer William Calefata.

This is a tale of Seafarer Tony, ashore in Bombay for the first time. But NOBODY was going to "take" him as they did in Manila, or in Tokyo, or in fact in nearly every other port he'd visited.

He was just looking over the rail at the activities on the dock below, when someone touched his shoulder.

"Hello Joe, look."

One of the many Indians who had boarded the ship, held up a small chisel about three inches long.

Tony looked. That was his first mistake.

"What's that," he asked. That was his second, and fatal mistake. The Indian started to trim a fingernail and soon had it scraped clean. Before Tony knew it, he was starting on a second finger.

"Wait bud, what's the scoop? What's this costing?"

"Sh-h-h, it's all right. Don't talk about money, me show."

The fingernails were clean and the Indian talked on. He said he was an authorized chiropodist and wanted to look at Tony's feet.

"Well I'm not taking my shoes off for nobody, I got no corns."

"I see in your face that you have bad feet. Let me show you, no money."

By this time the corn puller was joined by a partner who also told Tony he was in serious trouble and pleaded to let them help him. While talking they had untied his shoe laces. Tony was overwhelmed with the mystery. How did they know he had corns and callouses.

They told him he had junior, senior, first, second and third degree callousus, and each one

with a deep, deep root. Each grasping a foot, they began to cut into Tony's callouses.

Remarkable Tony thought, but he wasn't too sure that callouses had roots. In the States the chiropodists just shaved them off.

Soon they were finished, and it was time to pay. Tony knew this by the way they added up so many junior, senior callouses, some corns, a pedicure and a manicure. That price, \$15, American.

"That's robbery," Tony screamed. "Sh-h-h-h, OK, \$10. But we make special price for you. No speak to nobody we make it so cheap."

Much to his woe, Tony learned later that they charged him double the going rate.

And so it went in Bombay. Tony's intentions were good, his determination unflinching. The trouble was that his will power was just too weak.

LOG-A-RHYTHM:

Crossed Signals

By Bobby Winters

Sometimes to meet head-on,
 Nurtured by hatred and venom...
 The elements they so alarm,
 When affability and peacefulness
 Could permeate the air.
 Why all this hostility and question-
 ing?

Like a leopard in its lair,
 Caged and ready to spring out,
 With venom in its claws...
 When some definite persuasion
 Could bring joy to peoples hearts,
 Why smear good intentions,
 And willingness to serve?
 We all of us have our desires and worth.

Let there be good will
 And peace on earth.

I hope Mr. Khrushchev returns to
 Russia

With much faith and humility,
 For our country and our way of life.

Forgive us our transgressions
 And ill will in countries every-
 where.

For the lion could leave its cage
 And cause tumult in countries
 everywhere.

'Sea Spray'

— by Seafarer "Red" Fink



"Damn bird is always embarrassing me when I've got company."

Life Jackets Plug Cracks On Steel Maker Intake Pipe

STEEL MAKER, at sea—Sometimes life-jackets can be "life-savers" even if your not overboard or just plain floating around in the middle of a choppy sea.

That's what the engine gang and deck crew of the Isthmian Lines' Steel Maker found out when the vessels' circulating intake pipe cracked about 12 hours out of the port of Baltimore.

Then the engine gang, Bosun Ruffes and deck maintenance men Johnston and Reinchuck sloshed around in water, up to their necks, for three hours before they could stop the leak.

They did this by wrapping life jackets and canvas around the leak

till it was plugged and they could get things under control. This makes one of the few times that some Seafarers could say "we were up to our necks in trouble," and really mean what they were saying. All in all, the men certainly displayed a great deal of resourcefulness and courage and doing this work under such difficult conditions. Life jackets are supposed to keep people from sinking, but if they can keep a ship from doing that, so much the better.

Shorthanded?

If a crewmember quits while a ship is in port, delegates are asked to contact the hall immediately for a replacement. Fast action on their part will keep all jobs aboard ship filled at all times and eliminate the chance of the ship sailing shorthanded.



SIU BABY ARRIVALS



All of the following SIU families have received a \$200 maternity benefit plus a \$25 bond from the Union in the baby's name:

- Debra Lee Chiamonte, born September 21, 1959, to Seafarer and Mrs. Joseph Chiamonte, Brooklyn, NY.
- Kimi Suzanne Johnson, born September 25, 1959, to Seafarer and Mrs. Woodrow Johnson, Astoria, NY.
- Michael John Manen, born September 12, 1959, to Seafarer and Mrs. John Manen, Rockport, Tex.
- Wanda Ivette Ortiz, born September 22, 1959, to Seafarer and Mrs. Guillermo Ortiz, San Juan, PR.
- Carolyn Gregg Price, born July 18, 1959, to Seafarer and Mrs. Thomas R. Price, Baltimore, Md.
- Catherine Ann Smith, born August 26, 1959, to Seafarer and Mrs. William R. Smith, Baltimore, Md.
- Dominick Trevisano Jr., born October 22, 1959, to Seafarer and Mrs. Dominick Trevisano, Brooklyn, NY.
- Craig John Wilcox, born October 26, 1959, to Seafarer and Mrs. Earl Paul Wilcox, Edgewater, NJ.
- Cecilia Marchelle Myers, born October 14, 1959, to Seafarer and Mrs. James Thomas Myers, Mobile, Ala.
- Donald John Blakeslee, born September 23, 1959, to Seafarer and Mrs. William A. Blakeslee, Pinellas Park, Fla.
- Asterio and Carlos Muentes, born September 10, 1959, to Seafarer and Mrs. Asterio Muentes, New Orleans, La.
- Carla Jeanine Larce, born October 3, 1959, to Seafarer and Mrs. William M. Larce, New Orleans, La.
- Robert Patrick Lewis, born October 5, 1959, to Seafarer and Mrs. Jesse Lewis, Norfolk, Calif.
- Peter Foti Jr., born October 9, 1959, to Seafarer and Mrs. Peter D. Foti, Bayonne, NJ.
- Yvette Feliciano, born May 19, 1959, to Seafarer and Mrs. Julio Feliciano, New York City.
- Charles Kenneth Neumann Jr., born October 8, 1959, to Seafarer and Mrs. Charles K. Neumann, Long Island City, NY.
- Dana Arthur Paradise, born October 5, 1959, to Seafarer and Mrs. Leo Paradise, Swansea, Mass.
- Juan Rodriguez Jr., born October 16, 1959, to Seafarer and Mrs. Juan Rodriguez, Galveston, Tex.
- Tomas Romero, born September 9, 1959, to Seafarer and Mrs. Jose Luz Romero, Houston, Tex.
- Denise Arlene Warden, born October 4, 1959, to Seafarer and Mrs. Richard Warden, So, Portland.

Labor, Biz Hit Tax Proposals

WASHINGTON—Labor and business—which are usually at odds with one and another—joined forces in a common cause at an Internal Revenue Service hearing in Washington last week on tax-deductible dues paid by their members.

The IRS called the hearing to clarify its rules on the non-deductibility of expenditures for lobbying. The Government contends that expenses incurred during the "promotion or defeat of legislation" can't be written off as "business expense," and are therefore non-deductible items. Or, in the IRS's terminology: "Dues . . . are deductible in full unless a substantial part of an organization's activities is lobbying."

To this, AFL-CIO counsel Robert C. Mayer noted that trade unions had been established for "legislative and political activity on one hand and collective bargaining on the other" to improve conditions under which people work and live.

The AFL-CIO regards the move as an attempt to hamper union activities in the legislative and political arena.

Members Might Quit

Many speakers from community groups admitted that if dues become non-deductible, members may become non-existent.

At present, however, there are five bills pending in Congress which will change the tax rules on non-deductible lobbying expenses.

It should be pointed out that even if the IRS ruling becomes official, Union members would have to disallow only a tiny portion of their annual dues at tax-paying time.

Many Payoffs This Week To Brighten N' Orleans

NEW ORLEANS—With the expected arrival and payoffs of 11 ships in a week or so, the outlook is bright for shipping from this Gulf port.

Brother C. J. "Buck" Stephens, acting port agent, reports that after the first of the year, Mississippi passenger ships will go on a new schedule. Instead of sailing on Fridays for Texas ports, returning Tuesday and leaving again on Thursdays for the Lone Star State, the ships will depart Monday evenings at 6 PM and sail southward from Houston on Thursdays.

In light of an upcoming state election which is expected to have great bearing on labor activities in Louisiana, the membership here went on record to support candidates who will aid the cause of labor.

Ships that paid off during the past two weeks were: Alcoa Planter and Alcoa Pilgrim (Alcoa); Del Sud and Del Rio (Miss.); Lucile Bloomfield (Bloomfield); Hastings (Waterman); and Maxton (Transocean Pet.).

Signing on were: Alcoa Planter, Alcoa Pilgrim (Alcoa); Del Sud (Miss.); Antinous, Wild Ranger (Waterman); Ames Victory (Victory Carr.); and Producer (Marine Carriers).

In transit were: Alcoa Corsair, Alcoa Ranger (twice), Alcoa Cavalier, Alcoa Roamer, Alcoa Clipper (Alcoa); Seatrain Louisiana (twice), Seatrain New Jersey, Seatrain Georgia (Seatrain); Del Sud (Miss.); Elizabeth, Kathryn, Edith, Frances (Bull); Steel Navigator (Isthmian); Warrior, Monarch of the Seas, De Soto, Claiborne, La Salle (Waterman); Atlantis (Petrol Shipping); Gateway City (twice), Raphael Semmes (Pan Atlantic); Ames Victory, and Longview Victory (Victory Carriers).

Personals And Notices

Ray "Blackie" Peters
Please contact Gloria E. Peters, Main Street, East Falmouth, Mass. Tel. KIMbal 8-2209 (East Falmouth). Anybody having information as to his whereabouts contact the above.

Giles Glendenning
Please contact your mother at her new address: 4212 Groveland Ave., Baltimore 15, Md.

James Rogerson
Important you contact Mrs. Gwen Webb, 25 S. Exeter St., Baltimore, Md. Phone EAstern 7-9357.

Berkey Schuler
Please contact Alba Black, 141 East 3d St., New York 9, NY.

E. Clyde Barnhill
Please contact your brother, Emerson Lee, OX 7-9864, or go to Tommy's house next time you're in Houston.

Nunzio La Plaza
Please contact your wife at 173 Banta Ave., Garfield, N.J.

Marion B. Mallia
Please contact your wife at 4319 Alice St., Houston 21, Tex.

Frederick B. Neely
Anybody knowing his whereabouts contact Mrs. Ernestine Neely, 7 South 3rd Street, Prichard, Ala.

Frank Lego
Helen Wilse is trying to locate you. Contact her at Jaka Ham Co., Inc., 99 Hudson Street, New York 13, NY.

Robert Hussey
Contact John Swoboda. Important.

Urge State Dep't To Hit Sea Unions

(Continued from page 3)
doubtedly been heightened by developments in Athens last month where the International Transport-workers Federation won approval, in principle, from Greek shipowners that unions in the country where actual control of a vessel is vested are the ones who have rights to organize such ships.
The Greek shipowners involved operate numerous American-controlled ships under the runaway flags. It was also agreed that the Greek Seamen's Union would terminate agreements it has with runaway ships controlled by the Orion Shipping agency of New York, in line with the above, leaving the Orion ships open to American union organizing.
Among the various cases now pending before the Labor Board, the NLRB New Orleans regional office is now investigating unfair labor charges made by the SIU against the owners of the Sea Level charging discrimination against Cuban seamen who signed SIU pledges. In the SS Florida case, an NLRB field examiner has ordered the owners to reinstate eight discharged crew members and to bargain with the SIU, while in the Yarmouth situation, the NLRB has agreed to hear the Union's argument that it has jurisdiction over that ship.
Another pending case involves the Marine Cooks and Stewards Union. Here the US Supreme Court has agreed to review lower court decisions which halted the picketing of the Liberian-flag vessel in Tacoma, Washington, in June, 1957.

EVERY |
SUNDAY | DIRECT VOICE
| BROADCAST

TO SHIPS IN ATLANTIC EUROPEAN AND SOUTH AMERICAN WATERS

"THE VOICE OF THE MTD"

EVERY SUNDAY, 1620 GMT (11:20 EST Sunday)

- WFK-39, 19850 KCs Ships in Caribbean, East Coast of South America, South Atlantic and East Coast of United States.
- WFL-65, 15850 KCs Ships in Gulf of Mexico, Caribbean, West Coast of South America, West Coast of Mexico and US East Coast.
- WFK-95, 15700 KCs Ships in Mediterranean area, North Atlantic, European and US East Coast.

Meanwhile, MTD 'Round-The-World Wireless Broadcasts Continue . . .

- Every Sunday, 1915 GMT (2:15 PM EST Sunday)
WCO-13020 KCs
Europe and North America
- WCO-16908.8 KCs
East Coast South America
- WCO-22407 KCs
West Coast South America
- Every Monday, 0315 GMT (10:15 PM EST Sunday)
WMM 25-15607 KCs
Australia
- WMM 81-11037.5
Northwest Pacific

MARITIME TRADES DEPARTMENT

Final Dispatch

The deaths of the following Seafarers have been reported to the SIU Welfare Plan and the death benefit has been paid to their beneficiaries:

Pedro Claudio, 54. Brother Claudio died of heart disease on November 11, 1959. He was buried at St. Michaels Cemetery, Astoria, Long Island, NY. Brother Claudio was a member of the engine department and joined the Union in 1943. He is survived by his wife, Eleanor, of The Bronx, NY.



William J. Davis, 51. Brother Davis died in a drowning accident on October 12, 1959, in the Mississippi River at Canal Street. He was buried in the Garden of Memories Cemetery in Louisiana. Brother Davis was a steward and joined the Union in 1941. He is survived by his sister, Madeline Chenvert, of New Orleans, La.



MEET YOUR OLD SHIP MATES AT THE SIU'S OWN

Pat O'Call

IN THE BALTIMORE AND NY HALLS, SWAP

YARNS AND WATCH THE FIGHTS ON TV. NEW LOW PRICES AND YOU'RE ALWAYS WELCOME HERE AT YOUR OWN PLACE. OWNED AND OPERATED BY THE SEAFARERS INTL UNION-AEG-AFI

US Ship Haulage Of Farm Surplus Expected To Rise

WASHINGTON—Prospects of an increased farm surplus shipment program are in the offing as a result of a record harvest of farm products in 1959.

The corn crop is the largest on record, far exceeding that of any previous year, and other staples such as wheat, soybeans, dairy products and cheese are also being produced in record or near-record quantities.

As a result, the Government faces the prospect of having about \$10 billion worth of surplus in storage by the time all the crops are in.

The only way to get rid of the embarrassment of riches is to ship it overseas, and the only way to do that is either to give the food away or "sell" it under extremely generous terms.

At present, the US is sending farm surplus abroad at the rate of \$1.5 billion worth each year, half of which is shipped on American-flag vessels under the "50-50" law.

Up until this year, the program had been renewed from year to year, starting off as \$750 million worth of sales in 1954 and doubling in size as time went by. Last year, a study by special advisors to the President recommended a five-year long-range effort to dispose of the surplus. Congress, after receiving the proposal, voted a two-year program at \$1.5 billion annually.

However, despite the heavy sales

SIU College Applications Due Shortly

Time is short for Seafarers and their dependents to file all of the papers necessary to compete for an SIU scholarship. Welfare Plan representatives have warned. Although the scholarship committee does not meet until next May, applications for the five \$6,000 scholarships must take the college entrance examination and submit the results with their papers.

Qualifications for the scholarships are three years' seafaring, with one day in the last 180, and 90 days in the previous calendar year. The college entrance examination is given every month, the committee advised, with the last one before the committee's May meeting being on March 12, 1960. Applicants must file for this examination about a month ahead of time.

A select committee of college and university deans and registrars will pick the five winners of the Union's scholarships. Although there was a total of 17 applications filed so far, 16 of them are as yet incomplete.

Further information on the SIU's scholarship program may be obtained from the Seafarers Welfare Plan, 11 Broadway, New York.

LET 'EM KNOW!
Write TO THE LOG

and gifts of surplus abroad, the expansion of farm production has left the Government with more surplus of some commodities than when the program started. The implication is that the farm surplus shipments abroad will continue for a number of years on an increased scale.

Agriculture Secretary Ezra Taft Benson has already indicated that he would seek authority to expand food distribution overseas.

The farm surplus cargoes have been the mainstay of the American tramp fleet, particularly with the decline in foreign aid and military aid appropriations. Many tankers and regular cargo liners have also been participating in the program which has supplied huge quantities of food and fiber to such countries as India, Korea, Turkey, Spain, Poland and other underdeveloped areas.

Man-Made 'North Star'



Official Navy photo shows unidentified officers with navigation satellite. When placed in orbit, these satellites will enable any ship at sea to fix its exact position via radio signals received from the orbiting navigation aid.

Governor Backs Tuna Union Fight

SACRAMENTO, Calif.—Governor Edmund G. Brown of California, has offered strong support to the fight of the SIU-affiliated Cannery Workers Union of the Pacific against runaway canneries.

In a telegram sent to Mrs. Andrea Gomez, union president, Gov. Brown said, "Your program of resisting runaway canneries has my wholehearted support. We must keep our fishing and canning industries healthy and expanding along with all other industry to provide jobs for our own people."

"We cannot afford to sit idly by," he continued, "while any industry moves to areas of low wages and poor working conditions. Good businessmen know that business thrives most in a healthy economy where employees are able to maintain a high standard of living."

The governor also congratulated her on her recent election to the presidency of the cannery union. She had formerly been the business representative.

Mrs. Gomez, an SIU of North

America vice-president, representing the Cannery Workers Union was recently invited to Puerto Rico by the island's labor department to survey the canning-situation.

During the past few years, cannery workers in Southern California have been fighting the problem of runaway operations.

One example of a runaway is the Van Camp company, a leading tuna packer. It has established a large operation in American Samoa, where the mainland \$1 an hour minimum wage scale does not apply. In California, unionized plants average \$2.50 an hour.

The latest stamping ground for

the runaways is Puerto Rico. Recently a number of canneries have opened there, and Mrs. Gomez charged them with being runaways. Puerto Rico has a new development program which induces new industries to set up there, with sizable tax reductions and concessions for a ten year period.

But the industries are supposed to be new enterprises and not runaways seeking the tax concessions. Mrs. Gomez said that she is confident that if she establishes that any of the plants are, in actuality, runaways, the Puerto Rico authorities will take steps to withdraw tax exemptions granted these companies.

Labor Measure Will Cost Unions More In Expenses

With the full impact of the Landrum-Griffin amendments to the Taft-Hartley Act taking effect on Friday, November 13, both the unions and the Government agencies involved are still scratching their collective heads attempting to figure out just what the law means.

One effect of the new law is already clear—it is going to involve a considerable increase in union operating expense to comply with the law. For example, the bill requires individual bonds for all union officials up to a fixed percentage of the union's assets. Previously a blanket bond was permitted which was much cheaper than individual bonding.

Then the law requires that its details be given to the union's membership. Section 105 of the act says, "Every labor organization shall inform its members concern-

ing the provisions of this act." The provisions involved, 15,000 words in all, will be published in the next issue of the SEAFARERS LOG, at a considerable added expense.

In addition to bonding and printing costs, many unions will have to revise and reprint their constitutions and by-laws and some small local unions will have to draft up constitutions. Lawyers fees are expected to mount considerably for many unions, to meet the many requirements of the law.

The complexities of the law are such that the Justice Department and the Labor Department still haven't been able to decide who handles what in the administration of the act.



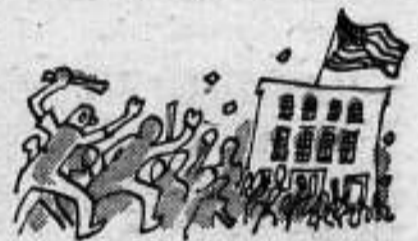
NEWS HEADLINES IN REVIEW



FRENCH TO EXPLODE THEIR OWN ATOM BOMB IN SAHARA IN NEAR FUTURE... TWENTY AFRICAN AND ASIAN NATIONS PROTEST USE OF SAHARA FOR THE TEST.



ISRAELIS HOLD FOURTH ELECTION, VOTE BEN GURION AND MODERATES TO OFFICE.



2000 PANAMANIAN "INVADE" CANAL ZONE, STORM U.S. EMBASSY, TEAR DOWN AMERICAN FLAG, AND STONE U.S. INFORMATION OFFICE.



NIKE EXPANDS GLOBE-TROT PLANS... UPS VISITS FROM NINE TO ELEVEN NATIONS, AND MIGHT ADD OTHERS.



INDIA AND RED CHINA STILL AT ODDS ON BORDER DISPUTE; NEHRU AVOIDING CONFLICT BUT WARNS CHINA THAT INDIA WILL REGIST AGGRESSION.



U.S. PRESIDENTIAL CAMPAIGN HEATING UP YEAR AHEAD OF TIME. UNDECLARED CANDIDATES - ROCKEFELLER, NIXON, HUMPHREY, KENNEDY, JOHNSON, SYMINGTON AND STEVENSON ALL ON RUBBER-CHICKEN CIRCUIT.

CONTRACT CLARIFICATIONS

SIU FREIGHT AGREEMENT

It was agreed between the Union and Management Negotiating Committees that the following Clarifications would take effect as of November 4, 1959:

ARTICLE II GENERAL RULES

CLARIFICATION, SECTION 10. CUSTOMARY DUTIES.

(h) The greasing and testing of reach rods in cargo holds, excepting the freeing up or mechanized repairs thereto. When no carpenter is carried this work shall be performed by the deck maintenance men without the payment of overtime.

Clarification Section 10 regarding AB Maintenance Men is adequately covered in Article III, Section 4 (b), and Article II, Section 27.

Clarification Section 10 regarding wipers. Add a new paragraph (n) to Article IV, Section 28:

(n) At sea, when a watchstander becomes ill or injured, a Wiper may be assigned to stand his watches for which he shall be paid his regular overtime rate. If the original man remains incapacitated for a period in excess of three (3) days, the Wiper may then be promoted and shall receive the differential in pay only.

Clarification Section 10 regarding Engine Utility is adequately covered under Article IV, Section 16(d).

Clarification Section 10: New paragraph to be added to Article IV numbered Section 36.

SECTION 36. STANDING SEA WATCHES. DAY WORKERS. All other unlicensed personnel in the engine department who are classified as day workers, excepting Deck Engineer, Engine Utility and Wiper, when required to stand watches due to a shortage of unlicensed watchstanders, shall be entitled to overtime for all watches so stood.

CLARIFICATION, SECTION 12. MEDICAL RELIEF: To be added as paragraph (c) of the contract:

(c) Medical relief will not be provided except that which is available aboard the vessel, if the cause of the illness is the fault of the member of the crew, such as venereal disease, etc.

CLARIFICATION, SECTION 14. REPATRIATION, UPKEEP AND TRANSPORTATION. (a): Incorporated as second paragraph of contract paragraph (a).

SECTION 14. REPATRIATION, UPKEEP AND TRANSPORTATION. (a) Where a crewmember 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 and advances equalled to allotments,

if any, shall continue during such repatriation, provided he has sufficient monies due him from the Company to cover such advances.

It is the purpose of the above paragraph to provide for the automatic payment of advances—in a sum equal to the agreed allotment—and to do this automatically, which advances are then to be charged against any claim for earned or unearned wages. The advances are to be paid in exactly the same time and manner and to the same person or persons that the allotment would have been paid had not illness or injury taken place. The term "repatriation" refers to the entire period for which unearned wages are due, and "advances" are to be made during the entire period, except in those cases where the law sanctions a refusal to pay unearned wages (which can be established under law to be gross negligence, willful misconduct, etc.).

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 original 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.

Clarification, Section 14(a) and (b): Delete.

Clarification, Section 14(b): To be incorporated as paragraph (e) of the contract as follows:

(e) Original Port of Engagement as used herein shall mean the port in the Continental United States where a crew member was first employed on board the vessel.

CLARIFICATION, SECTION 18. EMERGENCY DUTIES AND DRILLS (a): Incorporated in contract as second paragraph of Section 18(a) as follows:

In an emergency such as the above paragraph deals with, it is not necessary to call out all hands unless the Master of the vessel feels that it is necessary.

CLARIFICATION, SECTION 27. DIVISION OF WAGES OF ABSENT MEMBERS: Deleted as contract clause is self-explanatory.

CLARIFICATION, SECTION 29. EXPLOSIVES: Shall be amended to read as follows:

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 from the time the loading of the explosive cargo is started until the explosive cargo is completely 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	

CLARIFICATION, SECTION 30. PENALTY CARGOES: Shall be incorporated in paragraph (a) as follows:

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, provided, however, that when holds have been cleaned by the unlicensed personnel after carrying penalty cargo, no overtime for cleaning will be paid for subsequent cleaning of holds unless another penalty cargo is carried.

CLARIFICATION, SECTION 31. STANDBY WORK: Deleted as contract clause is self-explanatory.

In first paragraph of contract put comma after word "day" in second line and delete words "and board and lodging are not furnished them on the ship".

CLARIFICATION, SECTION 34. PORT TIME: Incorporated in Section 34, paragraph (a) as follows:

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, except when a vessel is moored or anchored in or outside the Port of San Pedro for the purpose of taking on bunkers.

Clarification, Section 34. Termination of Port Time: Deleted as contract clause is self-explanatory.

CLARIFICATION, SECTION 35. SHIFTING SHIP: Incorporate first two clarifications into new paragraphs (c) and (d) of contract, as follows:

(c) A move from Honolulu to Pearl Harbor or vice versa shall be considered a shift of the vessel.

(d) A move from Galveston to Houston or vice versa shall be considered a shift of the vessel.

Clarification, Section 35 (b). Shifting Ship: Deleted as contract is self-explanatory.

Section 35. Shifting Ship: Add under (a):

All moves between ports on the St. Lawrence Seaway and/or on the Great Lakes, West of Montreal, except those moves which are less than eighty (80) miles.

CLARIFICATION, SECTION 36. RESTRICTION TO SHIP: Incorporated in contract by addition of second paragraph, as follows:

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.

When a restriction occurs because of quarantine, immigration or custom procedure, a letter from such government agency shall suffice.

CLARIFICATION, SECTION 38. SAILING BOARD TIME: First three (3) clarifications deleted as contract clauses are self-explanatory.

Last clarification to be incorporated in Article II, Section 38 paragraph (e), of contract, as follows:

(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. Full complement, as used herein, shall mean the full complement as required by the vessel's inspection certificate.

Add new paragraph to Section 38 (f), as follows:

(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.

When the above conditions prevail and it is expected that such delay will exceed two (2) hours, the new time of departure shall be posted as soon as possible, but in no event later than the time originally posted. Failure to comply will invoke penalty provided for in (d) above.

CLARIFICATION, SECTION 40. LAUNCH SERVICE: To be incorporated as second paragraph of contract, completing Section 40 as follows:

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.

The master shall use his own judgment and if in his opinion, the conditions are not safe, he shall not provide launch service. However, he shall as usual make his entries in the log as to the weather conditions and advise ship's delegate accordingly. He shall

get other data if possible, such as weather reports to further back his decision.

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 crewmember or the owner of the boat up to \$2.00 per round trip per man carried once every 24 hours.

CLARIFICATION, SECTION 41. REST PERIODS: First five clarifications deleted as contract clause is self-explanatory.

Second paragraph of Section 41 (a) is to be changed as follows, and sixth clarification to be incorporated into contract as paragraph (d):

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 6 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.

(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.

(d) Where a seaman is entitled to a rest period under the provisions of Section 41, such rest period shall be granted during the time that he would normally be required to work in order to complete his working day.

CLARIFICATION, SECTION 42. FRESH PROVISIONS: Incorporated in new paragraphs (c) and (d), as follows:

(c) When a vessel is proceeding coastwise between Continental United States ports, a sufficient amount of fresh milk shall be provided in each port. However, forty (40) gallons of fresh milk shall be on board prior to departure from the final port.

(d) If milk is provided for persons other than crewmembers, then additional milk must be supplied for such use.

CLARIFICATION, SECTION 44. MEAL HOURS: Deleted, as contract clause is self-explanatory.

CLARIFICATION, SECTION 45. MIDNIGHT LUNCH: Shall be substituted for contract clause and amended as follows:

SECTION 45. MIDNIGHT LUNCH. (a) If the crew works as late as 9 p.m. coffee and night lunch shall be provided. If work continues after 9 p.m. fifteen minutes shall be allowed for the coffee and night lunch, which time shall be included as overtime.

(b) If crew starts work at or before 9 p.m. and works continuous overtime until midnight, the men shall be provided with a hot lunch at midnight. If the work continues after midnight one unbroken hour shall be allowed for such hot lunch. If this unbroken hour is not allowed the men involved shall receive one hour's overtime in lieu thereof, which shall be in addition to the actual overtime worked during the hot lunch hour.

(c) If crew is broken out after 9 p.m. and works continuously for three hours, a hot lunch shall be provided at the expiration of the three hours if the work is to be continued. Otherwise, a night lunch shall be provided. An unbroken hour shall be allowed for the hot lunch and if such unbroken hour is not allowed the men shall receive one hour's overtime in lieu thereof, which shall be in addition to the actual overtime worked during the hot lunch hour.

(d) If crew works as late as 3 a.m., coffee and night lunch shall be provided and if work continues after 3 a.m., fifteen minutes shall be allowed for coffee and night lunch, which time shall be included as overtime.

(e) If crew works as late as 6 a.m., coffee shall be provided and if work continues after 6 a.m., fifteen minutes shall be allowed for coffee, which time shall be included as overtime.

(f) When a vessel is scheduled to depart at midnight, the midnight lunch hour may be shifted one hour either way.

(g) In the event the midnight lunch is not served the men involved shall be paid the supper meal allowance in addition to the overtime provided for in paragraph (d) above.

CLARIFICATION, SECTION 47. CREW'S QUARTERS: Incorporated in contract, under item (1), and contract amended as follows:

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

1. Heat is not furnished in cold weather. When the outside temperature is 65 degrees or lower, this provision shall apply.
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 6 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. 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. Such work as outlined in 8 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.

CLARIFICATION, SECTION 49. CREW EQUIPMENT: Incorporated in contract, which is amended as follows:

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. As mattresses now on board wear out, they shall be replaced by innerspring mattresses.
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.
11. Two twelve-inch fans shall be furnished in forecastles occupied by two or more unlicensed personnel, and one sixteen-inch fan in all forecastles occupied by one member of the Unlicensed Personnel. This shall not apply to air-conditioned vessels.

Any member willfully damaging or destroying linen shall be held accountable for same. When full 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 crewmember until such member has turned in his soiled linen.

CLARIFICATION, SECTION 51. MESS ROOM: Deleted, as contract is self-explanatory.

CLARIFICATION, SECTION 57. TRANSPORTATION AND PAYING OFF PROCEDURE: Incorporated in contract clause amended as follows:

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 seamen'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 inbound cargo is completely discharged 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, articles 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. Once a crewmember has made the initial foreign voyage and earned transportation, the transportation remains payable so long as he pays off in another area other than the area wherein is located his original port of engagement.

(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.

The crewmember shall be entitled to transportation regardless of the number of voyages he makes once transportation has been due him as long as he pays off in an area other than an area wherein is located the original port of engagement. In these cases paragraph (d) below shall not apply.

(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 rail road 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.

Wages and subsistence under Section 57, 1 (f), shall be paid promptly and the Company shall furnish an order therefor at the time the transportation is paid, which shall be signed by the Master or Company representative and by the seamen.

Steamship Company

Return Transportation Receipt

Name of Vessel: Rating:
 Name of Seaman:
 Port: Date:
 Original Port of Engagement:
 Cash Amt. Paid: Received:

Voucher

Travel Subsistence and Wages

The Bearer, Z # whose signature appears below was paid off the above vessel on the date indicated and is entitled to days travel subsistence at per day, and days wages at \$ per month, less taxes, upon presentation of satisfactory identification to (Company or Agent)

located at within thirty (30) days (address)
 from the date of payoff.

Seaman Master, or Company Representative

Received Pryment

Section 57, 1 (d): Amend by deleting word "five" preceding areas and insert word "eight" in lieu thereof. Add after "Gulf Coast area", the State of Alaska, the Western Great Lakes Area and the Eastern Great Lakes Area. The dividing line between the Western and Eastern Great Lakes shall be the Mackinac Straits Bridge and the Sault Ste. Marie Locks.

Add a paragraph:

When Hawaii becomes a state this shall not constitute an additional area for the purpose of transportation; however seamen shipped in Hawaii who are paid off in the Continental United States and who are entitled to transportation under other provisions of this contract shall receive transportation to San Francisco.

Amend Section 57, paragraph 3, by adding a sentence: The provisions of this paragraph shall not apply to Alaska and Hawaii.

CLARIFICATION, SECTION 58. RETURN TO PORT OF ENGAGEMENT: Shall be incorporated in contract, which is amended as follows:

SECTION 58. RETURN TO PORT OF ENGAGEMENT. (a) In the event a ship of the Company is sold, interned, lost, laid up, run aground or is stranded and the crew is required to leave the vessel by reason thereof, the crew shall be given transportation back to the port of engagement with subsistence, room and wages, at the time of payoff, 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, vessel or commercially operated airplane, equivalent to the equipment of a regularly scheduled airline, or in the event such airplane transportation is not equivalent to a regularly scheduled airline, they shall be paid the difference in cash.

(b) The port of engagement of the seaman is the port in the Continental United States where he was first employed by the company for the vessel involved. It is agreed that where a seaman quits and a replacement is obtained in the Continental United States port, the replacement's port of engagement shall be the same as the seaman he replaced except that the replacement would be entitled to transportation to his port of engagement if the ship is laid up and he is laid off.

CLARIFICATION, SECTION 60. IDLE STATUS: Shall be incorporated in contract clause, which is amended as follows:

SECTION 60. VESSEL IN IDLE STATUS. (a) 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, room and meal allowances for the period for which they were laid off.

(b) Crewmembers entitled to return to the vessel and who fail to do so, shall likewise be entitled to the above benefits, except ratings not required by the manning scale prescribed in Article II, Section 62, hereof.

**ARTICLE III
DECK DEPARTMENT**

CLARIFICATION, SECTION 2. DIVISION OF OVERTIME: Shall be incorporated into contract clause, which shall be amended to read as follows:

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's overtime hours in the Deck Department, except where such overtime has been paid for routine sea watches. The Boatswain shall have the right to stand week-end gangway watch in turn with the rest of the deck department. If he fails to exercise such right he has no claim for high man's overtime.

If the Boatswain is required to work with and supervise the watch on deck on Saturdays, Sundays, or Holidays, for which the watch on deck receives additional overtime, he shall receive the same amount of overtime per hour 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 on watch below only, on Saturdays, Sundays, or Holidays, he shall receive the regular overtime rate prescribed.

CLARIFICATION, SECTION 6. BREAKING WATCHES AND WORK IN PORT: Shall be incorporated into contract clause, as follows:

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.

(c) When watches are not broken in port and the vessel's stay exceeds 24 hours in port, overtime shall be paid for all watches stood after 5 p.m. and before 8 a.m. after 24 hours. If watches are broken in a port after having been maintained for a period of time, overtime shall be paid for all watches stood between time of arrival and breaking of watches. This shall not apply when the crew is being paid overtime for standing watches.

CLARIFICATION, SECTION 7. MEN STANDING SEA WATCHES: Delete as applicable to and covered in Article IV.

CLARIFICATION, SECTION 10. GANGWAY WATCHES: Shall be incorporated into the contract clause as follows:

SECTION 10. GANGWAY WATCHES. (a) 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. On day of arrival sea watches for men who are to stand gangway watches shall be broken at midnight when stay of vessel is to exceed 24 hours.

On day of departure sea watches for men standing gangway watch shall be set at midnight prior to scheduled sailing time. 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, ensign, tend gangway lights and gangway ropes, call the deck watches and Steward 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.

(c) The following companies will be considered in compliance when they maintain their own shoreside gangway watchmen in only the ports as listed below:

- Calmar Steamship—Sparrows Point, Philadelphia, San Francisco.
- Isthmian Lines—Baltimore, Long Beach, Boston, New York, San Francisco, Philadelphia.
- Mississippi Shipping—New Orleans.
- Robin Line—Boston, Philadelphia, New York, Baltimore.
- Waterman Steamship—New York, Philadelphia, Baltimore, Mobile.

CLARIFICATION, SECTION 11. DAY WORKERS: Incorporated in contract clause, as follows:

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.

(c) When, in accordance with Article II, Section 44 (c), the

meal hours are changed, the hours of work shall be changed accordingly, provided that when a meal hour is changed, it must be changed for the entire department.

CLARIFICATION, SECTION 12. CARPENTER'S DUTIES: Shall be incorporated in contract clause, as follows:

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 porthole gaskets, fixing and fastening steel lockers, and all blocks.
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) Routine soundings shall be taken on Saturdays, Sundays and Holidays at sea. 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, repairing and maintenance of all blocks, shall not be considered Carpenter work.

(g) When the Carpenter is required to remove old paint or varnish preparatory to repainting, sand, and repaint the same, he shall be paid overtime for such work performed.

(h) When a Carpenter becomes ill or injured, a deck maintenance man may be assigned to perform carpenter work for which he shall be paid his regular overtime rate. If the Carpenter remains incapacitated for a period in excess of three (3) days, the deck maintenance man may then be promoted and shall receive the differential in pay only.

Note: The last clarification of Section 12 was incorporated into Article III, Section 34, paragraph (d).

CLARIFICATION, SECTION 14. DOCKING AND UNDOCKING: Deleted, as contract clause self-explanatory.

CLARIFICATION, SECTION 15. TOPPING OR LOWERING BOOMS: Deleted, as applies to one company only, and they have a letter from Union.

CLARIFICATION, SECTION 16. UNSAFE WORKING CONDITIONS: Incorporate in contract clause, as follows:

SECTION 16. UNSAFE WORKING CONDITIONS. Working in holds into which cargo is being loaded or discharged shall be considered unsafe working conditions. However, this will not prohibit the cleaning of between-deck spaces while cargo is being worked in the lower cargo holds. (Men working or watching cargo shall not be included in this clause.)

CLARIFICATION, SECTION 17. CALL-BACK TO SHIFT OR HAUL VESSEL: Incorporate in contract clause as follows:

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. They may be turned to one or more times without the payment of additional overtime, except where the time exceeds 4 hours, in which case they will be paid for the hours actually worked.

During such call-back the men may be required to secure the vessel for sea, but may not be required to do maintenance or repair work.

(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.

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.

(d) All hands available shall be used for shifting or hauling vessel.

(e) When a shift or haul commences at exactly 5 p.m. and the meal hour has been changed to 4 p.m. to 5 p.m. for the entire crew, the crewmembers who are on the vessel and are working would not be entitled to the call-back. Those men who have completed their day's work prior to 5 p.m. and were called back would be entitled to the two-hour call-back.

CLARIFICATION, SECTION 24. VESSEL'S STORES: Incorporated in contract as follows:

SECTION 24. VESSEL'S STORES. (a) Sailors may be required to handle Deck stores, radio batteries and radio equipment, 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 galley coal, Steward 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 shore-gangs to handle ship's stores.

CLARIFICATION, SECTION 31. BILGES AND OIL SPILLS: Incorporate in contract clause as follows:

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, masts or over the side, 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.

CLARIFICATION, SECTION 32. TANK CLEANING: Incorporate in contract as follows:

SECTION 32. TANK CLEANING. (a) When members of the crew on or off watch 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 rates of \$2.14 per hour for those ratings receiving a basic monthly wage of \$348.54 or below; \$2.18 per hour for those ratings receiving \$355.38 but not more than \$405.66 and \$2.23 per hour for those ratings receiving \$413.47 or above. On Saturdays, Sundays, and Holidays or between the hours of 5 p.m. and 8 a.m., weekdays, the rates for such work shall be \$4.28; \$4.36 and \$4.46 per hour respectively, dependent upon the monthly wage ranges specified above.

Three hours overtime at the rate of \$2.14; \$2.18 and \$2.23 per hour respectively, dependent upon the monthly wage ranges specified above, shall be paid for this work in addition to the overtime actually worked, provided however, that these three (3) hours overtime shall be paid only once when tanks are being cleaned on consecutive working days.

CLARIFICATION, SECTION 33. CLEANING STEERING ENGINE: Shall be incorporated in contract clause as follows:

SECTION 33. CLEANING STEERING ENGINE. When sailors on or off watch 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.

CLARIFICATION, SECTION 34. ADDITIONAL WORK: Incorporate in contract and amend as follows:

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, forecables, lavatories and wash-rooms, which are not used by the Unlicensed Deck Department. This shall also apply to all enclosed passageways with doors or bulkheads at both ends.

(c) Non-permanent transient or irregular foreign shore labor shall not be employed to perform any of the work in the licensed or unlicensed quarters, store rooms, passageways, galleys and mess rooms, except in those instances where the Company uses established shore labor. Companies on regular trade routes who, prior to June 7, 1954, used established shore labor in foreign ports may continue such practice.

(d) At sea or in port, the deck department may be required to sand and varnish all outside rails, storm and screen doors.

CLARIFICATION, SECTION 35. CHAIN LOCKER: Delete and change contract clause as follows:

SECTION 35. CHAIN LOCKER. Not less than two Able Seamen shall be sent into the chain locker to stow chain.

CLARIFICATION, DECK DEPARTMENT, PASSENGER VESSELS: To be covered by letter to companies involved.

ARTICLE IV ENGINE DEPARTMENT

CLARIFICATION, SECTION 3. HOURS OF WORK: Incorporate in contract clause as follows:

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. When in accordance with Article II, Section 44 (c), the meal hours are changed, the hours of work shall be changed accordingly, provided that when a meal hour is changed, it must be changed for the entire department.

(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.

CLARIFICATION, SECTION 6. SETTING WATCHES: Incorporate in contract clause as follows:

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. Where sea watches are set at midnight and the vessel does not sail before midnight of the following day, overtime shall be paid for all time in excess of 24 hours after setting sea watches, in accordance with the agreement. Overtime will be payable to the Firemen-Waterenders after the first 24 hours since setting sea watches, until the vessel sails.

CLARIFICATION, SECTION 7. BREAKING WATCHES: Incorporate in contract clause as follows:

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. When watches are not broken in port and vessel's stay exceeds 24 hours in port overtime shall be paid for all watches stood after 5 p.m. and before 8 a.m. after 24 hours. If watches are broken in a port after having been maintained for a period of time, overtime shall be paid for all watches stood between time of arrival and breaking watches. This shall not apply when the crew is being paid overtime for standing watches. This excludes men standing donkey watches.

CLARIFICATION, SECTION 9. ELECTRICIANS: Incorporate in contract clause as item (22), as follows:

(22) No overtime is payable under this section when the MG sets supply electricity for the entire vessel. Regardless of the location of the MG sets the use shall determine whether or not overtime is payable. If the MG sets are used to supply electricity for the vessel, no overtime is payable. If the MG sets are not used for entire vessel but used for reasons specified in Article IV, Section 9 (3), overtime shall apply as specified in agreement.

CLARIFICATION, SECTION 15. DECK ENGINEER: Incorporate in paragraph (a) of contract clause as follows:

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. This will not include mast lights, navigation lights and cargo lights permanently installed. 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.

CLARIFICATION, SECTION 17. OILERS-DIESEL: Delete. Add a new section 37 in Article IV by putting in Article III, Section 17, as amended.

CLARIFICATION, SECTION 18. OILERS ON SEA WATCHES—STEAM: Deleted and letters to companies involved.

Add a new paragraph (g) as follows:

(g) In port when sea watches are maintained and cargo is being worked after 5 p.m. and before 8 a.m. Monday through Friday, the oiler on watch shall be paid overtime in accordance with Article IV, Section 29, of the agreement.

CLARIFICATION, SECTION 19. OILERS ON DAY WORK—STEAM: Incorporate into contract clause as follows:

SECTION 19. OILERS ON DAY WORK—STEAM. They shall assist the engineers in maintenance and repair work in engine room, machine shop, shaft alley, ice-machine room, 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.

Clarification regarding relieving for supper shall be incorporated in Article IV, Section 8, Supper Relief, by adding a new paragraph (c) as follows:

(c) In United States Continental ports when supper is served from 4:30 p.m. to 5:30 p.m. an oiler may be required to relieve the Fireman-Waterender for supper from 4:30 p.m. to 5 p.m. without the payment of overtime.

CLARIFICATION, SECTION 28. WIPERS: Incorporate in contract clauses (b) and (d) as follows:

(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. However, when taking on fuel oil or water and the hoses are connected and disconnected by shoreside personnel, the Wiper shall not be required to assist. When the ship's personnel handles the connections, the Wiper shall be used to assist in connecting and disconnecting and putting hoses away but should not be required to standby.

(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.

Pumping of galley fuel tank shall be performed on Saturdays, Sundays and Holidays during the two hours sanitary work.

CLARIFICATION, SECTION 31. USING PAINT SPRAY GUNS: Incorporate in contract as per Article III, Section 25, 2nd paragraph, as follows:

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.

When spray guns, other than small hand type, are being used for painting, two men shall operate same and both men shall receive overtime.

ARTICLE V STEWARD DEPARTMENT

CLARIFICATION, SECTION 3. HOURS OF WORK: Incorporate

in contract as paragraph (d) as follows:

(d) When a vessel proceeds from one city to another city and (always assuming that the vessel is under Register or enrollment and a Custom clearance or permit to proceed is required), then those cities are to be considered two separate and distinct ports. If a Custom clearance or permit to proceed is not required the two cities are to be considered the same port for the purpose of applying the overtime provisions of above.

Once a vessel pays off in the port, that port shall be used for the purpose of applying the provisions of paragraph (c) above until such time as the vessel makes another voyage and pays off in another port at which time the latter port shall then become the port of payoff, etc.

CLARIFICATION, SECTION 4. WORKING HOURS: Incorporate in contract clause as follows:

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 all 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.

When meal hours are changed for Deck and Engine Departments in accordance with Article II, Section 44, the Steward Department's working hours may be changed accordingly provided, however, that they be given 2 hours' notice prior to the time necessary to prepare meals.

CLARIFICATION, SECTION 5. MANNING SCALES: Shall be incorporated in contract as follows:

When \$2.50 per day per passenger is being paid to members of the Steward 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 Department.

When the company receives no compensation for a minor child then the \$2.50 per day shall not be applicable.

CLARIFICATION, SECTION 8. ROUTINE WORK: Incorporated in contract as follows:

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 Department to organize its work so that it is accomplished within the eight hours per day as scheduled in this agreement. Routine duties of the Steward Department shall be to prepare and serve the meals. They shall also clean and maintain, including spot sougeeing and polishing woodwork, 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 Steward Utility to count and bag linen, work in storerooms, linen lockers, toilets and Steward Department enclosed passageways and do general cleaning within his 8 hours as directed by the Steward.

(d) Where the Saloon Messmen are required to wax and polish decks, it shall be among their routine duties to maintain same daily. When he is required to remove old wax preparatory to re waxing, and re wax same, he shall be paid overtime for such work performed.

CLARIFICATION, SECTION 12. SHIFTING MEALS: Deleted as matter is covered in amended Section 4. Amend as follows:

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 Steward 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. In the event the two-hour notice is not given the meal hour shall not be shifted.

CLARIFICATION, SECTION 13. MEALS IN PORT: Incorporated in contract clause as follows:

SECTION 13. MEALS IN PORT. (a) When meals are served in port to other than regular members of the crew, passengers, pilot, port engineers, supercargoes and port captains, when assigned to the vessel, \$2.50 per meal shall be paid and divided among the members of the Steward Department actually engaged in preparing and serving meals.

CLARIFICATION, SECTION 14. EXTRA PERSONS SLEEPING ABOARD: Incorporated in contract clause as follows:

SECTION 14. EXTRA PERSONS SLEEPING ABOARD. When two or more persons, other than regular crewmembers, passengers, supercargoes and pilots, sleep aboard, the member of the Steward 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.

CLARIFICATION, SECTION 16. MIDNIGHT MEALS AND NIGHT LUNCHEAS: Incorporated in contract clause and amended as follows:

SECTION 16. MIDNIGHT MEALS AND NIGHT LUNCHEAS. (a) Members of the Steward Department actually engaged in serving hot lunches at 9 p.m. or midnight or 3 a.m. are to be allowed 3 hours overtime for preparing and serving same.

(b) When not more than the equivalent of one department is served at 9 p.m. or 3 a.m. night lunch, one cook and one Messman shall be turned out to perform this work. When serving the midnight hot lunch, one cook and two messmen shall perform this work.

(c) When meals are not provided as specified in Article II, Section 34, above, the number of the Steward Department who would normally be broken out to prepare such meals shall be paid the overtime specified in paragraph (a) above.

CLARIFICATION, SECTION 27. DAY WORK: Deleted as contract clause self-explanatory.