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COMPLETE TEXT OF PROPOSED NEW
TANKER AGREEMENT
AND REPORT OF SIU NEGOTIATING COMMITTEE

VOL. XV
No. 2

SEAFARERS  **LOG**

Jan. 23
1953

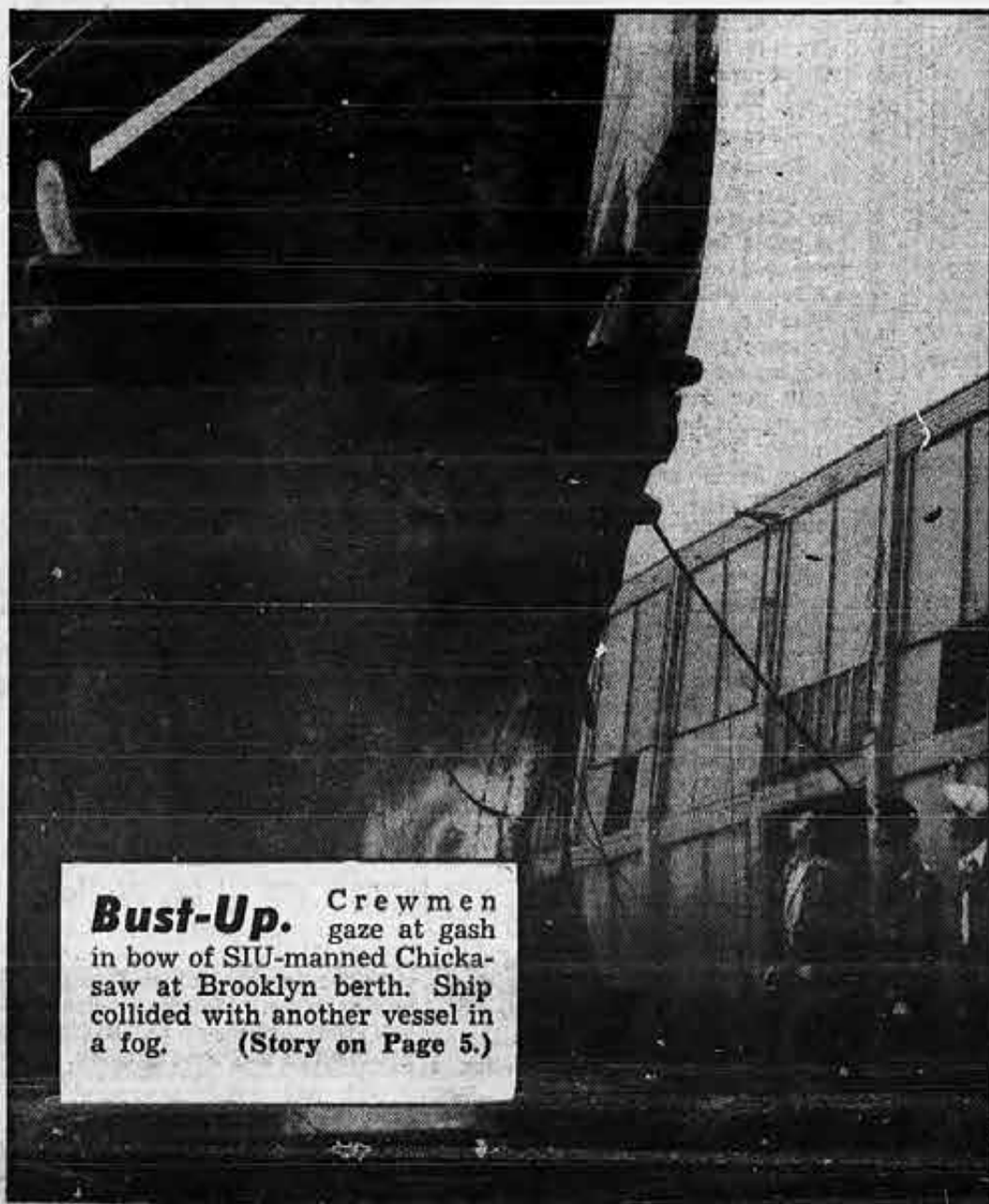
• OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • AFL •

MTD UNIONS ADOPT NY PORT PROGRAM

—Story On Page 3

Co Balks, Blitz Strike Nets Pact

—Story On Page 2



Bust-Up. Crewmen gaze at gash in bow of SIU-manned Chickasaw at Brooklyn berth. Ship collided with another vessel in a fog. (Story on Page 5.)



All's Quiet. Seafarers' picketline tied up Nikoklis, brought quick pact signing. (Story on Page 2.)



Hands Up. Rank and file tally committee is elected in NY to count SIU election vote. (Story on Page 4.)

A Seafarer Without A Country . . .

When Seafarer John Tarkov signed on as bosun aboard the Alcoa Ranger back in October he looked forward to a short voyage to the Islands and then back to New York to his wife and youngster, but it may become the longest voyage of his life.

John Tarkov is an alien. Moreover, he is Russian, though he fled

the country when a youngster shortly after the revolution.

As a result of the McCarran-Walter Immigration Act, which went into effect on December 24, John is now restricted to his ship. The trip he thought would be a short one ended—for the other crewmembers—but John was denied shoreleave or discharge when the ship returned to New York. He is back at sea again now, faced with the possibility that after ten years in America he may be returned to a land he fled over 30 years ago.

Fled Revolution

Tarkov's case is typical of several affecting men who are technically citizens of Iron-Curtain countries. But for practical purposes he could be called a "stateless person" because like hundreds of thousands of his fellow countrymen, he fled the Bolshevik revolution without the formality of passport or visa.



Mrs. John Tarkov, and her four-year-old son, Igor, are shown at left. John Tarkov is shown at right in a photo taken in 1951 when he was sailing as bosun on the SIU-manned SS Hurricane.

quiet residential street, she told of his background while their four-year-old son, Igor, happily played cowboy and Indian.

Her husband, she said, was born in Russia in 1908, but shortly after the revolution, when he was about 13 years old, he and an uncle fled to Rumania. A few years later when he was about 20, his uncle died. From Rumania, Tarkov made his way to France which was at that time a mecca for Russians fleeing Communist rule. He worked there at various trades before becoming a seaman.

Got Off in New York

In 1939, war broke out in Europe, and in the summer of 1940 the German armies overran France. Living in France under German rule was not the most attractive future so Tarkov followed the route blazed by so many alien seamen before him. He caught a ship in Liverpool in 1941 and left it when it arrived in New York.

In those days, ship jumping was an established practice that was encouraged by the US government.

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With the opening of the new Congress a host of bills have been introduced to assist aliens in situations similar to that of Seafarer John Tarkov. The Immigration Law's sponsor, Senator Pat McCarran, has expressed willingness to see amendments made to the act where they are needed.

The SIU has instructed its Washington Representative to study the proposed amendments and work for the relief of those alien seamen who have proved themselves to be responsible crewmen of American-flag ships and whose present hardship was not the intent of the McCarran Act.

A SEAFARER'S LOG representative visited Tarkov's wife at her home in Jackson Heights, Long Is-

land. In the sitting room of the semi-detached one family home, one of several of its kind on a

Co Balks At Pact, Blitz Strike Wins Quick Okay



A group of shipyard workers walk off the job as Seafarers William Suskari (left), AB, and William Lovett (right), steward, carry picket signs in front of the gate of the Bethlehem Steel Shipyard in Brooklyn. The SIU struck the Nikolis, which was in the shipyard at the time.

Seafarers hit the bricks in New York last week, banging up two ships of a company which had refused to sign the new SIU standard freight agreement. Four hours later, crews went aboard under the terms of the new agreement. Meanwhile, the Union contemplated similar action against a passenger outfit which has not signed the new contract.

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The successful strike, which tied up the Nikoklis and the Nikos, of National Shipping and Trading, also brought two of the company's subsidiaries into the fold.

In further wrap-up of loose ends of freight negotiations, the SIU negotiating committee has scheduled meetings with the P&O Steamship Company, operators of the passenger ship Florida, to get that outfit's signature on the SIU agreement.

Ships Were Sold

The brief strike, on Friday, January 16, came about as a result of the sale of the Dolphin Steamship Company, an SIU-contracted operator, to National Shipping and Trading. Dolphin had operated two Libertys, the Nikos and Nikoklis, which had been laid up for some time. The two ships were

included in the sale of the company.

When approached by the SIU for renewal of the contract on these vessels the new owners refused to sign the standard agreement. The Union also pressed for money owed to the Welfare Plan. Consequently, picketlines were quickly placed on the pier fronts, one at Bethlehem shipyard at 27th Street in Brooklyn, and another at Beard's drydock, 23rd Street, Brooklyn.

The picket lines won the immediate support of members of other unions affiliated with the AFL Maritime Trades Department. ILA longshoremen refused to cross the lines manned by Seafarers and harbor towboatmen, members of the ILA Marine Division wouldn't touch the ships. Similarly, CIO shipyard workers who had been getting the vessels into shape after their long lay-up

Vacation \$ Held Taxable By US

As a result of a new ruling by the Internal Revenue Bureau, which classifies vacation benefits as cash income, Seafarers receiving vacation benefits will now have to pay Federal income taxes on them. The new procedure applies to all benefits received in 1953 and afterwards, but won't affect vacation payments made in 1952.

The ruling requires the Union to withhold the tax when it pays out the vacation benefit, just as if it were paying out wages. A new vacation form has been printed to meet the situation, and each man will have to indicate the number of dependents he has on this form. The Vacation Plan staff at headquarters will then figure out what the tax is. The amount will be deducted from his vacation benefits. It is expected that the tax will average about \$3 per man for every 90 days seetime.

Benefit Increase Coming

However, as a result of an increase in employer contributions to the Vacation Plan, the Union is going to be able to increase the vacation benefits up to a high of \$160 a year, an increase of \$20 over the present top figure. Since October 1 the operators have been paying an additional 15 cents per man per day, or 65 cents in all, to pay the increase. The additional money has been held aside for the time being until the new administration in Washington straightens out the wage control picture.

Some observers expect the new administration to let wage controls lapse, in which case the Union could start paying the additional benefits then.

In any case, it's still available for men to put in their vacation applications every time they have 90 days seetime. Men who hold off on applying for benefits may lose out, since the rules of the Vacation Plan call for applications to be made within a year of the payoff date on any discharge.

Men who have discharges with old payoff dates, who want to get in under the wire can do so by mailing in their discharges with a return address. The Vacation Plan staff at headquarters will make out a Vacation benefit application as of the date of receipt of discharges, and mail it back to the man for his signature. Whenever he gets to signing it, his benefits will still be forthcoming.

Mobile Hosp Chief Ends 36-Yr Job

MOBILE—Known to many Seafarers who were his patients in USPHS hospitals, Dr. Ralph E. Porter has retired from the United States Public Health Service after 36 years of service.

Dr. Porter had commanded the USPHS hospital at Mobile since



Dr. Ralph Porter

1947 and after the hospital was closed several months ago he continued as head of its out-patient clinic.

He began his career at the same hospital, interning there in 1916 after receiving his MD degree from the University of Alabama. In the interim he served in many stations in the United States and overseas, including directing USPHS hospitals at Baltimore, Pittsburgh and Fort Stanton.

He was considered a staunch friend of the SIU in Mobile and joined with the Union in protesting against closing of the Mobile hospital last year.

(Continued on page 17)

Top Tanker Contract Agreement Reached

The SIU's contract business for the year 1953 was practically wrapped up this week as representatives of 18 SIU-contracted tanker companies agreed to the new standard tanker agreement. The negotiating committee is now securing the operators' signatures. Membership action on the new contract, which is printed in this issue of the SEAFARERS LOG, will come at the next membership meeting in all ports, January 28.

As the report of the SIU negotiating committee shows, the new agreement provides a considerable number of significant changes and improvements in the working rules and general rules for tankers, aside from the sizable wage increases and improvements in overtime rates which make this contract the best of its kind on the Atlantic and Gulf coast. The new tanker contract is also expected to add considerable impetus to the organizing campaign on Atlantic Refining ships. It will serve to convince the few remaining hold-outs in that fleet of the obvious superiority of SIU contracts, both freight and tanker, to the company-union contract under which Atlantic men sail.

Big Increases

As reported previously in the LOG, SIU tankermen will receive monthly wage increases ranging between \$15.22 and \$47.17 with practically every rated man getting raises of \$25 a month or better. The key ratings like AB's, oilers

and FWT's received boosts of \$43.32, to a figure of \$305.64.

Stewards department men registered some of the biggest gains in the contract, as the result of a change in manning scales coupled with wage increases. The new manning scales, calling for tankers to carry a cook and baker and a third cook, instead of a second cook and baker and galleyman, mean wage gains of \$78.26 and \$89.36 for the new ratings over the ones they replaced.

Ratings Get \$1.87 OT

The tanker agreement, like the freight contract, carries the new dividing line on overtime and the new higher overtime rates. As a result every rated man on tankers, without exception, now gets the high overtime rate of \$1.87 an hour, compared to the \$1.29 that most of these ratings received previously.

This new overtime set-up, of course, makes a very considerable difference in the rates for oil tank cleaning which now go up to a maximum of \$3.74 an hour for men off watch, or outside of regular hours or on weekends. And with all rated men getting the higher OT, it means they will all collect the top tank cleaning rate as well.

Tank Cleaning Improved

The basic tank cleaning clause has been further improved by additional overtime provisions for men hauling buckets and by another clause calling for a minimum of three men to shift butter-worthing machines.

The new tanker contract contains many other improvements in general rules and new provisions. Among them are: a new sailing board regulation, which will penalize the companies if they call men back and then postpone sailing time; an explosives clause, never before contained in tanker contracts; a longshore work clause; a new provision covering job rights for crews while a vessel is temporarily in idle status; and the new general rules of the freight contract including those dealing with repatriation; Saturday holidays;

(Continued on page 17)

In This Issue . . .

This issue includes a 12-page supplement which contains the complete text of the new standard agreement for tanker operators, plus an analysis of the new general rules and working rules that has been drawn up by headquarters.

The wage provisions are retroactive to January 1, 1953, and the working rules begin on February 1, 1953. The supplement also includes a complete index, so that you may locate the provision you want with a minimum of trouble.

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

New Pacts, Wage Boost Near For Shoregangs

MOBILE—Negotiations have about been completed for new contracts covering the Alcoa and Waterman shoregang and Waterman repair yard operations here.

A new wage pattern providing for an across-the-board increase of 13 cents an hour was established in preliminary conferences with representatives of both companies. Only a few minor details affecting conditions need to be worked out before the new contracts will be ready for signing.

The new wage scale will be submitted to the Wage Stabilization Board for approval. The rates will be retroactive, however, to the effective date of the new agreements.

Negotiations also have been started with the Mobile Bar Pilots Association for a contract covering pilot boat crewmen. These men recently voted unanimously for

SIU-MAW representation. Preliminary talks with representatives of the pilots indicates an early agreement on terms of this initial contract.

A new agreement also has been worked out with the Mobile Towing and Wrecking Co. This company agreed to grant the same wage increases as were provided for ABs and firemen and oilers in the new standard SIU cargo agreement. These increases also are subject to WSB approval.

The organizing drive in the tow-boat field is being stepped up and substantial gains have been made in the fleets of several local towing companies.



Addressing the delegates during the discussion on whether rank-and-file longshoremen preferred the "shape-up" system of hiring or the rotary system practiced by the SIU, Secretary-Treasurer Paul Hall explains the rotary hiring by which SIU ships are manned. The meeting, held at SIU headquarters, marked the formation of the new Greater NY Harbor Port Council of the MTD, with Sigmund "Whitey" Brovanski of the ILA (right) as chairman, and Capt. Tommy Adkins, MM&P, as vice-chairman.

MTD Unions Set Up NY Council, Adopt 14-Point Port Plan

Adopting a positive 14-point program for eliminating abuses and problems existing on the docks of the Port of New York, the AFL waterfront unions in New York Harbor banded together last week and formed a Greater New York Harbor Port Council of the AFL Maritime Trades Department.

The waterfront unions, in banding together in the Greater New York Harbor Port Council—which is an extension of the Brooklyn Port Council—took the position

that the stabilization of the New York waterfront could be accomplished by the trade union movement itself, without intervention by Government agencies.

As a result of Government probes and investigations, several groups have suggested Government control in the form of Government licensing of longshoremen, and Government-operated hiring halls for longshoremen. Such licensing or Government hiring halls would be a threat to all organized workers and all union hiring halls.

Meeting at SIU headquarters on January 14, the delegates from the AFL unions heard, and adopted, the 14-point program which was proposed to the group by SIU Secretary-Treasurer Paul Hall.

Delegates attending the meeting included representatives of the marine harbor workers, Seafarers, radio officers, licensed deck and engine officers and longshoremen.

Constitution Proposed

A special Constitutional Committee of the new Greater New York Harbor Port Council has been meeting, and presented a draft of the proposed constitution of the group to a special meeting of the council yesterday.

The new Greater New York Harbor Port Council is a natural out-

(Continued on page 17)

Fight Fire In SIU Hall



Two firemen man a hose as they fight a blaze in a storeroom in the SIU's New York headquarters. The blaze, believed caused by a short circuit, was discovered early, and caused little damage.

Tally Group Announces A&G Election Winners



Mobile tallyers buckle down to the job in that port's SIU hall. Going round the table clockwise, they are: Louis J. Cayton, Ronald (Scotty) Eden, Charles L. Shirah, Charles Jordan, Jack Parker, Buster Young.

Successful candidates in the two-month secret ballot for 49 official posts in the A&G District were announced yesterday by the headquarters tallying committee. Making the announcement was the six-man rank and file group that was elected at the headquarters membership meeting of January 14. Seeking the A&G posts were 75 candidates.

Capt. Reed Dies At 56

MOBILE—Capt. Clarence Reed, 56, operating manager of Waterman Steamship Corp. since 1946, died Jan. 12 at a hospital here after a brief illness.

In his official capacity, Captain Reed worked in close contact with the officials and members of the SIU in this port. He was known as a true friend of merchant seamen.

One of the often-repeated stories about his life concerned a conversation he once had with an acquaintance, a banker. The banker, it was recalled, was berating seamen in general when Captain Reed pointed to the Waterman Building and inquired if his acquaintance knew who built it.

"Why, Waterman Steamship Corp., of course," the banker replied.

"No," said Captain Reed, "that building was built by those same seamen you are talking about."

Besides his widow, Lila Reed, Captain Reed is survived by a daughter, Mrs. Robert Nobles, Mobile, and a son, Clarence S. Reed, with the U. S. Air Force, El Paso, Texas.

A full report on the voting plus all totals will be presented to the membership meetings in all ports on January 28. After the membership acts on the report it will be printed in the next issue of the SEAFARERS LOG, as the official election report.

The tallying committee began its work on January 15 by counting the New York votes. Meanwhile, tally committees elected in the outports checked the results there and then mailed the ballots into New York for a second check and final totaling of results.

Winning candidates will serve for a two year term in the A&G District. This election does not cover officers in other SIU Districts such as Great Lakes, SUP, Fisherman, Cannery Workers, etc. Each one of those districts holds its own election.

Vote totals of all candidates are as follows (winners starred): Secretary-Treasurer: Paul Hall, 5,466 votes*; Assistant Secretary-Treasurers, (six): Joe Algine, 4,648*; Lloyd Gardner, 4,455*; William Hall, 4,511*; Robert Matthews, 4,644*; Claude Simmons, 4,906*; Joseph Volpian, 4,312*.

Boston Agent: James Sheehan, 4,517*.

Boston Joint Patrolman: James

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Taking the count in Galveston is this six-man tallying committee that was elected at the last branch membership meeting. They are rear (left to right): E. C. Goings, W. L. Kilgore, A. Clary, D. C. Robinson; back to camera (left to right), A. W. Keane, G. Everett.

SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS
 REPORT ON BENEFITS PAID
 From 1-4-53 To 1-17-53

No. Seafarers Receiving Benefits this Period	992		
Average Benefits Paid Each Seafarer	61 86		
Total Benefits Paid this Period		61,373	31

WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	6,765 00		
Death Benefits	7,005 18		
Disability Benefits	360 00		
Maternity Benefits	2,200 00		
Vacation Benefits	45,043 13		
Total		61,373	31

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950*	272,160 00		
Death Benefits Paid Since July 1, 1950*	460,044 67		
Disability Benefits Paid Since May 1, 1952*	4,530 00		
Maternity Benefits Paid Since April 1, 1952*	72,800 00		
Vacation Benefits Paid Since Feb. 11, 1952*	1,763,952 92		
Total		2,573,507	59

WELFARE, VACATION PLAN ASSETS

Cash on Hand	Vacation	314,723 95	
	Welfare	579,793 45	
Estimated Accounts Receivable	Vacation	406,651 50	
	Welfare	406,651 50	
US Government Bonds (Welfare)		1,490,960 94	
Real Estate (Welfare)		105,000 00	
Other Assets - Training Ship (Welfare)		10,096 34	
TOTAL ASSETS			3,313,877 68

Comments:
 The first examination date on the scholarship benefits will be January 20th, with approximately fifteen people eligible to sit for the exam. The next date for examinations will be March 20th, 1953.
 All applications for scholarship benefits should be filed well in advance of the date of the exam, due to the fact that it takes considerable time to process the applications.
 Any applicants for the scholarship benefit should file their applications with the administrator at 11 Broadway, Room 1060, New York 4, N.Y.

Al Kerr
 Al Kerr, Assistant Administrator

Submitted 1/17/53

... and, remember this ...

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

SIU NEWSLETTER from WASHINGTON

On the first day of the new Congress, January 3, 1953, Representative Keogh, New York, introduced a resolution (HR Res. 50) which would provide unemployment insurance for those seamen aboard Government-owned ships, operating under agency agreements with the various American lines. Similar legislation was introduced in the last Congress but failed of enactment at the very last moment.

Seamen employed on vessels operated in the agency program are employees of the US. They are accorded, with a few exceptions, the same rights they would have if privately employed. One of the exceptions is unemployment insurance coverage, which the Keogh resolution is designed to provide.

The resolution provides for Federal consent for coverage of the seamen by the states. Federal consent is necessary because the seamen are employees of the US. The necessary consent is provided through appropriate amendments to the Internal Revenue Code.



The revised International Regulations for Preventing Collisions at Sea will come into force on January 1, 1954. The rules were agreed upon among the delegates to the International Safety of Life at Sea Conference held in London in 1948.

Among the more important changes introduced by the 1948 regulations are the following: The rules apply to seaplanes on the water as well as to water craft; the second white masthead light which is allowed by existing regulations becomes compulsory except for vessels less than 150 feet in length and for vessels engaged in towing; the range of visibility of lights on fishing vessels is standardized at two miles. In existing rules, no range is specified; the stern light which is allowed by existing regulations becomes compulsory and its range of visibility is increased from one to two miles; the range of visibility of anchor lights is increased for all vessels under 150 feet in length from one to two miles and for vessels over that length from one to three miles; and, when a power-driven vessel which, under the regulations, is to keep course and speed, is in sight of another vessel and is in doubt whether the other vessel is taking sufficient action to avert collision, she may use a signal consisting of five short blasts.



Chances are good that Congressional committees will probe shipping on both the US East and West Coasts. For instance, Representative Pelly, Washington, wants to study the matter of "maritime interruptions and work stoppage" through the port of Seattle. Another Congressman, Butler, of Nebraska, wants to amend the 1947 Labor Management Relations Act so as to "prevent interruptions to ocean transportation service between the US and its Territories and possessions as a result of labor disputes." The Butler proposal, if enacted into law, would direct the Attorney General to petition any district court having jurisdiction to enjoin strikes or lock-outs.

On the Senate side of the Capitol, Senator Tobey, New Hampshire, new Chairman of the Interstate Commerce Committee, is interested in investigating waterfront conditions in the Port of New York.



Foreign maritime representatives and attaches in your nation's Capitol continue to wage a fairly silent battle to do away with the 50-50 shipping provision in the mutual security assistance and other aid programs. However, a new angle in their fight has now come to light.

It is this. Instead of openly seeking to strike the shipping proviso from the law, some of the foreigners now believe it better to sit around waiting upon the Republican Administration in this country to substantially cut funds for the various aid programs. When this is done, it is the belief and hope of the foreign maritime competitors that the US Congress may do away completely with the 50-50 shipping provision in an effort to reduce the final cost to the taxpayer.



The Secretary of Defense has developed a program as to merchant marine requirements in event of war. His report is necessarily classified security information, but the following, within the limits of security, can be made known: the US Defense Department believes the most serious deficiency is in tanker types, and feels that if this deficiency is not greatly reduced, it may result in a serious curtailment of military operations in event of another war.

Almost as serious, in the minds of the Defense Department, is the mobilization deficiency of dry cargo ships. Increased emphasis is placed on the need for cargo ships which can be loaded and discharged rapidly with their own equipment and for ships capable of speedily loading and discharging military tracked and wheeled vehicles.

In addition to a deficiency in passenger ships, studies prepared by the US Department of Defense have identified deficiencies in certain equipment and machinery necessary for shipbuilding which must be rectified if mobilization requirements are to be met.

Lack of speed of a large portion of the US merchant fleet is a matter of grave concern. Current studies indicate that some 95 per cent of the laid-up fleet has a speed of 11 knots or less, and thus would be easy targets for enemy submarines.



After a prolonged study, the Department of Commerce has decided that opportunities exist for the US shipping industry to improve operating practices and its financial position, in the following manner:

Commerce believes that efforts should be intensified toward increasing American imports and exports by creation of larger markets; that sales promotion efforts should be increased to influence American exporters to ship more in American flag vessels; Commerce feels that steps must be taken to improve stability in labor-management relations in the maritime industry; that cargo-handling techniques must be improved; cost control practices should be improved; and that, finally, there must be greater coordination between inland transportation facilities and connecting ocean carriers in order to reduce port time to achieve fuller utilization of ships cargo space.

Four SIU Ships In Crack-ups

Four SIU-manned vessels ran into trouble last week, with at least three of the mishaps taking place in heavy fog. The ships involved were the Chickasaw (Waterman), the Robin Tuxford (Seas Shipping), the Southstar (South Atlantic) and the Seatrain Savannah (Seatrain). Nobody was reported injured in any of the mishaps.

The Chickasaw was entering New York Harbor in a dense fog, when she collided with the American Leader of the US Lines between the Narrows and Governors Island.

The Chickasaw had a hole torn in her bow, but suffered no other apparent damage, and proceeded to Bush Terminal, where her bow was repaired. The American Leader, however had a large hole torn in her side, and reported that she was taking water. Coast Guard cutters went to her assistance and towed her to the flats off Brooklyn. She was later taken to a shipyard.

Another Fog Victim

The Southstar, also the victim of fog, ran aground in the Elbe Estuary. The 8,173-ton vessel, was enroute from Hamburg to Antwerp, and was reported in no danger. She was refloated at the next high tide, the company reported.

Another fog victim was the Robin Tuxford, which ran into trouble in the Chesapeake and Delaware Canal, while going from Baltimore to Philadelphia. The Tuxford was sideswiped by a large steel barge in the canal, and her side was slightly damaged.

Taken To Yard

She was taken to the Sun Shipyards, where three plates were replaced, the company said, and then she proceeded on her way to New York.

The Seatrain Savannah had her bow stove in near Port Sulphur, near New Orleans, when she collided with the Eastern Sun of the Sun Oil Company. The Seatrain Savannah proceeded to her berth, and was then taken to the Todd Shipyard, where she is expected to stay for about two weeks.

The Eastern Sun reported that she was taking on water after the accident, but was able to proceed to a berth, and then to the shipyard for repairs.

Settling A Beef Pronto



Crewmembers look on as headquarters representative Joe Algina calls up owners of ill-fated Quartette, which went aground in the Pacific. Union got each man payment for loss of gear plus difference between tourist-class and first-class plane fare from Midway Island.

AMEU Always On Job—With Ice In Winter

You can take it from Gene Lachappelle, AB on the Atlantic Refining Company tanker Atlantic Coast, that just like in the old song, it really is June in January when you ship AMEU-

Gene says you can always find the AMEU's supporters using up their vocal cords until the time comes for straight talk about the shipboard conditions that outfit has allowed to flourish and then they lose their power of speech. He, like Atlantic tankermen throughout the 23-ship fleet, has found the SIU contracts a powerful convincer, because they specify in plain print, for example, the type of equipment for the use of the unlicensed personnel which must be furnished by the company.

In his experience, Lachappelle stated, if you'd like to have something on the ship for use in June, you've got to start dickering for it a half year or more before that. He pointed out the case of the missing fans in the crew's lounge and in the ordinary daymen's foc'sle as a case in point.

"There was a big bang-up AMEU meeting in July on this score, and we were assured we'd have them right away.

Everybody was all keyed up over this because it was hot and uncomfortable and anyway, there should have been good working fans on the ship in the first place." But July went by, he said, then August, and in rapid order, September and October until the great day in November when, in the midst of a heavy frost, the fans finally arrived.

Heat Relief

They had similar success getting heat relief for the 12-4 AB. During the summer months the temperature fluttered around 100 degrees in his foc'sle almost all the time. So they had another rah-rah meeting, the AMEU ship's delegate wrote to Philly concerning the beef and asked if it would be possible to have some sort of insulation put in to cut down the

heat in the AB's foc'sle, which was adjacent to the fireroom sidley bulkhead.

Maybe, they asked, it would be possible to have another porthole cut in. Eventually, the answer came back that this would have to be checked with the Coast Guard or some other maritime agency, so nothing at all could be done right now.

"If we had a union like the SIU to go to bat for us," Lachappelle noted, "we'd have had them the next trip or at latest the one after that. There's too much waiting and too little receiving when you beef to this outfit."

YOU and the SIU CONSTITUTION

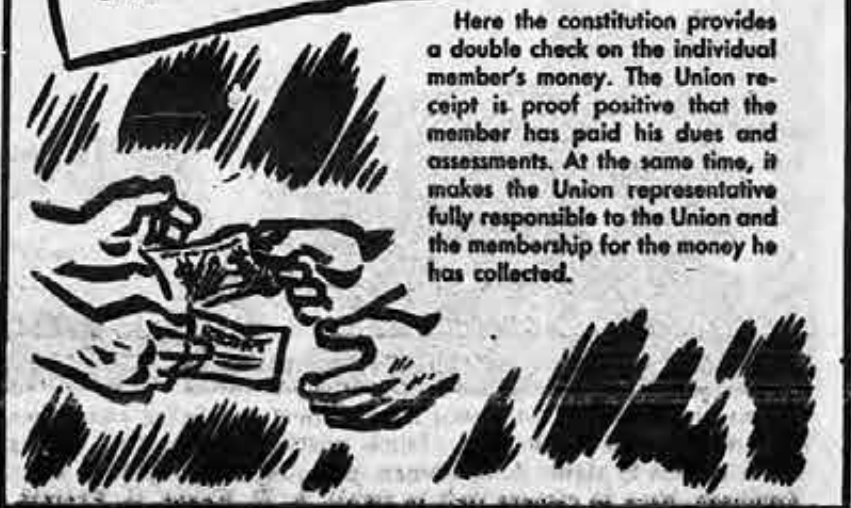
YOUR RIGHTS AND PRIVILEGES AS SIU MEN ARE GUARANTEED BY YOUR CONSTITUTION. THIS FEATURE IS DESIGNED TO ACCQUANT YOU WITH THESE RIGHTS AND PRIVILEGES.

From Article XX Section 2

"No member shall be required to pay or deliver any sum of money to any Union representative without obtaining an official Union receipt . . ."



Here the constitution provides a double check on the individual member's money. The Union receipt is proof positive that the member has paid his dues and assessments. At the same time, it makes the Union representative fully responsible to the Union and the membership for the money he has collected.



Your SIU Washington Reporter

Former Seafarer Revisits SIU



Rev. Charles McTague (right), a former Seafarer who retired his SIU book to enter the clergy, shows a model of the Steel Traveler to Rev. Daniel Mahoney during a visit they made to the SIU hall.

SIU Vessel Battered By Typhoon

The Steel Artisan (Isthmian) was battered but proud as she pulled into Manila recently after fighting for three days through what was described as "one of the worst typhoons in marine history."

The vessel was battered for 72 hours east of the Marianas by extremely heavy seas and gales of 200 miles per hour. When the ship hit port, the crew was ready for some sound sleeping to make up for the work during the storm.

The January 1-3 storm was so severe that a 16-ton truck that was being carried as deck cargo was blown over the side. A large drum that was part of the deck cargo, was repeatedly blown over the side, but the seas kept throwing it back aboard the ship, battering it each time.

'Excellent Seamen'

Captain Michael Barry stayed on the bridge for 72 hours without sleep to get the ship through the storm, and the "Manila Times" reported that, "All hands aboard . . . displayed excellent seamanship in cooperation with the skipper to save the ship."

Seafarer Eric Joseph reported to the LOG that, "It was the worst typhoon I've seen or heard about. The rest of the crew and myself are very fortunate to be alive."

The "Manila Times" said it was "one of the heaviest typhoons in marine history."

It was reported that both the ship and the cargo suffered heavy damage, particularly the deck cargo. The railings around the bow and the stern were smashed. Quite a bit of deck equipment was damaged, and some of the booms were bent by the force of the storm.

Early reports indicated, however, that the entire crew of the Steel Artisan was "lucky," and that nobody was injured aboard the vessel despite the terrific pounding she took from the storm. The company reported that the vessel would be back in service after minor repairs.

UNION TALK

By KEITH TERPE



It's been our thought for a while now that the two-way justice practiced by non-union companies and their "inside" unions carries forward a blind idea we swore by when we were kids. The "good guys" are "good" and deserving of unlimited special privilege even when they steal pennies out of a blind man's tin cup. "He must of had a reason," we would have said back in those days, because we couldn't face up to the fact that our hero had his bad moments like everybody else.

It was to our credit as kids that we at least tried to forgive the conduct of our hero when he suddenly went out of character. But the anti-SIU bigwigs in Atlantic aren't even that subtle. It would seem that as long as any Atlantic tankerman was violent enough in his opposition to the SIU, he could get away with all but murder.

There came to the attention of SIU organizers last week a striking example of this kind of thinking and we couldn't forego the opportunity of pointing it out because it illustrates so completely one of the things we're seeking to bring to an end in Atlantic. It seems there suddenly arose in the minds of the AMEU-Atlantic boys a desire to show how true justice could be dispensed. There would be a trial of several men from different ships for various misdemeanors committed in recent weeks. There wouldn't be any of this "democratic" nonsense about adequate notice and a statement of the charges against him given to the accused, and as for this business of trying a man before a jury of his peers, well, a panel of company personnel bosses would be doing just as fine. And as a sop to the "radicals," they'd let the two ranking officers of the AMEU sit on this same jury.

And so it began, just a week ago Wednesday. In the first case, an SIU organizer and an AMEU stalwart were accused of fighting aboard ship while drunk. It was admitted, of course, that both were off watch, that only one blow had been landed (thrown by the AMEU man), no one got hurt, and that the incident was forgotten and dismissed from their minds as one of those things that happen. But this mighty tribunal reasoned, here was a chance to slap down this SIU agitator. Both would be suspended from the fleet for two weeks without pay. The AMEU man, however, was quietly assigned to another ship almost as soon as the verdict came out.

In the next case, two SIU supporters were tried in absentia after having been fired off their ship. Their crime? After coming off watch one night, they went to look for the night lunch and for all their pains, came up with nothing more than a few mouldy crusts of stale bread. Angered in the midst of this plenty, one of them tossed the breadbox over the side then and there. Sure, it was a foolish thing to do, but considering the circumstances, we might wonder why they didn't toss the steward over the side after it.

The tribunal however, was not to be swayed. Company property had been destroyed and under its standard of merciful justice, both were read out of the company. Some say it might have been easier to deduct the six hits a new breadbox would have cost from their wages, and not make a big issue over the incident. After all, they pointed out, a third offender on this same ship committed a more cardinal sin (he had missed one watch and was too drunk to make another one), had been given a light slap on the wrist by this jury and was immediately reemployed by the company. This outstanding workman, we hasten to add, was one of the AMEU's stalwarts.

He was one of the "boys," and "boys will be boys," you know, was the attitude. Another of these same "boys," when he was gassed up and in a playful condition, dumped an expensive foamite fire extinguisher from the fidley down into the fireroom on one of these tankers while a man down below was working on the electrical contacts. Fortunately, nobody was hurt and the damage was light, but we shudder to think what could have happened to the guy down below, to the ship or to her entire crew for that matter if everybody wasn't lucky. When he found out about it, the chief engineer said he'd get the guy who pulled that stunt no matter who he was. But when he learned it was another of the lingering death AMEU supporters, nothing happened, no word was said and the ranks closed again.

Food And Storing Poll Nears In Calmar, Ore

Machinery for polling crewmembers of Calmar and Ore Line vessels on the feeding and storing of these ships is now being set up in New York headquarters. A union committee is making arrangements to poll these ships by the end of January to see if the companies are living up to their written promise to improve feeding.

The plan for polling the crews was part of a supplementary agreement reached with these two companies to put an end to the practice they had instituted of understocking the ships and limiting the variety of foods available to crewmembers. Should the evidence show that the companies have not brought their feeding up to par by the end of January, the Union would then have the right to cancel the contract.

Message To Ships

Present plans call for the Union to notify every Ore and Calmar ship by wireless as to when and where the Union representative will poll the crews. Because of the

nature of the Ore Line run, all of that company's ten vessels will have to be polled on arrival in Baltimore. Calmar's eight ships on the intercoastal run may be polled at any one of several ports on either coast.

In the poll form now being drawn up, crewmembers will be asked whether they have noted any improvement in the quantity, variety and quality of the food being served to crewmembers. A check will also be made with ship's stewards as to the supplies of stores on hand.

In addition, crewmembers will be asked on the poll form to list any suggestions or recommendations they have with respect to the feeding and storing of the ships.

The poll results will then be examined by the Union committee.

Cartoon History Of The SIU

The Government Agencies

No. 29



The WSA, Coast Guard and other Government agencies launched a drive to perpetuate their wartime powers. The SIU maintained that with the war over, there was no need for these outfits. The NMU, however, played ball, even to allowing Coast Guard hearings in its halls.



The WSA, with its expensive medical exam units, extended its power until, working with the Coast Guard, it was able to take away seamen's papers, thus depriving these men of their livelihood. The SIU boycotted the setup and won, but the NMU went along with the WSA.



Government training schools stepped up their manpower training. The NMU supported them, but the SIU opposed them. Admirals, shipowners and financiers addressed graduating classes, telling them to consider themselves "executives," and forget the old pattern of foc'sle-to-bridge.

Top of the News

ACCUSED SPIES, EX-NAZIS ARRESTED—The US Army has arrested two former servicemen in Vienna on charges of spying for the Soviet Union in conjunction with a Soviet diplomat in Washington. The two men had been attending school in Vienna under the GI Bill of Rights. The US has asked for recall of the diplomat, Yui Novikov, second secretary of the embassy. Meanwhile in Germany, British have arrested seven former Nazis on charges of attempting to infiltrate and seize control of the West German Government.

PURGE SPREADS TO RUSSIA PROPER—The anti-semitic tinge of Communist purges in Rumania, Czechoslovakia and East Germany has spread to Moscow with the arrest of nine leading physicians on charges of causing the death of former high Communist leaders. The men were accused of being American agents and the American Joint Distribution Committee, a Jewish welfare organization, was singled out for attack as the supposed transmission belt between the US and the accused men. Among other things, the Joint Distribution Committee has been aiding the emigration of European Jews to Israel.

EISENHOWER TAKES OVER PRESIDENCY—President Eisenhower and Vice-President Nixon have been formally sworn in along with members of their cabinet at inauguration ceremonies in Washington, DC. The new president inherits a host of serious problems, including what to do about Korea, the slowdown in European Army formation, the question of wage and price controls at home and many others. It is expected that Eisenhower will make his own State of the Union message to Congress outlining these problems and indicating what course he intends to follow.

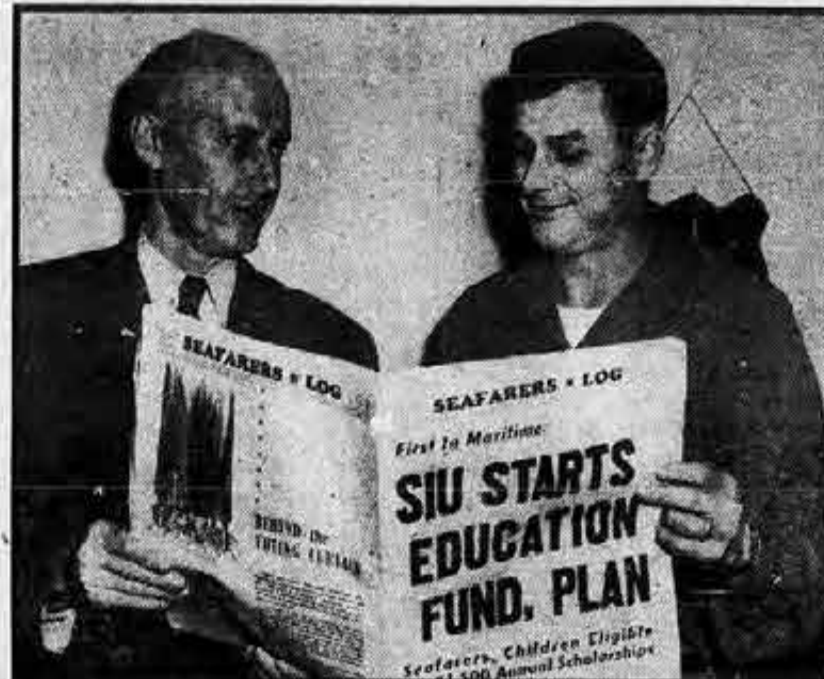
TRAIN SMASHES INTO WASHINGTON STATION—A streamlined passenger train's brakes failed on entering Union Station, Washington, DC, with the result that the locomotive smashed right through into the main concourse of the terminal. The 200-ton locomotive then dropped through the heavy concrete floor into the basement, just before plunging into the station's waiting room. As a result, the number of injuries was held down. If the train had continued on into the waiting room there would have been a heavy toll, as it was traveling at between 30 and 50 miles an hour.

EX-US OFFICIAL ON TRIAL AGAIN—Former Commerce Department economist William Remington went on trial for a second time on charges of perjury in connection with his denial of membership in the Communist party. Remington originally was convicted in 1951 on perjury charges when he testified he had never been a CP member. His conviction was thrown out on appeal. Now he is being tried again on perjury charges for denying specific points of testimony at his first trial.

TRUMAN GIVES OFFSHORE OIL TO NAVY—Moving to forestall state takeovers of offshore oil reserves, President Truman has issued an executive order transferring the reserves to the Navy. The offshore oil issue was an important one in the campaign with Stevenson and Truman plumping for Federal control and Eisenhower advocating state control. Eisenhower's stand won him the support of many Texas Democratic leaders in the past election. The Truman move means that in order to turn the oil reserves over to the states, Eisenhower will have to take them away from the Navy and return them to the Interior Department. Congress would then have to pass legislation turning them over to the states.

'U' Dean Praises Scholarship Plan

TAMPA—The new Seafarers' college scholarship plan was praised by Dr. C. Rhodes, dean of the University of Tampa, on a recent visit to the SIU hall as an "unusually progressive trade union idea aimed at advancing the general betterment of our society."



Ray White (right), Tampa port agent, discusses and explains the SIU Scholarship Plan to Dr. M. C. Rhodes, dean of the University of Tampa, during a visit Dr. Rhodes made to the SIU Tampa hall.

The scholarship, financed by the Welfare plan, will give "deserving boys and girls the opportunity to obtain a higher education and thus will advance the educational level of the community which will work for a betterment of our country in general," Dean Rhodes said.

"I think it is most commendable because it shows the Union's interest extends to human values outside of the usual material interest in wages and working conditions," he added.

Dean Rhodes' views were shared by Dr. Elwood C. Nance, president of the University. The Seafarers' plan had been described as "a very good one" by Dr. Nance, who expressed a desire to acquaint Seafarers with the advantages of the University of Tampa, an accredited university. He said he hoped qualified Tampa members and their children would compete for one of the four \$6,000 scholarships.

Recognize Union's Role

The University faculty recognizes the trade union movement as a dominant factor in our society, Dean Rhodes said, and a department dealing with labor relations recently has been established at Tampa U.

"The rules for awards under the scholarship plan are such as to guarantee an impartial determination of the winners solely upon the basis of merit," Dean Rhodes said.

Propose Citizenship For Alien Parents

Parents whose sons or daughters served or are serving in the US merchant marine or armed forces may soon be eligible for US citizenship, under terms of a new bill that is being considered by Congress.

This new bill would allow the naturalization of the parent, subject to certain provisions regarding the nature of service performed by the son or daughter.

Introduced into the House by Representative Philbin of Massachusetts, the bill has been referred for consideration to the House Committee on the Judiciary.

Under the terms of the bill, it reads, "That any person not a citizen of the United States may be

naturalized without declaration of intention, and without complying with existing educational requirements, which shall be waived: Provided, that such person shall have a son or daughter who is a citizen of the United States, and who has served, or is serving honorably in the land or naval forces, or the merchant marine service of the United States, during the present war or some previous war, and who, if separated from such service, was separated under honorable conditions."

Put Number On Meeting Excuses

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

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

YOUR DOLLAR'S WORTH

SEAFARERS GUIDE TO BETTER BUYING

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

Battling High Food Costs

The High cost of eating now takes about 35-40 percent of a working family's income. What's worse, this is the season when food prices are supposed to be comparatively low. Comes warmer weather, meat prices go up again and Seafarers families like those of other wage-earners will find themselves in a real tussle with food bills.

By all the laws of economics, food prices were supposed to go down this winter. This is the time when meat is supposed to be cheaper. What happened, however, was that the prices farmers got for their prices did go down, but the prices we pay in stores remained at the same high level. One obvious reason for this disparity is that food distributors and middlemen are taking an increasingly larger share of the consumer's food dollar. The US Bureau of Agricultural Economics recently revealed that currently farmers are getting only 46 cents of the food dollar while 54 cents—over half—is being taken by the processors, wholesalers, retailers and other elements in the chain of distribution from the farm to your table. In comparison, shortly after World War II the middlemen were getting only 51 cents of the food dollar and under World War II price control they got only 47 cents.

This is a battle Seafarers' families have to fight in the kitchen. Present high prices call for smart buying techniques to make sure your family does get adequate nutrition and decent meals. The techniques recommended here will also help the battle to keep down food costs for everybody by eliminating some of the factors that tend to make food so expensive by the time it reaches you.

1—Use Private Brands: Food and household products

sold under their own brand names by stores cost less than the nationally-advertised brands. In fact, they are often the same product under another name. In one instance, a private brand of grapefruit juice is ten cents a can; a nationally-advertised brand is 15. Both are the same Grade A quality as shown by the Government label on the cans.

2—Buy by Grades: Not all goods are so labelled, but wherever possible, look for the US Agriculture Dept. grades. These grades on canned foods are "A", "B", "C". When you see different brands marked with the same grade you can simply buy the one that costs least with the assurance all are the same basic quality.

3—Buy Different Grades for Different Purposes: There is no nutritional difference between lower and higher grades of food. Grade A foods are generally more perfect in appearance, may have more delicate flavor, and in the case of meats, are more tender. But when eggs go into an omelet or meat into a stew, any special Grade A flavor is absorbed into the flavors of the other food. In the case of meat, the lower grades actually have better nutrition. The lower-grade meat from grass-fed animals has more vitamin value and also provides more edible meat per pound than the fatter choice meats from grain-fed animals.

The money-saving way to buy is to select the grade according to the use you plan for it. You may prefer red salmon for a salad, but use the pink for cooked dishes. They have the same food value even though the red is much more expensive.

4—Buy the Larger Sizes: It pays to buy the larger packages of foods—except of course for very small families. For example, one brand of cereal costs 20 per cent less

per pound in the 32-ounce box than in the 16-ounce. A 16-ounce loaf of bread sold by a leading supermarket chain is 16 cents; the 24-ounce loaf is 19—a saving of 16 per cent. A small can of salmon is 33 cents, but the 16-ounce can of the same brand is 53—a saving of 23 percent. You save by finding ways (and recipes) to use the larger sizes.

5—Mix Your Proteins: Meat is the biggest cost in the average family's food budget—grabbing almost 30 per cent of your food dollar. The average family spends almost as much for meat as for rent. We like meat because it's one of the most savory foods. But these days the trick is to get the meat flavor into meals by using smaller quantities of it with other foods. If you can cut down on meat, feed your family more of the other animal-protein foods: fish, cheese, milk and eggs. These alternatives to meat all cost much less, especially at this time when we're getting into the season of abundance for eggs and milk products and their prices are dropping.

6—Banish Family Food Prejudices: Kids often fuss about eating certain foods at home, but New York City school-lunch authorities find they will eat the same foods in the school cafeterias without prejudice. Adults, too, often have costly prejudices about foods. Among them is the notion that butter is more nutritious than margarine (during the Winter months margarine actually gives you more vitamin A than butter); the notion that the color of the egg shell has any effect on its flavor or freshness (it doesn't—in New York people prefer and pay more for white eggs while in Boston they prefer and pay more for brown); the notion that homogenized milk is more nutritious for children than plain milk (it isn't—just more expensive).

IN THE WAKE

Very little silver has been produced in Argentina although the country got its name because of the hope that it contained great mineral riches after early explorers returned to Spain with silver trinkets taken in trade from primitive Indians. Therefore they called the land Argentina and what they supposed to be a great river the Rio de la Plata. Argentina stems from the Latin word for silver and plata has the same meaning in Spanish. Today's word plate, describing silverware generally, is from the same source. As for the "River Plata," that 225-mile expanse of water is merely the estuary of two other rivers, the Parana and the Uruguay.

Travelers to Gibraltar are often surprised to find wild apes abounding in the caves of the rocky fortress. The apes of Gibraltar, a community of Barbary monkeys, are the only wild apes left in Europe. They are native to that part of Africa known as the Barbary Coast, which lies north of Sahara and west of Egypt. This remnant of apes in Europe was formerly believed to prove that a link of land once connected that continent with Africa, but the absence of ape fossils in the caves of Gibraltar suggests that the animals were originally imported, probably by the Romans or Moors.

Both dolphins and porpoises are swift and elegant swimmers. They can swim 40 to 50 miles an hour and have been known to keep ahead of some of the fastest vessels. Even the baby dolphin or porpoise is an expert swimmer from the time of birth... Dolphin as a class-name is also applied to different species of large, ocean fish noted for their brilliant and changing colors when they are out of the water and dying. There is a curious story attached to the boto, a member of this family of dolphins found in the Amazon. Some of the natives believe that possession of a boto by a spinster makes her irresistible to men regardless of beauty, wealth or social graces.

Originally red wine was generally used in ship-launching cere-

monies, but later champagne was substituted, probably because it was rarer, most costly and therefore deemed more worthy for such a purpose. During prohibition in the US water or some other liquid was sometimes used, but oldtime sailors opposed the idea on the ground it would bring bad luck. It wasn't until the nineteenth century, incidentally, that sponsoring ships ceased to be a man's function, when the British Admiralty conceived the idea of having ladies of the court act as sponsors. The launching of the US battleship Germantown in 1846 was the first occasion where a ship-launching in the US was sponsored by a woman.

The Dutch admiral Martin Harpertzoon Tromp (1597-1663), the victor in 33 sea fights, is said to have tied a broom to the masthead of his flagship after he defeated the English at the battle of Dungeness in 1652, and paraded triumphantly through the English Channel in token of his having made a clean sweep of the seas. But while the story is often challenged, it is not improbable; in his turn, the English admiral is said to have tied a horsewhip to his masthead to symbolize his determination to give Tromp a good thrashing, and the flying streamer or pennant flown on British men-of-war is believed to be derived from this horsewhip. In any event, Tromp's fleet was beaten and he was killed in action the following year.

A berry-like fruit of the East Indian climbing plant is popularly known as the fishberry because it is used by the natives of India to stupefy fish. The dried fishberries are about the size of large peas and contain a narcotic poison. When they are thrown into a pond or stream, any fish in the area is quickly stupefied and easily caught by hand... Rio de Janeiro, the capital of Brazil and the second largest city in South America, literally means "River of January." It is said to have gotten that name from the bay which an early Portuguese explorer thought was a river and because the date of its discovery was January 1, 1502.

THE INQUIRING SEAFARER

Question: Do you think it is wise for a Seafarer to own an automobile? (Asked in the Tampa hall.)

Jimmy Kelly, bosun: It depends on individual circumstances. A married man can leave his car with his wife when he is at sea, but a single man shouldn't have a car because it depreciates so much while he is away that it makes owning one too expensive from the economic standpoint.



F. N. Diaz, MM: No. I don't think a seaman should own an automobile. He is away at sea too much of the time to get any real benefit from a car. When he is ashore he can ride taxi or other public transportation, which is almost as convenient and a lot cheaper in the long run.

Herman Killstrom, bosun: I find my car makes life a lot more pleasant when I am ashore and it is nice for my family to have when I ship out. My home is about 15 miles out in the country from Tampa and we couldn't get along without an automobile. A car isn't a luxury for me.



Martin Crowley, FWT: I've never driven a car in my life. What use does a man have for one when he is away at sea as much as we are? Besides, I have no trouble getting around by bus and taxi when I'm ashore, and it's good for us to walk once in awhile. I don't want that car yoke on me.

Rupert A. Jackson, bosun: I get a lot of enjoyment out of my car when I'm ashore and it is a big convenience to the family when I'm away. Of course, I guess some of the single guys might look on a car as a useless expense, particularly those who don't spend too much time in any particular port.



Charles Lee, bosun: I've always tried to own an automobile that was economical on gasoline. That way it doesn't cost too much for my wife to drive around the country and meet me in different ports. We sure get a lot of pleasure out of our new Henry J. That's a plug for Henry Kaiser's buggy.



MEET THE SEAFARER



PAUL BRINSON, FWT

About 16 years ago, Paul Brinson shipped out of Tampa on a merchant ship for the first time. Since then, he has been sailing regularly and is still sailing from his original port—sunny Tampa.

As far as Paul is concerned, there isn't any other occupation that could be as interesting, or as gainful as sailing has been for him. He says that he has worked out a sailing schedule for himself that gives him plenty of time at home with his family, and at the same time, makes it possible for him to bring home top wages every year.

The way Paul explains it, "I like to spend most of each year sailing coastwise. This gives me plenty of time home at frequent intervals. Then, at least once every year, I take a foreign run. This gives me a chance to see a little more of the world, and at the same time, helps me get one of the real big payoffs that come in so handy in paying the expenses of raising a family, particularly two growing boys."

The big thing that he likes about the arrangement, he says, is that, with the rotary hiring system, he can make up the schedule to suit himself. He can pick the runs that he wants to take, and sail when he wants to, without anybody telling him when to sail and when he's allowed to have a vacation.

This is a big advantage for a family man like Paul, because when he wants to be home, or its important for him to be with the family, he can always be ashore at the right time.

Went to Greece

Paul's last trip, for example, was an eight-week run to Greece. He timed that trip so that he got back into the States in plenty of time to spend the holidays with his family, and when he got back, he paid off and went home. Then, when the holidays were over and he was ready to ship again, he went back to the hall. That's all there was to it.

A charter member of SIU, the 36-year-old Seafarer is one of the

real veterans of the Union and the membership's fight for advancement during recent years.

A quiet spoken man, Paul has a reputation among his shipmates for steadiness and reliability. When he hits the beach in Tampa, where he makes his home, he spends his time with quiet evenings at home with his wife and two boys, and during the day drops down at the Tampa hall to see some of his old shipmates.

Paul is one of the men who remembers the days when seamen had nothing. Although he has only been sailing for the past 16 years, when he started going to sea, the men had nothing to look forward to except drudgery and bad conditions.

Saw Advances

"When you think about how conditions were when I started sailing," Paul said, "you can really appreciate the advances that we have won. It's hard to believe that such great changes could take place in that space of time, but they sure have, and I have the pay vouchers to prove it."

"When I started sailing, things were really tough. I want to put in a word for the Union, because I give the SIU credit for everything that we have been able to gain. And that includes everything from better wages and decent working conditions on the ships to the fact that now we're regarded as decent working men, instead of waterfront bums."

"The fact that seamen, for the first time in history, are earning decent wages, has made changes all around," he said. Now the seaman earns enough so that he can have a decent home and have a family. One of the things that is an example of that is the new Seafarers Scholarship Fund.

"Of course, I may be interested because of what it may mean to my two boys. The oldest is 12 and the youngest is seven, and I guess it won't be too long before I'll be thinking about a college education for them, and I guess they'll want to try for the scholarship."

TEN YEARS AGO

Washington reported that "substantial gains" were being made on Guadalcanal. It was also reported that an Army general had succeeded a Marine Corps general as commander of the US forces on Guadalcanal... US submarines in the Far East sunk a destroyer, a transport, two cargo ships and a patrol craft in one day... The SIU warned the Maritime War Emergency Board that it would fight a move that the MWEB made to cut seamen's bonuses because it thought that "seamen are making too much money"... At Rabaul, New Britain, US bombers sank or damaged five ships.

The Nazis staged their first large-scale bombings of London since the early days of 1941... Allied bombers, in large-scale attacks, hit German troop concentrations in France and industrial centers in Germany... Allied fighters and bombers were extremely active in North Africa, as the US reported that the German desert legions were in retreat and that the Allied forces were advancing steadily... The SIU fought an attempt by the War Shipping Administration to scuttle the SIU contract with Alcoa and Bull... Fighting in

the Stalingrad area continued fierce as both sides claimed to have annihilated the other.

A 10-day conference between President Roosevelt and Prime Minister Churchill ended at Casablanca, as the two men issued an ultimatum to Hitler for "unconditional surrender." They also announced that they had reached full agreement on all theatres and on all future conduct of the war... The SIU noted that at least 579 Seafarers on 84 SIU-manned ships had been lost since the US entered the war... Allied bombers began long-range raids on Berlin.

General de Gaulle and General Giraud met in North Africa and announced they had agreed "on the end to be achieved: liberation of France and total defeat of the enemy"... The British announced that their troops had entered Tripoli... The SIU conferred with Internal Revenue officials on tax exemptions for seamen... US planes staged heavy raids on Timor, at Kupang... The Nazis announced that they planned to step up their submarine attacks on Allied shipping.

The Seafarers Puzzle

ACROSS	DOWN	11. Permit to go some place	33. Withered
1. Rate of speed	1. Rubber shipped from Belem	17. Man's name	36. 1933
5. Another name for Boston	2. Man's nickname	19. Tasty fish in Hawaii	38. Fall
8. Pound down	3. Penny	22. Port in SW Spain	40. Locations
12. Drank strong brew	4. Swirled, as the wake	24. Chicken coin	42. Where freight is carried
13. Chowed	5. Pounder	25. Old Danish ship	43. Allego
14. Thought	6. Miss Hagen, actress	26. Bloomfield	44. Bright red Hawaiian bird
15. Tear	7. Swiss capital	27. Separators	46. Region
16. New cargo ships	8. Metal pot	29. Hearing organ	47. High waves
18. Tainaron owner	9. Port in Australia	30. Railroads; Abbr.	48. Newcastle's river
20. Port in Italy	10. Nothing but		50. Sailors
21. Electrician			
22. Hawaiian word for profane			
24. Where Puerto Cortes is			
28. Layer			
31. Before			
32. Yellow fever mosquito			
34. Twenty-four hours			
35. US has the largest			
37. Ship-builders			
39. Roman bronze			
41. Jap fighter plane			
43. Stop on the Far East run			
45. Any meal			
49. We're paid for it now			
51. Victim			
52. Angeles			
53. Jug			
54. Roll to one side			
55. Deadweight tons; Abbr.			
56. Wrong acts			
57. Life on the beach			

(Answers on Page 14)

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PAUL HALL, Secretary-Treasurer

Editor, HENRY BRAND; Managing Editor, RAY DENISON; Art Editor, BERNARD BEARAW; Photo Editor, DANIEL NILVA; Staff Writers, HERMAN ARTHUR, IRWIN SPIVACK, ART PERFALL, JERRY ERMER; Gulf Area Reporter, BILL MOODY.



Hitler Lives . . .

Adolph Hitler may be dead, but his old buddy-buddy, "Papa" Joe Stalin is doing a real job of keeping his plan for enslaving the human race very much alive. This Union, like others who have had to stay alert to threats to democracy and have fought Hitler and the Commies has always said that a dictator is a dictator—that a Commie and a Nazi are virtually the same. It's as simple as that. Dump the fancy names and the pretty-sounding phrases, and they are all the same. They all use identical tactics to stay in power.

The newest rage in the Communist countries is a series of purges—against the Jews this time. The latest Moscow word—which had shown up in the Communist satellites earlier—is that the "bourgeois Jewish internationalists," and "professional Zionists," and "cosmopolitan Jews," are responsible for "plots" against the Soviet leaders. Many have said this latest purge, which is just a continuation of Hitler's work with a different name, has been started to court favor with the oil-controlling Arab nations. Others say that the Jews are being purged to gain favor with the former Nazi populations in Europe.

There's one other answer, though, and that is within the very nature of Joe Stalin's set-up. Any dictatorship, which suppresses freedom of thought and just about every other freedom has one basic weakness, the population itself. To keep the people in line, the Government has to manufacture troubles and give the people scapegoats—a group to hate. This way, the hate for the Government can be transferred to the helpless group. "Papa" Joe has a long list of purges to his "credit," just as Hitler did. At the beginning, the intellectuals were killed off. Then came the songwriters and authors who didn't exactly suit "Papa" Joe's fancy. Now, it's the Jews. Tomorrow it may be the guys with wavy hair, or the lefthanded ball players.

However, the fact that the purges have to take place is an indication that there is a weakness within the Soviet. And, after a while, the people realize that the fancy names, and the long-winded reasons are just so much window-dressing. We have said before, and continue to say that a dictator is a dictator, and they all play the same dirty game. The Hitler-Stalin pact of 1939 should have taught us that. We will continue to do everything we can to dump them whenever we get a chance.



A Port Program

Last week representatives of AFL maritime unions in New York, including longshoremen, Seafarers, tugboatmen, deck, engine and radio officers and others, met to establish the Greater New York Port Council. This is an outgrowth of the Brooklyn Port Council which was formed last April as an affiliate of the AFL Maritime Trades Department, to improve conditions on the Brooklyn docks. The Brooklyn program has had some beneficial effects, and it was felt that by taking in the entire port, the objectives of the Council could be better realized.

Undesirable practices existing on the docks have recently been highlighted by Government investigative agencies. The program adopted by the unions in the New York Port Council, including the longshoremen, is a move by maritime labor to assure proper management of its own house, with consequent benefit to every rank and file maritime worker and to the prosperity of the port.

The SIU is supporting this program because any conditions existing on the docks that are detrimental to shoreside workers there have an adverse effect on our men on the ships. We are part of the waterfront industry and as such are concerned with what happens in it. Naturally a program of this kind will not be an easy one to carry out. But it has the official support of the unions involved and a determined effort will be made to go ahead with it.

The SIU strongly believes in AFL union action on this score because no political inquiry nor legislative action can assure waterfront workers of strong, democratic representation and solution of their difficulties. On the contrary, such action could well lead to shackling of waterfront workers with unnecessary and discriminatory restrictions and pave the way for similar restrictions on all organized labor. Already we have had proposals for governmental licensing of workers and government-controlled hiring halls which are incompatible with the men's democratic rights.

In the long run, only the unions involved can do the right kind of a job. It's up to labor in the Port of New York to show that it can do that job without outside interference.

LETTER of the WEEK

Joining Union Was Right Step

To the Editor:

During a bull session in the messhall on my last ship, the conversation turned to unions, and after listening to the chatter, a tall blond kid, who had been in the SIU since 1948, thought he would give the members a few pointers. As accurately as I can remember them, these are his words:

"My father, two uncles and my oldest brother all went to sea when things were really rugged, what with the shipping board and many crimps. I heard my family talk so often of the seven seas and the Great Lakes that I decided it would be the life for me. I finally got my seaman's papers, but even then I didn't know what to do or which way to turn. While taking a stroll around one day, I happened to see some fellows wearing white caps and carrying picket signs. I went up to an oldtimer and asked (most kids are curious, anyway) what was happening. He very politely informed me that the SIU was assisting another union to get better working conditions.

"I asked him if I could join the pickets. I told him that I had just gotten my papers, but was green and did not know how to go about getting on a ship. He sent me to the SIU hall, thus doing me the greatest favor of my whole life, for he changed me from a sad and disillusioned boy into a happy man. Yes, sir, a total stranger did that for me.

Started Sailing SIU

"A few days later I was aboard my first ship—an SIU ship. You do not necessarily have to be some well-known philanthropist to help other people. As most of us, anyhow, have a certain amount of ego in us, we find it very nice when we hear someone say, 'See that SIU guy over there? Well, he's one guy that will go out of his way to help any union man or to advise others how to become good union men.'

"In doing good and showing someone the right way to live and the best union organization to belong to in the labor field, you are not only helping them individually, but showing and proving to them and to others with whom they come in contact that the SIU is the real McCoy for all merchant seamen."

Most of these words are not mine, but it is just as if they were. I am in complete accord with the speaker when he says that the SIU tops everything in its field. Not only is it head, shoulders, and benefits above anything in the maritime industry, but it has no equal in any branch of labor. It has been an economic and morale-building pleasure to sail with the SIU these many years and fight for our rights alongside some of the best seamen in the entire maritime industry. I feel there is no higher praise for a man than to say he is a Seafarer. There is something about the sea and the SIU.

David E. Jones

'Ah, That Completes It!'



As I See It

by PAUL HALL



LAST WEEK, the SIU HIT THE bricks to win its contract demands from a shipowner holding out on the new contract. The strike weapon was used after the collective bargaining procedure had been exhausted.

Four hours after the crew had piled off the ships involved, the beef was over, the holdout company was in the fold under the standard dry-cargo agreement embracing the industry's top wages and best working conditions, and Seafarers were again performing their shipboard duties in typically responsible and workmanlike SIU style.

That the company in question decided to hold out—despite the fact that the Union had already won agreement to its standard contract from the rest of the dry-cargo operators would indicate that it thought such tactics might cause the Union to give ground on its demands. But we hit the bricks and the company learned that such maneuvers don't go.

This beef is a good illustration of the need for keeping alert and ready for action at all times. As has always been the case, the SIU was ready.

Generally speaking, the union's relations with its contracted operators might be regarded as pretty fair. But, putting it purely and simply, the reason for the state of the Union's relations with operators is that they respect the strength and economic power of the SIU. Of course, the ability of our people to man their ships efficiently, and our concern for the stability of the industry as a whole are also factors which contribute in degree to our relations and bargaining position.

Shipowners, like any group of employers, will take advantage of any opportunity to limit wages and working conditions, or even to chop them down. That they do not do so is evidence of SIU strength.

We may not have to bang up ships as often as once was necessary to keep our membership the

best paid seamen in the world working under the best conditions—but we must be prepared to do so at all times. The membership should rest assured that their Union is fully prepared and alert.



YOUR UNION TAKES PRIDE in the job know-how and shipboard savvy of SIU crewmen. With good Union contracts to work under in contrast to the terrible conditions of years back, the Seafarers of today takes his work and his obligations seriously.

Despite this development, there still is an occasional instance of an individual who complains about the performance of our members on the ship. When examined in detail, these grievances always seem to take shape as complaints against the existence of a Union that properly protects and represents its membership aboard the ships at all times.

Those of us who read the last issue of the SEAFARERS LOG may recall a letter received from a retired skipper that is the perfect answer to these fault-finders. This old sea captain, describing a trip he took as passenger on the Elizabeth, wrote as follows:

"I have just returned on the Elizabeth from a round-trip to Puerto Rico as a passenger. During this voyage I could not help noticing the behavior of the crew.

"The men seemed to me very loyal, and performed their work in a quiet and orderly manner, which seemed to me so different from the olden days.

"I have been master in the Bull Line for many years, but have been retired for some time, therefore I noticed the change in personnel so much more.

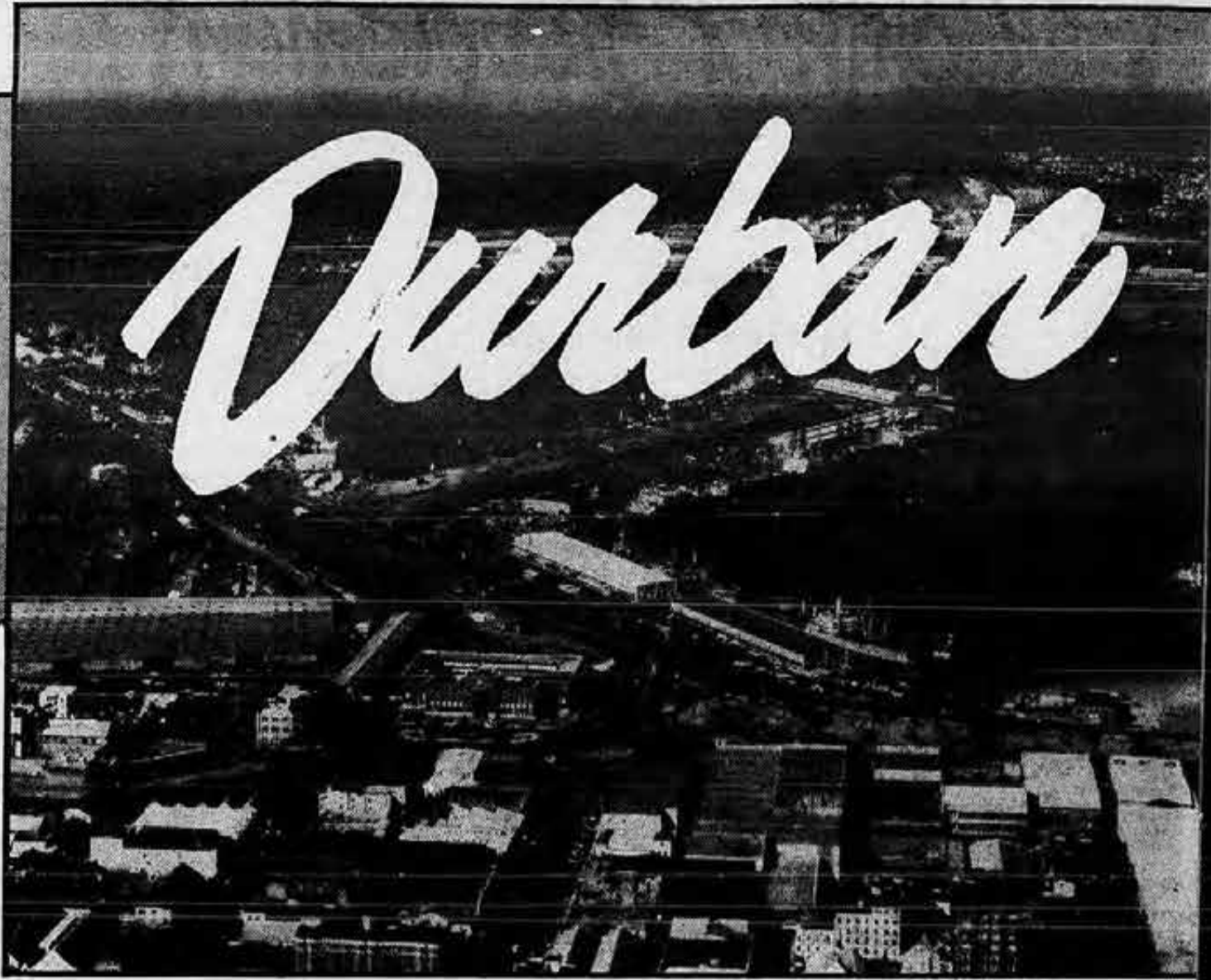
"What the Union has done for the good of both parties has been remarkable."

Here is an outsider speaking, a man who used to be skipper in the old days and sees the difference. It's further proof that the Union policies have paid off, as the writer puts it, "for the good of both parties."

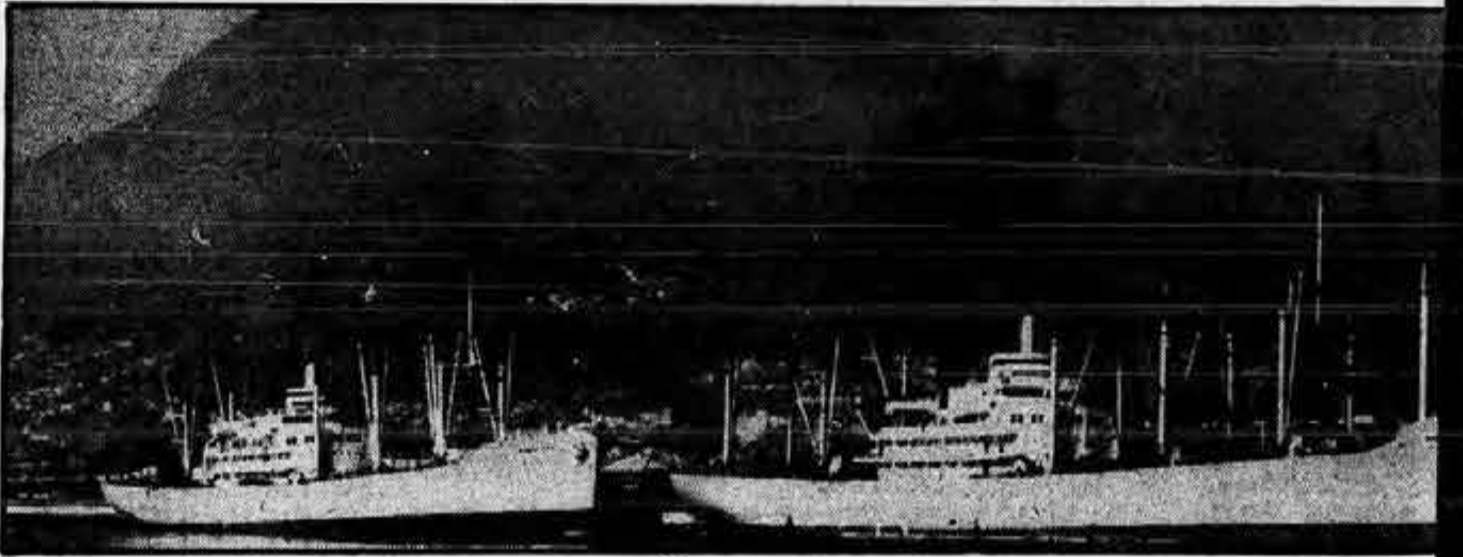
SIU ships hit every major port in the world. Cities like Yokohama, Alexandria and Hamburg are as familiar to Seafarers as Main Street back home.

This article on Durban, South Africa, is one of a series which deals with different ports throughout the world.

Rather than give a tourist view of the ports, the stories will try to give an idea of them as Seafarers see them. Undoubtedly, they will bring back memories to many Seafarers of past visits and pleasant hours ashore.



Seafarer Al Whitmer, AB, relaxes aboard the Robin Hood in Durban. The HMS Vanguard is in background.



Two of the many SIU-manned vessels which call regularly at Durban lie at a dock. These are Robin Grey and the C-3 Robin Goodfellow. Durban is a favorite SIU port.

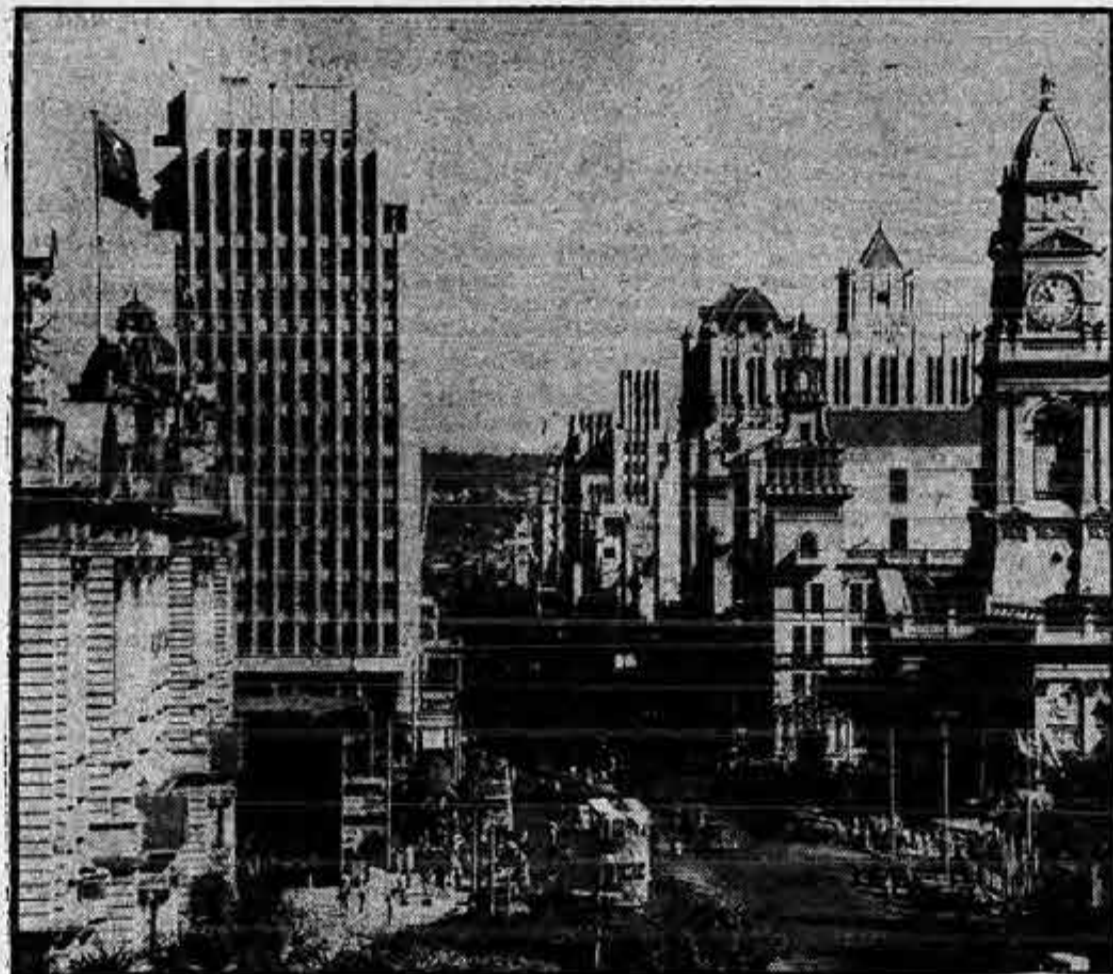


Seafarer Harry Kronmel chats with a dressed-up rickshaw boy during some of his time ashore.



Plenty of large, clean beaches and modern buildings are one of the things which mark Durban, only a short distance from the docks, and are a big attraction for most Seafarers.

SEAFARERS PORTS of the WORLD



The "Center of the City," in Durban gives an idea of the urban character and the cleanliness of the city itself.



Rickshaw boys, all decked out in native dress, pose for a picture before starting a rickshaw race on the boardwalk.

"One of the best"—That's the way most Seafarers describe Durban, South Africa, when they're talking about ports of call.

In fact, a lot of Seafarers claim that Durban is one of the main reasons they stick pretty much to the Robin Line ships and the other SIU vessels that hit South Africa. In their opinion, it offers just about everything that a port should offer.

The harbor itself, is large and modern. The facilities are right up to the minute, and there is no crowding as far as the vessels are concerned. The dock space for freighters, the "T" jetty and the main wharf, are all located very close to the main part of the city, and there is plenty of transportation, in the form of buses, cabs and native rickshaws to and from the city proper.

There are facilities for all types of repairs, and while the oil storage docks and the coaling docks are located on the far side of the bay of Natal, away from the city, even transportation from these points to the city can be found without too much trouble.

Comfortable Climate

With the warm, comfortable climate that is found there at most times, it is convenient to note that some of the best beaches in Durban, the South and the North Beaches are located within walking distance of the "T" jetty and the main wharf. Just walking along Marine Parade, which is a pleasant experience in itself, will take you to either of the beaches and the main amphitheater.

In the past, most Seafarers met at the Playhouse on Smith Street. However, this rendezvous burned down a short time ago, and most of the Seafarers now seem to visit the Metro, Prince's, King's and Twentieth Century, all in the same area along Smith Street. These are all located within a short distance of the Durban City Hall, reported by most Seafarers as one of the most beautiful buildings they have seen.

As for the prices, they are low. The food, and other refreshments are of good quality and are not rationed or hard to get. Some Seafarers report that a good steak dinner, with all the trimmings may be had for less than a dollar, American money, and in most instances, the price for such a meal will not go over 50 cents. The prices on other refreshments, drinks, liquor and beer are in the same low range.

Good Camera Chances

For the Seafarer who totes a camera and is aboard a freighter that spends some time in the port, there is an almost unlimited range of good scenery and subjects for him to record.

There are regular, municipally run tours from the city out to the native Zulu Reserve, which is located a short distance from the city. The rates for this tour are low, and the opportunities for sightseeing and picture-taking are excellent.

For the first 25 miles out of the city, the road rises some 3,000 feet, and then suddenly drops off into The Valley. The huts of the Zulu Tribe are located in The Valley, and buses stop there long enough for sightseeing, and purchasing of curios and souvenirs.

Another tour of interest to Seafarers, is the municipally conducted scenic tour of Durban, which covers the whole city, visiting all the points of interest and all the scenic spots of the city.

People Friendly

The people themselves, are friendly and glad to be of help. Although the city is officially bi-lingual, with English and Afrikaans as the two official languages, English is spoken in almost every place.

Swimming and fishing are among the favorite outdoor sports in the city, and there are plenty of locations for each. There is still some hunting in the area, but this is tightly controlled by law, and special licenses and permits are needed.

However, with a good harbor, low prices, plenty of good entertainment, good outdoor sports and a pleasant climate, what more could a Seafarer ask in the way of a port of call?

PORT REPORTS

Boston:

Expanded Facilities Include New TV Room

Shipping has been pretty good in this port, and it looks as if it will continue that way for a while. Rated men can get out with very little trouble.

During the past period, we have the Government Camp (Cities Service), Montebello Hills (Western Tankers), Ann Marie (Bull), and Omega (Omega Waterways), pay off here. The Montebello Hills and Omega signed on again. Meanwhile, the Steel Navigator and



Flaherty

Steel Age (Isthmian), and the Antinous (Waterman) were in-transits.

There were very few beefs on these ships, which were clean ships, and those beefs that came up were settled at the payoff to the satisfaction of the crew.

Work in Hall

We've had a little work done around the hall here, and it's made a big difference in the place. We changed the baggage room around a little, and now we have a television room which will seat 20 people. At the same time, it is located so that the noise from the pool players will not drown out the TV programs.

The members have really gone for this new addition to the facilities, and we plan to keep on expanding and increasing the number of facilities that we have for the benefit of the membership.

We had a beaut of a snowstorm here. It lasted for three days, and we sure did need the snow shovels that we had broken out just a little while before.

Right now, we have T. McCarthy, K. Harding, D. S. White, J. J. Flaherty, and J. Duffy in the hospital here.

J. Sheehan
Boston Port Agent



Wilmington:

Strike Help Offered To Local Movie Union

Despite a normal slowdown after the year end holidays, shipping has been fair for the past two weeks and we look for it to hold its own in the coming two week period.

We had one ship pay off and another sign on, but we had a host of in-transits. The payoff was on the Young America (Waterman), with the Seathunder (Colonial) signing on a crew. In-transits were the Marven (Martrade); St. Lawrence Victory (Mississippi); Jefferson City Victory and Louis Emery, Jr. (Victory Carriers); Wacosta (Waterman); Seathunder; Alamar and Calmar (Calmar); Purplestar and Holystar (Triton); Irenestar (Maine); Anne Butler (Bloomfield); and the Fort Hoskins (Cities Service).

We had food and slopchest beefs on the Irenestar, Holystar, and Purplestar. All stores and slopchesters were supplied. Minor repairs were done on the Holystar, and one of the two lifeboats on the Purplestar was fixed before she left port. It could not be launched, but that has all been taken care of by the repair job.

Movies Struck

Local 150 IATSE is on strike against various drive-in movie theaters. We have offered any help necessary, and they have notified us that should they need men to

man the picket lines they would call on us.

While the rest of the country is freezing or flooding over, the weather in sunny California has been a tourist's delight, not to say anything of the Chamber of Commerce. With Santa Anita running fast and furious, most of the boys want to linger awhile before shipping. Can't think of anything that is slow in this town, because the dollar, women and horses are fast enough for all tastes.

Sam Cohen
Wilmington Port Agent



Mobile:

Good Shipping Held Likely For Future

The scheduled arrival of 11 ships for payoff and replacements in the coming two weeks promises good shipping for this port with jobs plentiful.

We had six payoffs and three vessels signing on here recently. Paying off were the Warrior, Morning Light, and Monarch of the Sea (Waterman); and Alcoa's Clipper, Polaris and Corsair, while the Warrior, Polaris, and Patriot (Alcoa) signed men on articles.

Ships in-transit were the Chickasaw and De Soto (Waterman); Western Trader (Western Navigation); Christine (Carras); Steel Executive (Isthmian); Del Valle (Mississippi); and Amberstar (Traders).

A number of Seafarers who have come in contact with Comdr. John F. Kettle, Coast Guard Investigating officer in the Port of Mobile for the last 13 years, will be interested to learn of his transfer to New Orleans. A former master of American - flag merchant vessels, he enjoyed a reputation among Seafarers shipping through this port for his fair treatment of merchant seamen with whom he came in contact.



Flannell

Cal Tanner
Mobile Port Agent

Negotiations have been just about completed for new contracts covering the Alcoa and Waterman shoring and Waterman repair yard operations here, as well as preliminary negotiations with the Mobile Bar Pilots Association for a contract covering pilot boat crewmen. Also, a new agreement has been worked out with the Mobile Towing and Wrecking Co. for work in this port.

Cal Tanner
Mobile Port Agent

New Orleans:

National Navigation Ships On Molasses Run

Affairs of the port are in good shape and shipping is still going along at a rapid clip. The 12 payoffs we had since the last report kept shipping at a high level, with the outlook of the coming two weeks appearing to be stable.

Since the last meeting the Sunion and the Del Monte, both of which were on temporary idle status for over a month, crewed up to help boost the shipping situation in the port. Offsetting the crewing up of these ships was the temporary lay-up of the Del Campo and the news of the Cape Horn going into the Beaumont boneyard. Both of these vessels are Mississippi ships and their absence will be felt in this port.

On the bright side of shipping for this port is the news that the Catahoula and the Carrabelle (National Navigation) will go on the regular molasses run out of New Orleans and will stay on it until April of this year. There will be keen competition among the membership for shipping on these vessels as the Cuba-NO run is liked by quite a few brothers from this port. It is rumored that the Amberstar will also take part in the molasses run down here.

Payoffs Here

Ships paying off were the Pegasus and Puritan (Alcoa); Steel Fabricator (Isthmian); Del Sud, Del Campo, and Cape Horn (Mississippi); De Soto, Arizpa, and Iberville (Waterman); Carrabelle and Catahoula; and the Margaret Brown (Bloomfield). Signing on were the Pegasus, Puritan, Del Sud, Del Aires, Arizpa, and the Margaret Brown.

The following were in-transits: Patriot, Clipper and Polaris (Alcoa); Steel Executive and Steel Fabricator (Isthmian); Del Sol, Del Valle, and Del Aires (Mississippi); Seatrain Savannah and New York (Seatrain); Morning Light, Warhawk, Warrior, and Monarch of the Seas (Waterman); Southern Cities (Southern Trading); and Western Trader (Western Navigation).

In the hospital and anxious to hear from his friends is serang Bo Anderson, who is doing nicely at the present time. Tedd Terrington, in the hospital since last week, asked that his hellos be passed around to the Seafarers. Bob Peel, recently of the Alcoa Clipper, is recuperating nicely following a minor operation. Oldtimer Bill McLellan, long ailing, passed away Wednesday. The burial will take place here in New Orleans and the local membership will be represented in paying their respects to a departed brother.

Since our last report there were quite a few brothers in this port who filed for maternity benefits under the Welfare Plan. They were Blackie Folse, George Nuss, Leo Crawford, Louis Deese, Paul Turner, Joseph Forchia, Thomas Donaldson and Joe Prudhomme.

Lindsey Williams
New Orleans Port Agent



Seattle:

Malden Victory Tops After Run To Far East

During the past two weeks the members here on the beach have had some first class shipping. Although not too many were registered, those who were had their choice of some fine berths. We shipped 46 men during the period, with 15 SUP men going out on A&G ships.

In the way of payoffs during the most recent two-week period we had the Seacoral and Alaska Spruce (Ocean Tow), and Mississippi's Malden Victory, with the trio signing on again as well as Orion's Seacraft. In-transits included the Seacraft; Marymar, Yorkmar, and Seamar (Calmar); W. E. Downing (Trans Fuel); and the Raphael Semmes of Waterman.

These vessels were in first class shape. Just about the nicest scow for paying that we have hit in some time was the Malden Victory, back from making the Far Eastern run. This was one of those ships on which there were no aches and pains. It was a good example of a good ship with all hands cooperating.

On the last meeting night we reported the Seavictor as paying off that day, but there was a foul up on the payoff and it was held over until Friday. This scow had been out about seven months and came into Astoria for bunkers. She was going on to Aberdeen for payoff, but there was a delay in Astoria and she was paid off there. In doing this we only had about six hours notice to make a 250-mile trip for the payoff, so it had to be held over.

Gadsden to Crew

In the next two weeks we expect the Seacoral, Alaska Spruce and Alaska Cedar (Ocean Tow), and the Jean LaFitte, Fairisle, Madaket, and Kyska, all of Waterman, in for payoff. In addition to these vessels we expect the Gadsden to crew up, calling on the hall for a full complement when it comes out of idle status.

Jeff Morrison
Seattle Port Agent

Philadelphia:

Port Agent Re-elected As President Of MTC

A rated man has no trouble picking his job here as shipping remains steady as she goes, and over the last two weeks as well.

Ships paying off were the Olympic Games, Angelina, McKettrick Hills, Yaka, Paoli, and Chiwawa. In-transits included: Bienville, Edith, Robin Kirk, Robin Sherwood, Southern Districts, Steel Chemist, Dorothy, Iberville, Arlyn, Robin Tuxford, Antinous, and Federal.

18 Unions Net

I was re-elected president of the AFL Maritime Trades Port Council here at a meeting of the group in the Broadwood Hotel. The department represents 18 unions centering around the waterfront with a combined membership of 35,000. Also elected were Clifford Carter, vice-president; Nicholas Daniels, vice-president for Delaware County; Arthur Wilson, vice-president for Delaware State; Joseph F. Trainor, secretary-treasurer; and Anthony J. Loughney, recording secretary.

A. S. Cardullo
Philadelphia Port Agent



The Patrolman Says . . .

Recently the Carras tanker Michael came in from an offshore run. She was scheduled to pay off in New York at 10 PM on a Thursday night. The company paymaster got aboard the ship while she was at quarantine four hours ahead of time and paid the crew off on the way to the dock.

In the meantime, I was waiting for the ship to arrive, as the crew had sent a wire to New York headquarters notifying the Union of the ship's arrival. I boarded the ship before she was finished with engines and found the better part of the crew going off over the side with their gear, having been paid off already.

Men Returned

However, several members of the crew, seeing I was going aboard, came back aboard so that they could transact their business with the patrolman, and so the patrolman could see to it that their payoff was properly handled. Those who returned were the following: E. Gay, W. Linker, E. V. Molleneaux, J. Culp, W. Padgett, E. Hecker, J. Lippman, W. R. Morgan, Responsible Men

J. Russell, A. Simpson, H. L. Hadley, M. A. Harris, W. B. Hodgens, F. L. Larsen, P. G. Wingfield, D. Sellers and J. Dudley.

I'd like to thank these brothers for their action as responsible Union men in carrying out the Union policy of staying aboard so that a patrolman can check up and see that everything has been properly handled. These men were anxious to get ashore, which was a natural thing, but they stuck around until I finished my assignment.

Here's hoping that those who didn't return will understand the importance of not paying off without a patrolman, and if the occasion arises again, will take the same action as the brothers mentioned above.

Benny Goulets

SIU HALL DIRECTORY

SIU, A&G District

BALTIMORE 14 North Gay St.
Earl Sheppard, Agent Mulberry 4540

BOSTON 276 State St.
James Sheehan, Agent Richmond 2-0140
Dispatcher Richmond 2-0141

CALVESTON 308 1/2 23rd St.
Keith Alsop, Agent Phone 2-8445

LAKE CHARLES, La 1419 Ryan St.
Leroy Clarke, Agent Phone 6-9744

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

NEW ORLEANS 523 Bienville St.
Lindsey Williams, Agent

NEW YORK 675 4th Ave., Brooklyn
Magnolia 6112-8113

NORFOLK 127-129 Bank St.
Ben Rees, Agent Sterling 8-6070

PHILADELPHIA 337 Market St.
S. Cardullo Agent Market 7-1835

PORT ARTHUR 411 Austin St.
Don Hilton, Rep. Phone 4-2341

SAN FRANCISCO 450 Harrison St.
H. J. Fischer, Agent Douglas 2-5775

SAN JUAN, P.R. 232 Ponce de Leon
Sal Collis, Agent

SAVANNAH 2 Abercorn St.
E. B. Tilley, Agent Phone 3-1728

SEATTLE 3700 1st Ave.
Jeff Morrison, Agent Main 4-2290

TAMPA 1809-1811 N. Franklin St.
Seneca 4376

Ray White, Agent Phone 2-1323
WILMINGTON, Calif. 505 Marine Ave.
Sam Cohen, Agent Terminal 4-2974

HEADQUARTERS 875 4th Ave., Bklyn.
SECRETARY-TREASURER
Paul Hall

ASST. SECRETARY-TREASURERS
Lloyd Gardner
Robert Matthews Claude Simmons

HEADQUARTERS REPRESENTATIVE
Joe Algina

SUP

HONOLULU 16 Merchant St.
Phone 5-8777

PORTLAND 523 N. W. Everett St.
Beacon 4-336

RICHMOND, CALIF. 257 5th St.
Phone 2399

SAN FRANCISCO 450 Harrison St.
Douglas 2-8363

SEATTLE 2700 1st Ave.
Main 4-2290

WILMINGTON 505 Marine Ave.
Terminal 4-2974

NEW YORK 675 4th Ave., Brooklyn
Sterling 8-6071

Canadian District

MONTREAL 634 St. James St. West
MA 4-9026

HALIFAX, N.S. 138 1/2 Hollis St.
Phone 3-8011

FORT WILLIAM 118 1/2 Syndicate Ave.
Ontario Phone: 3-3221

PORT COLBORNE 103 Durham St.
Ontario Phone: 5591

TORONTO, Ontario 85 Colborne St.
Elgin 5719

VICTORIA, BC 617 1/2 Cormorant St.
Empire 4531

VANCOUVER, BC 565 Hamilton St.
Pacific 7524

SYDNEY, NS 304 Charlotte St.
Phone 6246

BAGOTVILLE, Quebec 26 Elgin St.
Phone: 545

THOROLD, Ontario 27 Ormont St.
Phone: 3-3202

QUEBEC 113 Cote De La Montague
Quebec Phone: 3-7078

SAINT JOHN 177 Prince William St.
NB Phone: 2-3049

Great Lakes District

ALPENA 133 W. Fletcher
Phone: 1238W

BUFFALO, NY 180 Main St.
Phone: Cleveland 7291

CLEVELAND 734 Lakeside Ave., 145
Phone: Main 1-6147

DETROIT 1038 3rd St.
Headquarters Phone: Woodward 1-6877

DULUTH 531 W. Michigan St.
Phone: Main 2-4119

SOUTH CHICAGO 3221 E. 62nd St.
Phone: Essex 1-3410

PORT REPORTS

San Francisco:

Intercoastals Hold Up Coast Shipping

For the last few weeks shipping has been holding its own with all of our replacements going on the intercoastals that hit the port. It looks as if the next couple of weeks are going to be about the same with nothing at this time scheduled to hit the port for a payoff.

However, we received word from the Waterman company here that there will be three and possibly four Waterman ships hitting Seattle between now and Jan. 28. Anyone wanting to ship in a hurry should be able to make it to



Conrad

Seattle as the beach there is clear at the present time. Some of the brothers currently in the San Francisco Marine Hospital include D. Sorensen, Peter Smith, Neville Sykes, Eddie Ho, Jacob Levin, George Crosby and E. Deluc. I am sure a few words from their buddies and shipmates would make these Seafarers mighty happy. It goes without saying that they would appreciate a line or two or a friendly word from a familiar voice. I would suggest that some of the membership drop in the hospital to see them, or at least write.

A few of the oldtimers sweating the beach out now hoping for a Korea run are C. Lynsky, E. O. Conrad, L. Palmer, A. Pickur, S. Torina, W. Pennington, J. E. Moore, T. E. Foster, Ted Thompson, and Ralph Moisant.

H. J. Fischer
San Francisco Port Agent

New York:

Quartette Crew Happy, Co. Settles Gear Beef

Shipping and business have continued good for the past two weeks. Although we have quite a large number of men on the beach, this is not an indication of poor shipping. Some men who intended to stay ashore for the holidays did not bother to register until after New Years.

The Dolphin's Nikoklis has been brought out of lay-up and at the present time all of the ships which were laid up in the New York area have been taken out of idle status.

The following ships were paid off: Frances, Beatrice, Hilton, Puerto Rico, Evelyn, Suzanne, Ines, Jean, Elizabeth, and Dorothy (Bull); Seatrain New Jersey (Seatrain); Hurricane, War Hawk, Azalea City, Andrew Jackson, and Afoundria (Waterman); Cantigny, Royal Oak, French Creek, and Logans Fort (Cities Service); Quartette, Trinity, and Michael (Caras); Catherine (Trans Fuel); Steel Navigator and Steel Chemist (Isthmian); Sweetwater and Potrero Hills (Martrade); The Cabins (Mathiasen); Greece Victory (South Atlantic); Robin Gray (Robin); and Coeur d'Alene Victory (Victory Carriers).

Nine Sign-Ons

Ships signing on were the Warhawk, Hurricane, Sweetwater, The Cabins, Steel Chemist, and Greece Victory, and the Robin Locksley and Cornhusker Mariner (Robin), and the Catherine of Transfuel. In-transits were the Alcoa Planter (Alcoa); Portmar (Calmar); Seatrain Texas, Georgia, Savannah, and New Jersey (Seatrain); Antinous, Chickasaw and Iberville (Wa-

terman); Anniston City and Steel Age (Isthmian).

All of the ships were paid off with a minimum of beefs with the exception of the crew of the Quartette. This crew was flown back from Honolulu on tourist class tickets so the Union demanded the difference between tourist class and first class tickets, which amounted to \$118. Also, because the ship did not sink and a salvage tug took all of the boys' gear off, the company did not want to pay the money for the loss of clothes. Some of the men had part of their gear missing or damaged so we told the company we would settle for \$200 per man, for loss of clothes. This has all been collected now and everyone is happy.

The voting on officials for the next two years ended on December 31, and tallying committees were elected in all ports. We should have their report in time for the meeting of January 28. We will then know the good news, as the case may be.

Claude Simmons
Asst. Sec.-Treas.

Tampa:

Crews Like Southern Ships, Food, Weather

For the past two weeks shipping has been holding its own. It might drop off a bit in the coming period, but it will still be fair shipping for bookmembers, in all probability, out of Tampa.

The DeSoto came in on her coastwise run. The Florida is still making the old Senorita run down to Havana, Cuba. The boys all look for her about vacation time as the rum flows freely and the girls are all young. At least there is no snow or ice down there.

The Southern Districts and the Edith came by to top off as the docks in Boca Grande were put out of order temporarily by a train falling through the docks. Most of the crew were happy because there were quite a few from Tampa aboard.

The Ponce was in not long ago, and speaking of food, that's one ship where you really get it. Our old "Chef" Frenchy Michelet sure could pick up some pointers from that ship. They put out some of the food that Michelet stays awake and dreams about nights. Not only is the food tops, but the delegates usually bring her in clear of all beefs. This is another scow that makes the winter run in good, old warm weather to Puerto Rico and Miami. Try her sometime and you will never have cause to regret it.

Ray White
Tampa Port Agent

Baltimore:

New Hall Promises To Be Best Of All

After a hectic month, shipping slowed down somewhat in the past two weeks. Though it could not be called a bad shipping period with several ships due to payoff in this port in the next two weeks, it would appear to be booming for this period.

Since the last meeting we had 20 ships payoff, 10 ships sign-on, and 10 more in-transit. The beefs have been noticeably few and small and were handled without too much trouble. The crews are to be complimented on bringing in ships in this fashion. All brothers, however, are urgently requested once again to read that section of the constitution dealing with missing ship and watches. These actions can very easily result in charges.

Tops in the news hereabouts, taking priority over all other developments, is the strike against the city of Baltimore by the Municipal Employees, Local 825 of the Teamsters Union. These workers consist of truck drivers, garbage men, engineers, and school janitors. So far as we can see, with the exception of the school janitors, the strike has been 100 per cent effective as far as the striking employees are concerned.

Need Increase

It is a rather deplorable situation since there is no question but what these people are entitled to a fair increase. Even though they are organized, they are getting less than unorganized laborers in all sections of the city. It is hard to believe that men who handle garbage and do other unsavory work are receiving only \$1.19 1/2 an hour. This is indeed inexcusable after watching the Mayor allow himself to be given a \$10,000 annual increase in pay and allow other top echelon city brass comparable increases.

As a means of additional expenditure, it is my understanding that the city has guaranteed to put up their share in building the new \$5,000,000 State Municipal Building here in Baltimore.



Tryon

The membership here in Baltimore went on record last night to support these people morally, physically, and financially. We hope they win their strike.

The fellows around here are anticipating the enjoyment they will get in our new home. There is no

Earl Sheppard
Baltimore Port Agent

Savannah:

Constitution Allows All Men Same Rights

For the past two weeks shipping has been stable in this port and holding its own, however, the prospects for the coming fortnight hold considerable promise.

Ships due in for a payoff in this period include the Southland and Southwind of South Atlantic lines, with the possibility of the Strathbay (Strathmore) coming out of idle status and crewing up. The Southland will take a few men, undoubtedly, and the Southwind will be needing a few replacements among the crewmembers.

The following ships were in port in-transit: Seatrain New York and Savannah (Seatrain); Mission Solano (SUP); Southport (South Atlantic); Southern Counties (Southern Trading); Bienville (Waterman), and Isthmian's Steel Executive.

The membership was urged to remember that under the new constitution of the Union, any member can nominate himself to any committee or official job at any time.

We had the pleasure of meeting with some of the crew of the Atlantic Coast (Atlantic Refining) last week. We are making considerable gain in organizing this outfit, but we will need all the support we can muster before we will be able to bring them under the banner of the SIU. It is necessary for every member to back this organizational drive.

E. B. Tilley
Savannah Port Agent

Galveston:

No Let-Up Expected In Port's Shipping

For the past two weeks shipping has been very good, and there are no signs of a let-up ahead for the next period.

We had two ships pay off and four sign on since the last meeting. Paying off were the Lucile Bloomfield (Bloomfield); and the



Clary

Carroll Victory (South Atlantic). Both ships signed on again in addition to the Compass of Compass and Kea's Sun-ion. In-transits were the Seatrain New Jersey, Georgia, Texas, Louisiana (Seatrain); Trinity, Sun-ion, Royal Oak, and Alexandra; Del Monte, Del Sol, and Del Valle (Mississippi); Steel Flyer and Steel Executive (Isthmian); the Warrior and The Cabins.

These ships came in with no major beefs and the few minor beefs outstanding were settled to the satisfaction of all concerned.

A typical SIU man is Alec Clary who has received a full book in the Union through the Atlantic Drive. He was on the Robert Tuttle for six months, but at present he is on vacation to celebrate his new acquisition of the SIU book. He says he is going back to Atlantic after his vacation to finish the job in the organizing drive.

Men in the Marine Hospital at present include W. W. Currier, E. S. Samia, and B. Caldwell, all of whom would appreciate a word of cheer from their shipmates.

Keith Alsop
Galveston Port Agent

Lake Charles:

Rated Crewmen Have No Trouble Shipping

We notice by some slackening of shipping that the holidays are about over. Fifty-four men were shipped in all departments, with future shipping prospects promising.

Although fewer men were shipped in the past two weeks, rated men have had little trouble in getting out. The AEs, we notice, are not rushing themselves to leave this haven of sunshine and balmy breezes. Book AEs stayed ashore for an average of 10 days, permitmen lingered a little longer, 12 days. There are enough men registered in all departments at present to handle all calls if shipping continues at its current pace.

Ships calling here were the Lone Jack, Winter Hill, Paoli, Archers Hope, Cantigny, Chiwawa, Government Camp, and Bents Fort, all of Cities Service, and Trafalgar's Federal and Republic. For the most part these ships were clean with the crews doing a good job on all vessels.

We would like to point out to the membership that a good habit to form is that of keeping dues paid up in advance. More than one man has forsaken these fields for greener pastures only to find that the good job he was after was the one he had left.

During the week we were saddened by the death of one of our members, David L. Bass. His funeral was attended by friends and members of the SIU in Lake Charles.

Leroy Clarke
Lake Charles Port Agent

A & G SHIPPING RECORD

Shipping Figures December 31. to January 14

PORT	REG.			TOTAL REG.	SHIP.			SHIP. TOTAL
	DECK	ENGINE	STEW.		DECK	ENG.	STEW.	
Boston	21	12	7	40	26	28	30	84
New York	148	141	129	418	123	123	113	359
Philadelphia	48	40	35	123	55	43	37	135
Baltimore	154	119	117	390	95	81	67	243
Norfolk	22	20	11	53	6	11	4	21
Savannah	12	11	6	29	7	6	3	13
Tampa	15	13	19	47	6	1	3	10
Mobile	43	26	31	100	29	18	26	73
New Orleans	81	58	42	181	97	94	58	249
Galveston	83	80	53	216	69	61	55	184
West Coast	62	68	70	200	51	54	52	157
Totals	689	588	520	1,797	563	530	438	1,531

Pitfalls Of Atlantic Shipping

Character judgment is one of the stronger traits of seaman M. W. Jackson, he writes from aboard the Atlantic Importer. He gained this characteristic through the experience of living, but he steadfastly refused to name his sources of information on the grounds it might tend to incriminate him.

Say Aloha To Hawaiian Isles



Shown aboard the Steel Maker on a run to the Hawaiian Islands are, left to right, sitting: Alexander, J. Trentacosta, bosun; W. Head, AB; and C. Chiappone, FWT. Standing: J. Shippley, an unidentified crew messman, and P. Rubis, OS.

Suds And Spices On The Del Sud



Lined around the food table at the Christmas Eve party on the poop deck of the Del Sud are, left to right, back: Dijan, Visser, Galarza, Galiano, Tex Metting, Wilson, Hancock, and Bartlett. Kneeling: Lo Cigno and Sanky.

Africa Has American Touch

This is Africa—this is Beira: wide streets, modern stores and expensive commodities; a beautiful paradise on the fringe of the Mozambique jungle, reports Seafarer Harry Kronmel.

Only a few hundred miles from the Equator, this city swelters during the day and presents the uncommon sight of deserted streets to the temperate zone wanderer. At night, when the cool breezes float in from the Indian Ocean, the populace of Beira can be seen walking about and staring at the strange Americanos.

Moviegoers
Two movie houses are the local establishments most frequented by the members of the Robin Trent. Kronmel says. The system used by these houses is typical of most foreign cinemas. At 8:30 P.M. sharp the show begins with a Movietone News in Portuguese. About three shorts follow, usually produced in America during prehistoric times. This particular night Willie Howard, the late and great comedian, was seen in one of his hilarious skits on Dr. Pierre Ginsberg. Although this short was produced in 1937, Willie Howard's great talents have not aged one iota.

The beer in Beira is excellent, as it is in all Portuguese East Africa, and very cold, too. Any soft drink is guaranteed to be ice cold and very refreshing, thanks to American deep freezes imported to keep the drinks cooler than the country.

The Portuguese in Beira keep mostly to themselves, but they prove to be very nice people who go out of their way to please when occasions demand their coming in touch with strangers. This is gratifying to a Seafarer who gets used to rough handling in most foreign ports.

As this is written, it is one day after Christmas. A day when friends and relatives come to the house. Home? So far and so unreal. And what goes with Christmas? Remember that cold, nippy morning long ago? A beautiful white world; presents; a feeling of being glad to be alive. Christmas at home. What a glorious feeling, but not to be had in 1952.

A Seafarer is much closer to things out here. The sky, water, and the heat—Christmas Day on the hook outside of Beira.

Army Seafarer



Cal James, long-time Seafarer who received draft call, recently paid a visit to the New York Hall while on an Army furlough.

The hero of his piece is Joe Blurpp, a fictitious individual who is the prototype of all inconsiderate men on the sea, on the land, in the air, and on the Atlantic Importer.

Most fellows readily adjust themselves to shipboard life after the first week. Joe had only been aboard for three months and still hadn't found the time to accustom himself to the routine of the ship. Most of the men washed their clothes and took their baths after coming off watch, or in the early evening, but not hero Joe. At that time of the day, Joe was concentrating on a bull session or a poker game.



Jackson

Several hours later when his watch partners were asleep and the bull session lapsed into silence, or his money did not quite outlast his nerve in the poker game, Joe decided he would wash clothes. He meandered to his room whistling his favorite ditty. Noisily, he opened his locker, flipped on the overhead lights, and succeeded in waking up his foc'sle mates who didn't know whether it was fire and boat drill, abandon ship, or Inauguration Day.

Rummaging through a locker full of dirty clothes, Joe found a comic book and read it through. In the interim, his watch partners fell asleep again. Finished, Joe gathered up his dirty clothes, banged his locker door, slammed the foc'sle door, and went out like a light. Some wish he had.

On Again, Off Again

About one hour later, Joe finished washing and decided to take a bath. Returning to his foc'sle, Joe ran true to form. On went the lights, bang went the locker door, clack, clack, clack, went his shower shoes. Then the lights went off again, the watch went to sleep, and Joe went to cleanse his soul—we hoped.

Twenty minutes later Joe completed his shower and returned to the scene of the crime. On went the bunk light again and the culprit proceeded to dry himself accompanied by the constant clacking of his shower shoes. After applying powder liberally until his watch partners were on the verge of suffocation, Joe, in one great leap, propelled himself from the light switch clear across the room onto a top bunk. He did this with such vigor that the man who slept beneath him thought nothing less than a collision could have caused the jolt.

Has A Cure

Jackson has been figuring out a remedy for the situation and thinks that he has come up with an idea for curing Joe of his inconsiderate practices which have more permanency than legality. He wants to purchase the blade of a guillotine from some museum dealing in French lore and install it above the foc'sle door some night upon retiring. Comes hero Joe to open the foc'sle door upon his nocturnal annoyances and swish! Problem is solved.

Of course, Jackson is kidding, but, in lieu of a sounder suggestion, he is happy dreaming about cutting up old grouches with his hero, Joe.

Seafarers In Action

Christmas and New Year's, the holiday season, is the time when the stewards department on SIU ships really takes the spotlight. It's traditional that the department puts out an extra-special feed on those days with a long list of expertly prepared delicacies that stack up to the best that any shore-side restaurant can offer. So it's not unusual that after the holidays the reports start coming in from the ships about the swell meals that the galley gang has dished up.

Among stewards who drew praise from their shipmates were Vincent Orenco and Frank R. Napoli. Orenco heads the gang on the Steel Vendor (Isthmian). He's 51 years old and a native of the Philippine Islands. Vincent is one of the newer men sailing with the SIU, starting in New York about a year and a half ago. He lives now in Brooklyn, NY.



Napoli

Napoli is in charge of the feeding aboard the Jefferson City Victory (Victory Carriers) and from all reports the boys are still rubbing their bread-baskets thinking about the fine Christmas dinner he had for them. He also saw to it that the mess-room was properly decorated for the festive occasion.

Napoli is a native New Yorker, being born in this town in August 1923. He's been an SIU man since joining the Union in February 1947, and still lives in New York with his wife, Irene.

No stewards department can do much of a job however, unless it has proper and adequate stores to work with. Gladstone Ford, who's aboard the Carroll Victory (South

Atlantic) pointed out to his shipmates at their last shipboard meeting that the ship's delegate should check with the steward before sailing to see that there's enough of everything on board. It's a sound suggestion that should be followed regularly on all ships, because it doesn't do much good to beef about it when you are a thousand miles from nowhere.

Ford is one of the Union's original members, joining up in the port of Boston on November 22, 1938, just three weeks after the SIU A&G District started functioning. He was born in the British West Indies in 1909, but now lives with his wife in the Bronx, NY.

Consideration for the next crew that takes over your ship is one of the things that makes a good Seafarer and a good Union man. Leonard B. Brown filled that bill on the Del Campo (Mississippi) when the crew was preparing to pay off her as she was going into the shipyard for a while. Brown took the trouble to pack up all the games and other recreation equipment that had been bought out of the ship's fund and hauled it over to the SIU hall for safekeeping. When the Del Campo goes out again, the next crew will be able to pick up the stuff and make use of it.



Brown

Brown is a native of America's dairy state, Wisconsin, and oddly enough, was born there on Christmas Day, 1900. He and his wife live in New Orleans right now. Brown sails on deck, and joined the SIU back in 1942 in the Crescent City.

Sousa Surprises Shipmates

Everyone thought Chino Sousa was kidding when he first mentioned he was going to be married, reports the Del Norte Navigator, the publication of the Mississippi Line ship.

This happened about six trips ago, and at that time the betting was 100-1 that he would never see the inside of a church. By the end of that voyage, about 10 percent of the crew were of the opinion that he would really take the fatal step. He continued on into the next trip with the same propaganda, and by the end of the run, and by dint of hard talking, the odds dropped down to 50-1.

'Bewitched'

When the next voyage started and everyone saw accounts of his engagement in the New Orleans papers and in the Navigator, most of the boys were bewildered if not bothered and bewitched, some of them actually believing that Chino would eventually get married. The fact that it might happen in 1952, as some thought probable, did not affect the odds. Time was not of the essence, although results were.

For the next couple of voyages the odds on the maybe-yes, maybe-no nuptials fluctuated. The betting got heavier as time went on, but, and it must be said, Chino never soiled the holy institution of wedlock by wagering upon the outcome of his own intentions. He didn't think it was sporting, since he had the inside rail in the race and was his own tout when it came to tipping off the result.

Those of the crew who have met Chino's choice are singing her praises and are of the opinion that he has every reason to get married. The odds no longer show any fluctuation, with the wagering reduced to marriage-and-out in favor of Chino. At last report, there was none, but indications seemed to

favor the double entry as a parlay in the matrimonial race.

'News'worthy

The two million readers of the Daily News, largest circulation newspaper in New York City, became acquainted with the SEAFARERS LOG last week if they were not aware of it previously.

In Michael O'Brien's column "On Kings and Queens" was a reference to the men of the SIU as the columnist quoted from the Inquiring Seafarer column of the LOG.

The question of the day was whether seamen, who reputedly had a "girl in every port," agreed with the saying: "To be happy, don't marry a beautiful woman."

O'Brien quoted four of the six Seafarers directly, crediting their words to each, while lumping two others together as a mass communique on womanhood.

Of the four quoted directly, Rex Coote and Karl Karlsson lined up against bachelors Arthur Harris and John Fitzgerald in the battle of the sexes. Coote and Karlsson shared the belief, in effect, that beautiful women are more trouble than they are worth. Fitzgerald wanted someone he could look at in the morning without blanching, and Harris said one should "not only marry a beautiful woman, but one that is rich."

O'Brien, previously of the belief that sailors were the final word when it came to women, was thoroughly confused at the divergence of opinion among the men.

The FOC'SLE FOTOGRAPHER

By SEAFARERS LOG Photo Editor

In a two dimensional picture, any feeling of depth it may have is the result of an illusion created by the photographer. If the illusion is well handled, the picture is convincing because various objects seem to have realistic roundness and volume, and the eye is aware of space existing all around the principal images. If the illusion is poor, the picture appears flat, lifeless, and unlike what the human eye is accustomed to seeing. Most photos giving the illusion of depth are created by one of the following seven methods.

Interrupting forms—By including something massive or any interrupting form in the immediate foreground, an illusion of tremendous depth is given to the overall photo. While foreground objects need not be complete to be effective, their identity should never be so puzzling as to steal the viewer's interest from the main subject. Keep your lens opening small so that foreground and background are in focus.

Aperture—This depth-producing illusion is especially effective. With the foreground lighted for detail, one looks through a porthole or doorway to the subject in the background. If the foreground were unlighted and lacking in detail the subject would appear framed and the picture would lose much of its depth.

Scale—If one person in a print appears four times the size of a second person the smaller object seems farther away because the difference in scale produces an illusion of depth. This principle of size in relation to distance is very useful in landscapes or seascapes where trees, ships, buildings and the like are spaced so that miles of countryside or ocean appear to have been photographed in depth.

Separation of planes—When light falls evenly on a series of plane surfaces, one plane tends to merge with another until the photograph appears flat and two dimensional. However when one side is in shadow so that separation between light and dark exists an illusion of depth exists.

Recession from dark to light—Dark tones tend to advance in a picture while light tones tend to recede. That is why we light the background in a portrait study—to create space behind the subject. Similarly the illusion of depth in a landscape is strengthened when aerial haze causes distant objects to become progressively lighter the farther they are from the camera lens.

Perspective lines—This is probably the most familiar device for obtaining an illusion of depth. Sidewalks narrowing towards the horizon, the lines of a skyscraper converging upward, telephone or fence poles stretching away into the distance are all classic examples of the use of perspective lines to provide a feeling of space and depth.

Selective focus—When objects are photographed at short range, it is sometimes possible to acquire an illusion of depth in the photo only by throwing everything except the principal subject out of focus. For those who use long focus lenses, selective focus is no problem because of their shallow depth. Users of miniature cameras with their short lenses can generally use a combination of fast shutter speed and a very large aperture to limit depth of field.

You've probably tried one or two of the above methods. Try some of the others.



This column welcomes any letters or inquiries you may have concerning photography. If you have any problems about picture-taking, whether it be data about filters, flash attachments, cameras themselves, or just about techniques for taking the best type of pictures, just write a letter to us and we'll do our best to give you the answers. Many Seafarers have opportunities to get some good camera buys during their travels. If you have any questions about the best type of camera to buy for your needs, give us an idea of the type of pictures that you usually take, and we'll try to suggest the best type of camera for you to buy. If you already have a camera, but would like some help in picking out the right attachments to go with it, we'll be glad to help. So, if you have any questions, just send them along.

LOG-A-RHYTHM:

Rotary Shipping To The SIU Fleet

By Lige

I've sailed on the Bull Line to sunny San Juan,
As boastwain and steward, below,
A Mathiasen to the La Maunhawn,
And a Delta to suave Rio.

A Smith & Johnson to La Belle de France,
An Orion was carrying the mail,
On an Alcoa then I took a chance,
On that lonely bauxite trail.

An Isthmian tub through the wild Wang Pu,
Where snipers, they lay in wait,
To an Ore Line ship I said adieu,
For romance I took the gate.

The Equator, it calls to a Robin Line guy,
Who has waited, lingered for long,
Sailing away with a long drawn sigh,
For Capetown and Durban and song.

Blackhester craft with gleaming stacks,
Remind you of Triton so fair,
Eastern, with quite a few knacks,
And Calmar, on coastal mer.

Now let's discuss the Seatrain,
Seatraders and the rest,
For when you sail with Seafarers,
You only sail the best.

Oh, grits and gravy, with a roll of the wheel,
It's a must on the Waterman Line,
Blackeyed peas, and all Mobile,
The biggest red beans are mine.

I've read some deep sea stories,
Of glory and of toil,
And now we'll get Atlantic,
Which carries gas and oil.

So we'll settle for a contract,
A seaman's dream come true,
They'll get it, I am certain,
Atlantic, you, you, you.

So long for now, but not goodbye,
Through storms and strife and rain,
From Hell's Great Gate to Napoli,
I'll sail those ships again.

Sea Escapades On Stormy Night

The Alexandra had rough weather on a recent coastwise trip—not a hurricane, but quite a blow in its own right. Sometimes strange things occur in those circumstances, according to bosun Thurston J. Lewis.

It was surprising to look out the porthole and see the moon shining full and serene over a chaotic sea. The poor Alexandra was rolling, pitching and groaning, but surging doggedly ahead, shaking the thunderous bolts of the ocean off her shoulders and keeping her nose pointed for her port of call.

The ship had a new chief mate and a new captain on the run. The mate was duty struck. Ordinarily, when taking cargo temperatures in rough, cold weather, the previous mate would check some of the tanks and guess as accurately as

possible at the others. Not he, though. He took them all.

Lewis stood by to write down the temperatures of the cargo holds and to warn the mate when a sea came aboard which threatened to push him overboard or knock him down. All but the No. 4 starboard was done, and Lewis was just writing down the No. 4 center when a big, cold, green sea came aboard and bombarded the No. 4 starboard tanktop. It grabbed angrily at the radar mast and shook it up a bit.

"I bet I can guess the temperature of that one," Lewis said.

"84!" said the mate without a smile, and Lewis recorded the figure.

Just then, for reasons more aesthetic than practical, Lewis glanced about to see what had happened to the moon. It was gone and the sea pounded at the glass of the porthole as he went below decks. The sea liked him and wanted to get cozy, but he wasn't quite ready—she had such cold shoulders, he felt.

Unlevel Sea Level

Below deck, the bosun heard a splashing and rushed over to see water pouring down the ladder from the deck above. He checked the door and it was dogged down tight, but with tons of water pounding against it, something had to give. The sea had too much reserve power, but no damage was done. They had to bale water out of the passageway twice that day. The watertight doors were not so tight. On the outside passageway 30 feet above sea level—there's no such thing as sea level under those conditions—a mad river of water raced overhead to cascade over the lee side of the ship. Spots of light, like giant lightning bugs, darted merrily alongside the ship and jumped devilishly back into the sea.

There is talk at those times that seafarers turn into sea gulls after they have passed their last sea buoy. There were many sea gulls in the wake of the ship at the tail end of the storm. Later, the crew threw corn bread and flying fish at them, and they caught them in mid-air. The cook threw a piece of scrap meat over and two sea gulls swallowed opposite ends of it and fought for the middle. It was evident there was no love lost between them. One swallowed harder and faster than the other, pulling the meat out of his adversary's crew and downing the whole of it.

With the sounds of the storm still lingering on the breeze, strange voices seemed to be heard, or at least imagined, by the crewmembers, Lewis reported. Two of the sea gulls seemed to be talking about the last Harvard-Yale boat race:

"Who won?" one asked.

"Harvard," said the other talkative gull.

"Darn it," said the first. "I dropped all I had on Yale."

Gulls are peculiarly talented that way.

Disguise Defies Detection



Seafarer Thomas Dugan shown before and after "Operation Shave." Leading him to barber are R. H. Schaffner, left, and Dan Munro.

After a recent episode which took place in the New York hiring hall, Seafarer Thomas Dugan is beginning to believe that the birds and beasts of the field have the right idea when it comes to protective covering for camouflage.

The soon-to-be-33-year-old seaman (in seven days) hit New York with a reddish-brown three-inch beard and registered for work after a seven-week trip on the Omega. No sooner did he reach the hall than things began to happen.

With his registration completed, Dugan meandered down to the Port O'Call bar for a few convivial moments with some friends. Once there, he struck up a conversation with a strange Seafarer. They talked for hours about shoes and ships and overtime, then went their separate ways. The denouement came two days later, after Dugan visited the barber for the first time in 15½ weeks.

Encountering his new-found friend at the same rendezvous after a lapse of 48 hours, Dugan eased once more into languid conversation. However, his words fell upon uncomprehending ears as the

listening seaman could not seem to place the face. The voice was familiar enough, but 20 minutes and several beers elapsed before the light began to dawn. Dugan, himself began to have his doubts about whether he had the right man, but the entire matter was cleared up in short order.

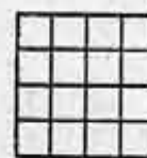
Into The Bushes

L'affaire beard had its beginning back on September 25 when Dugan, who has been sailing the SIU for two years as a deck engineer and an oiler after 11 years' sea experience, entered the hospital in New Orleans. Dugan told the medics he wouldn't shave until he was released, which was on November 19. That far gone, Dugan decided to turn the beard into a real job and signed on the Omega for Liverpool, England, with an eight-week growth.

To top it off, Dugan claims it is an idle rumor that his beard had anything to do with the fire at the hiring hall on the day that he registered. He knows his beard was a hot issue for awhile, but not to that degree.

Quiz Corner

- (1) If a farmer wanted to plant one seed in every square foot of ground in a field ten yards square, how many seeds would he need: (90), (100), (300), (900)?
- (2) In Germany he is called the burgomaster, in Scotland the provost; what is he called in the US?
- (3) How many more red squares than black squares are there on a checkerboard?
- (4) A Martian is supposed to inhabit Mars. Where does a tellurian live?
- (5) What measurement on the calendar is calculated from the time it takes the moon to circle the earth: (day), (week), (month), (year)?
- (6) How can the numbers one through 16 be made to fit the square so that they add up to 34 in all directions—up and down, diagonally and across?
- (7) Does tooth decay always work from the outside inward, or does it sometimes work from the inside outward?
- (8) Is an emolument a salary, a liquid preparation, a thick heavy paste or another word for a relish?
- (9) When a man is married to more than one wife, he is said to have committed polygamy. What is this called in the case of a woman with more than one husband?
- (10) A man walks one mile at the rate of two miles per hour, and then rides four miles at the rate of eight miles per hour. How long does it take him to cover five miles?



(Quiz Answers On Page 18)

'Mad Bear' Plans Return To Hall

To the Editor:

I wish to extend to you and your staff my wholehearted thanks and the thanks of my people for the way in which you treated us on our visit to headquarters last September. I was grateful for the publicity given us in your October 3, 1952 issue of the LOG ("Injuns Storm Headquarters, Mad Bear Leads 'Em'").

As you probably know, the City of New York has proclaimed September 26-27 as American Indian Day, in gratitude for our welcoming of the Pilgrims to the Island of Manhattan, which we later sold to Peter Minuit for the small sum of approximately \$24.

Indians to Entertain Seafarers

We shall return to New York to celebrate this event every year. As we are going to be in New York City, I would like very much



"Mad Bear"

to have my people visit our SIU hall in Brooklyn. This year, we hope you will permit myself and my delegation, to entertain you and the rest of the seamen with real honest-to-goodness Indian dances, songs and a little history. We will dress in full Indian regalia for the event. I hope to bring some Indian women to view our beautiful Union hall this time.

At the present time I am sailing on the Chilore (Ore). I will be back in Baltimore about the 22nd of January. The enclosed picture of myself was taken aboard the Potrero Hills.

Wallace P. Anderson
("Mad Bear")

GI Grateful For Memories Of Sea

To the Editor:

As another little cog in Uncle Sam's Army, taken from the sea to do a land job, I can't be too down on the world at present, because the Union gave me two happy years on the sea. I worked for a year previous to the Union on Cities Service ships, but I never found a true seaman's life till I joined the Union, with all its benefits to seamen.

It hardly seems possible that a Union could do so much for so many seamen in its ranks.

I wish that you would please send the LOG over here in Ulm, Germany, to the new address of a seaman-soldier, just waiting to get back to a Union ship in '54.

Robert Campbell

(Ed. note: The LOG is on its way to you.)

Oldtimers Enjoy Receiving LOG

To the Editor:

We wish to thank you for sending us the LOG. We sure enjoy it and pass it around among the bunch of retired old seamen here until it's worn out. All hands

LETTERS

Second Trip To SA On Wentley

To the Editor:

This letter is in appreciation of the fine time had at the opening of the Seven Seas Room by Brother Gaston Gourd, of the SIU Canadian District, and myself. I want to thank Brother Ed Mooney, manager of the Room and the Port O'Call nightclub, for the fine table we had that evening.



Villabol

I left New York September 11 on the Robin Wentley and on my return in November the Seven Seas Room was closed—but we had a swell time at headquarters just the same.

This is my second trip to South Africa on the Robin Wentley and I'm always looking forward to good friendship at the Port O'Call. Keep up the good work and I hope all had a Merry Christmas and a Happy New Year.

Pedro Villabol

Deck Department Scares Skipper

To the Editor:

All of the members of the crew of the Steel Rover join me in saying thanks to our negotiating committee for a job well done, as we think our new contract is the best going.

The skipper on this ship is still shouting about the contract, especially about the deck department. The old man and the mate are having nightmares over the deck department standing gangway watches. Their latest theme is that it will take a third of the deck department to stand the watches. "What are we going to do?" You would think the world is coming to an end the way they are going on about the gangway watches. I haven't heard them mention anything besides that; the skipper also blew his top about having to put out the draw before 4 PM. Before this, the old man would wait until 5 or 5:30 before putting the money out.

Good Feeding Ship

Everything is running smoothly on this ship. The cooks are some of the best that I have ever sailed with. We have a few pretty old oldtimers on here. In the deck department are Charles Bush, the bosun, one of the oldtimers of the SIU, and Barney Larsen and Henry Put, ABs. In the black gang is oldtimer Pineapple Pete. The deck gang on here is just about one of the best I have been with in some time.

Again I wish to say thanks to our negotiating committee for a job well done.

Charles (Red) Hall

Raps Army Rule In Korean Ports

To the Editor:

We the crew of the SS Seapender (Orion) have always been brought up to believe that the constitution of the US declares that all men are created equal, but evidently that equality ceases for merchant seamen who go to Korea, as the big brass of the Army personnel sure do not treat us as human beings. We are not allowed shore leave when martial law has been lifted. We are allowed to go to the hospitals only under Army escort and just a few merchant seamen are allowed to attend the movies twice a week, even though four ships may be in the port at the same time.

The mail situation is positively out of this world, as they surely

will not deliver our mail to us. We were over there for four months and I don't believe that there were four letters received by the crew.

We were at Inchon for 12 days without as much as a post card, and the same applied at Kunsan. The MSTs told us our mail was in Pusan and we couldn't receive it until we arrived at Sasabo, Japan.

We were at Kunsan for 14 days and during that time the commander of the post had two meetings with the enlisted personnel and his main topic was merchant seamen. He did his utmost to convey to the men that seamen were the lowest form of humanity that existed and that they should not associate with the likes of us. This commander, incidentally, is Colonel E. H. Tinkham, who resides in Braintree, Mass., just a few miles from Boston where this ship crewed up. Taking a poll of the crew, I haven't found one man who would like to make another trip to Korea under existing conditions.

While at Inchon, Brother James Downey passed away on the Heywood Brown. He was a man whom quite a few of us had known or sailed with and we couldn't get transportation to go over and pay our respects, even though the ship was less than a mile away.

We are writing this not for ourselves, as we are on our way home, but for the other seamen who will make that long trip to Korea. We hope and pray that something can be done about the treatment of our seamen in the very near future.

Earl Harrison

Hospitalized, He Studies Contract

To the Editor:

I want to say that I've just finished reading in the December 12th LOG the new and exceptionally interesting clauses in the new agreement. The table of contents at the beginning lists a guy's job and duties rather than a clause number. This, I'm sure, will be of great assistance to the delegates in the future. My hat is off to the committee for these fine improvements. Although I am now in the hospital with a nervous breakdown, I'm hoping to be back in circulation doing my old job in the very near future.

I hope that, one and all, you all had a Merry Christmas and a Glorious New Year.

Rocky Milton

Desires Seamen To Receive Mail

To the Editor:

Perhaps you can help me get some action started on the issue of forwarding mail to our seamen. Certainly a man whose mind is at ease concerning his family is a better working man and far easier to live with.

My husband is, at present, employed with the Eastern Steamship Line, and has received no mail the last two trips. The company holds the mail until he returns to the States. He doesn't need mail when he's only a few hours from home, but I think they all could use some when they are gone for a month or two at a time. I certainly would feel more content if I knew he was hearing from me, and I'm sure he would, too.

Will you please see that this letter is directed to where it will do the most good. I'm sure there are other wives and mothers who feel as I do.

Mrs. Allan Thorne

(Ed. note: The ship your husband is aboard is owned by the Government and is under military control, thus the Union has found itself wrapped in "security" red tape in every attempt to get action in this matter.)

Congratulates SIU On Contract

To the Editor:

I just received the LOG with the copy of the new contract, and I would like to add my congratulations by saying that I think it's tops.

When I was drafted into the Army, I never dreamed of so many new benefits as the good old SIU has won its members in such a short time. I expect to be sailing again in about six months.

I would also like to say that I hope all the brothers had a Merry Christmas and New Year's. Keep up the good work.

Cecil Futch

Steel Admiral Mourns Shipmate

To the Editor:

Raymond Long, a member in good standing, passed away in his sleep while in San Francisco. He was survived by his mother in Penang. Raymond was an old member of the SIU and a fine shipmate. We, the crew of the Steel Admiral, know that he will be missed by many other of his old shipmates as we miss him. His laugh and joyful smile will be remembered always by his friends.

May his new berth be a pleasant one and may all the ports be good ones.

Crew of Steel Admiral

Thanks SIU For Christmas Dinner

To the Editor:

We would like to take this opportunity to express our sincere appreciation to Mr. Walter Siekmann and Mr. Tom Gould and all the SIU brothers for sending our Christmas dinner to our home here in New York, as my husband was too crippled to come to the hall for the dinner.

We both wish you and the SIU brothers a very Prosperous New Year.

Thank you again.
Mr. and Mrs. George W. Kitchen

Full Stomachs Make Crew Happy

To the Editor:

Enclosed herewith is the menu of the Christmas Day dinner of the Marvin. The crew as a whole has wonderful praise for Steward F. R. Hicks, claiming that there is not a better feeder in the SIU fleet. There were no beefs at all on the ship, proving the old claim that if they feed good, there is no trouble. The captain and all of topside came in for a lot of praise.

We thought the menu, plus the contented crew might make for a little item in the LOG. The ship is headed for Korea.

Crew of Marvin

(Ed. note: Thanks for sending us a copy of your menu. However, it was so long, elaborate and varied, that we don't have the room to reprint it in the LOG.)

Best Wishes Go To Sick Brother

To the Editor:

We have reached Inchon, Korea, and received some back copies of the LOG. With interest we read your article about Steve Derf recovering in the Staten Island Hospital. We the crew of the Ocean Lotte wish him lots of luck on his next voyage which, we hope, will be in the near future.

Dutch still has his girl's picture and will send it to the Union hall in New York as soon as we reach a port in the States, because mailing it to the States from here isn't very safe.

Crew of the Ocean Lotte

Albert B. Peterson

Unions Launch NY Port Program

(Continued from page 3)
 growth of the Brooklyn Port Council of the MTD, which was formed last April 29. At that time, representatives of the five international unions affiliated with the MTD met in SIU headquarters and adopted a program designed to stabilize the then troubled Brooklyn waterfront. By forming a Port Council for the entire port, it was felt

that more effective action could be taken rather than by attacking waterfront problems in just one section of the port.

Dual Union Blocked

The immediate outcome of the Brooklyn Council formation was the elimination of a dual longshore organization on the Brooklyn waterfront that would have disrupted the functioning of the port. The Brooklyn council also gave valuable assistance to affiliated unions in beefs with employers, including those of lumber handlers on Long Island, harbor ferry-men, towboatmen and others.

14-Point Program

The 200 representatives who attended the New York council meeting adopted the 14-point program point by point after thorough discussion on all motions. The program, which is viewed as a way of stabilizing the New York waterfront, upon which over 800,000 persons in New York depend for their livelihood, includes the following points:

A guarantee of internal democracy in all local unions. This would involve holding regular membership meetings at least once a month, written financial reports to every meeting, a guaranteed secret ballot on all major issues, a program of information for members and encouragement of membership participation in union affairs.

A guarantee of support to affiliated unions on dealings with employers.

Bans on kickbacks, shakedowns, bribery, pilferage and loan sharking. Officials and union members caught participating in such actions are to be subject to expulsion by the member unions involved. Where employers' representatives and straw bosses are found guilty of such practices, the member unions pledge to demand their dismissal.

A defense of the rights of former convicts to work on the waterfront and rehabilitate themselves, provided the men in question do their job honestly.

Poll On Shape-Up

A poll of the members of the International Longshoremen's Association on whether they prefer the shape-up or the alternate rotary hiring system. Such a poll would be conducted by secret referendum ballot and the membership's decision to be acted on as soon as possible.

A study of a possible credit system for waterfront workers to make interest-free loans, thus eliminating loan sharks and other unscrupulous loan outfits.

A ban on illegal work stoppages that are flagrant violations of bona-fide union contracts.

Study On Loading

A study of the public loading problem by a committee consisting of three men from each national union affiliated with the MTD.

A pledge to fight against the li-

censing of waterfront workers as a totalitarian device, inconsistent with American principles.

A recommendation that member unions consider realistic limits on their total membership, in proportion to the needs of their employers.

A request that the national office of the AFL designate representatives to observe the actions of the New York Port Council.

Enforcement of the program is called for by selection of three officials by each of the affiliated unions as representatives to the council. Each of them are to have the power to commit their organizations to the council's program.

SIU Secretary-Treasurer Paul Hall, when presenting the program to the group, said, "The SIU is solidly in back" of this program. We feel that it will go a long way in clearing up the abuses by a few, which have reflected unfavorably on all persons connected with the waterfront."

Union's represented at the New York Council meeting were: The SIU, the SUP, the Masters, Mates and Pilots, the International Longshoremen's Association, the Brotherhood of Marine Engineers, the United Marine Division of the ILA, and the Radio Officers Union.

Agreement Reached On Tankships

(Continued from page 3)
 the new international dateline clause, the new transportation clause, and all the others.

Bosun Benefits

Departmental working rules have also been improved. In the deck department, the bosun is covered by new regulations permitting him to be high man on overtime, and calling for him to stand by the windlass where no carpenter is carried. Deck department men will now receive overtime for shifting ship in port. The sections dealing with handling of mooring lines, paint spray guns and chafe locker work have been modified.

In the engine room, a new set of electrician's rules, similar to those in the freight contract have been written into the tanker agreement, as well as the penalty for use of carbon tetrachloride.

Steward Dept Gains

Steward department men will have the advantages of the new manning scale, as well as a provision calling for division of wages and overtime of absent members. Other sections provide for adequate notice for shifting meals, and overtime for making ice and butchering.

The 18 companies who are in the process of putting their signatures to the contract include: Cities Service, Cabins Tanker Industries, John M. Carras, Inc., Colonial SS Corp., Epiphany Tankers, Inc., Metro Petroleum Shipping, National Navigation Co., Petrol Tanker Industries, Inc., Philadelphia Marine Corp., Seatrade Corp., State Fuel Corp., Strathmore Shipping Co., Tanker Sag Harbor Corp., Terminal Tanker Industries, Trafalgar SS Corp., Triton Shipping, Inc., US Petroleum Carriers, Inc., and Western Tankers, Inc.

If ratified by the membership, the provisions in the contract will take effect retroactive to January 1, subject to the approval of Washington. General rules and working rules of the agreement are to be effective three days after ships receive copies of the agreement, and not later than February 1.

Co Balks, Strike Nets Quick Pact

(Continued from page 2)
 wouldn't continue their work as long as the pickets were around.

The result was that four hours later, the SIU had the company's signature on a standard freight agreement. At the same time, the Union got a contract signed by National Waterways, a subsidiary company, which operates the General Patton.

One of the issues in the strike concerned National Waterways and another subsidiary company, Palmer Shipping, both of whom were 13 months behind in their payments to the Welfare Plan. These operators had to wipe out their delinquent accounts, which they did as part of the final agreement.

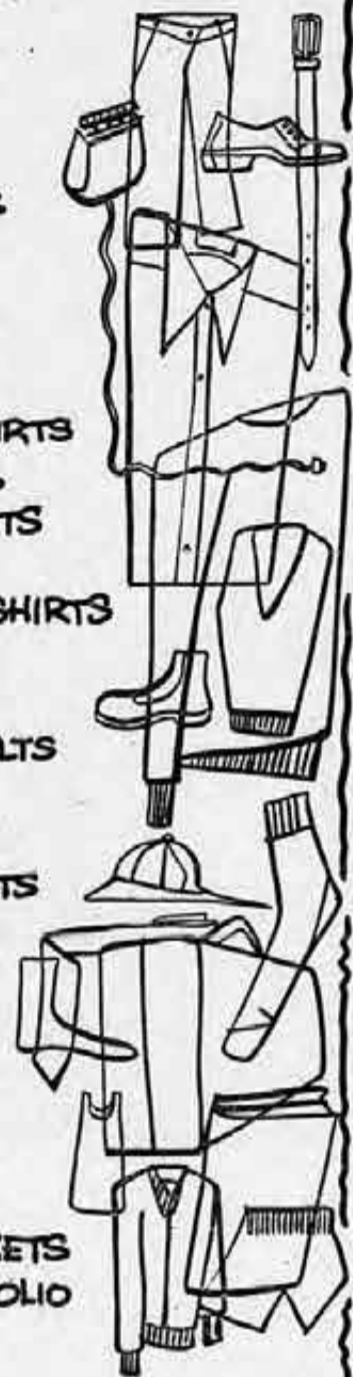
MM&P Beefs Settled

Another Maritime Trades Department subsidiary, the Masters, Mates and Pilots, had several long-standing grievances with these operators. While the ships were tied up the MM&P was able to straighten out its difficulties with the companies to the satisfaction of their membership.

In the P&O negotiations the Union is asking for the standard wages and overtime applicable to all other SIU passenger ship operations.

What do you need?

- SUITS
- SPORT COATS
- SLACKS
- TOPCOATS
- DRESS SHOES
- WORK SHOES
- DUNGAREES
- KHAKI PANTS
- KHAKI SHIRTS
- BLUE WORK SHIRTS
- FRISKO JEENS
- HICKORY SHIRTS
- C.P.O. SHIRTS
- WHITE DRESS SHIRTS
- SPORT SHIRTS
- DRESS BELTS
- KHAKI WEB BELTS
- TIES
- SWEAT SHIRTS
- ATHLETIC SHIRTS
- T-SHIRTS
- SHORTS
- BRIEFS
- SWEATERS
- LUGGAGE
- WORK SOCKS
- DRESS SOCKS
- LEATHER JACKETS
- WRITING PORTFOLIO
- SOU'WESTERS
- RAIN GEAR



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The Sea Chest

● UNION-OWNED AND UNION-OPERATED... FOR THE BENEFIT OF THE MEMBERSHIP.

Burly

A Well-Rounded Diet

By Bernard Seaman



A Seafarer Without A Country..

(Continued from page 2)
With lend-lease cargoes booming, US ships were in need of all the trained seamen they could get and ship-jumpers were welcomed with open arms.

When war came to the US, Tarkov registered for the draft but was told that he was of more value as a seaman in light of his experience.

Ship Torpedoed

He went back to sea, manning the ships that carried materials to US forces overseas and to our allies. On November 15, 1942, while he was aboard the Azra of the Marine Transport line, a German sub put a torpedo in her bottom. The ship went down in the North Atlantic off Halifax, Nova Scotia. Tarkov and his shipmates were in the water for 18 hours before he was picked up and brought into Halifax.

As a result of the sinking, Tarkov suffered a back injury. He was told to go to a hospital for treatment but shipped out instead. However, his back continued to bother him with the result that he was unable to ship for varying periods of time. The time lost as a result of the injury, Mrs. Tarkov said, proved costly because it cut into the seetime he accumulated up to September 23, 1950. As a result he is a few months short of the five years minimum needed for citizenship by seamen who are non-resident aliens.

In the fall of 1943, Tarkov became a member of the SIU, joining in the port of New York. He continued to sail SIU until February, 1947, when he got married. Tarkov then took a shoreside job as a crane operator in Bush Terminal for the Universal Terminal and Stevedoring Company. His wife, Lydia, was a US citizen who had come to the US at the age of ten. In March 1947 Tarkov made application for citizenship for himself.

Worked Shoreside a Year

Tarkov worked ashore for a full year, with the knowledge and permission of Immigration authorities, while waiting for a hearing on his citizenship application. All the while, he maintained his SIU membership. On February 10, 1948, he shipped out again, still awaiting word on his application. "Three days later," Mrs. Tarkov said, "we get a letter that a hearing had been scheduled. The letter said that if he couldn't make it on the date set, he should notify Immigration accordingly. I sent them a special delivery, registered letter, notifying them that he was on a ship and couldn't get to the hearing."

In September, 1948, Tarkov came ashore again and went back to work at Bush Terminal for the next nine months. During all this time, no notice of a second hearing arrived. Tarkov shipped again in June, 1949, and once again, this time some months later, a second hearing notice arrived. Again his wife had to notify Immigration that he couldn't make the hearing.

Since that time, Tarkov has not heard further from Immigration on the subject.

Although he had experienced considerable delay in getting his papers, Tarkov had no idea that there was any objection to his naturalization, nor had the Government raised any. In all his coming and going on ships he had difficulty with Immigration on only one occasion. On this one trip he was detained aboard ship in Hawaii because he had no passport.

Refused Soviet Passport

Subsequently the US Coast Guard suggested that it would be best if he tried to get a passport from the Soviet embassy. Tarkov

wrote the embassy in Washington and received a favorable reply, but he was afraid to accept the passport. "We talked it over," Mrs. Tarkov said, "and John thought it would be best not to accept a Soviet passport. He didn't want that kind of citizenship and he was afraid that once it was issued the Soviet government could claim some hold on him."

As an alternative the Coast Guard gave him a waiver which permitted him to ship without a passport. Of course, he had his regular US seamen's papers, plus validation, which meant that he received Government clearance in the course of the US security check on all American-flag seamen.

That was where matters stood when Tarkov signed on the Alcoa Ranger in October.

When the ship returned to a US port after the law had gone into effect the immigration inspector boarding the ship refused to let him land because he had no passport. The same thing happened in New York with Tarkov denied pay-off and discharge. As a result, he

has had to sign on again, not knowing what will happen on the return voyage.

"They didn't let the company pay him," Mrs. Tarkov said, "until the last day before the ship sailed again. He called me and told me that he had the money but would have no way of getting it to me unless the ship came into port again. The company office was terribly embarrassed about it. They apologized to me about not being able to pay him, but said there was nothing they could do."

Just what will happen to Tarkov now is questionable. The McCarran Act has been in force such a short time that there is not much in the way of precedent to act on. And in framing the act, no specific provision was made to cover those who had fled Communist-dominated countries and were unwilling to return to them.

So in the meanwhile Tarkov, and other seamen in his position will have to ride the ships they came in on, back and forth, until some disposition is made of their cases—modern day men without a country.

Ship Minutes Digest

CATHERINE (Dry-Trans.), November 20—Chairman, Frank Naklicki; Secretary, James A. Waller. Delegates reported no beefs. Discussion was held on improving meat and on the coffee urn.

December 30—Chairman, not listed; Secretary, not listed. Discussion was held on the care of the washing machine.

SEATRIN GEORGIA (Seatriner), December 20—Chairman, Fred Musiani; Secretary, Harry L. Franklin. A few little misunderstandings were adjusted. Deck department painted up the stewards department like a Christmas tree. Motion was made to have a definite goal for the ship's fund; a ways and means committee was appointed to study entertainment available aboard ship, with costs, and present these to the crew. Chief engineer will be asked if anything can be done to cool off crew's messroom and if a scupper could be built in the salon pantry.

BEATRICE (Bull), December 14—Chairman, R. Principe; Secretary, G. Ortiz. Discussion was held on the brother who claimed he was hurt on board ship. Laundry needs a new hand wringer.

STEEL NAVIGATOR (Isthmian), September 7—Chairman, Al Aromanes; Secretary, James Romano. Someone should take care of the library and laundry. Pantryman will make coffee for 10 AM coffees. Books will be bought by the crew itself. Vote of thanks went to the stewards department for good food and service; may it remain the same through the trip.

December 28—Chairman, Joseph Coribasu; Secretary, James Romano. Sick wiper was left in a foreign port. Patrolman will be asked about getting the LOG regularly on these round-the-world trips. Library books should be exchanged. Vote of thanks went to the stewards department from the crew for their good work and good food.

PUERTO RICO (Bull), January 4—Chairman, Ed Caudill; Secretary, Jim Murphy. Recreation room is being left in bad shape. Cups, glasses, cans should not be left there. New men donated \$1 to the ship's fund. Money from the ship's fund will be spent on recreational equipment, like cards, checkers; not more than \$25 will be spent. Suggestion was made to put a trash can in the recreation room. Menus should be improved quite a bit. Coffee in pantry is strictly no good. Bread left out at night is insufficient and sometimes stale. Night pantryman is very uncooperative. Night cook should be put aboard instead of a night pantry. The above beefs were reported by members.

AZALEA CITY (Waterman), January 4—Chairman, A. Page; Secretary, David B. Sacher. Usual beefs about the mate were reported. There was a complaint about bad meat. Mack C. Patterson was elected ship's delegate. Something should be done about the food, and the heating system. There is \$43 in the ship's fund.

WAR HAWK (Waterman), December 21—Chairman, H. L. Meacham; Secretary, M. Paperman. All locks will be fixed and keys will be made. Captain will charge a deposit which will be returned at the end of the voyage. Repair list will be made up for the incoming crew.

FRENCH CREEK (Cities Service), no date—Chairman, William Sharp; Secretary, Milton J. Karloves. Recreation and messroom were painted, and a new fan installed in the recreation room as well as a socket. Deck department head and fo'c'sles were painted. More repairs were promised. There is \$101.51 in the ship's fund. Discussion was held on repairs for water-tight doors. Discussion was held on

having personal laundry service provided when porttime permits.

SUZANNE (Bull), January 5—Chairman, W. Clark; Secretary, A. Aragon. New screens for portholes will be placed on board ship before sailing. Member claims the bench in his room has been on the repair list for about three trips, but nothing has been done. Keys and locks will be provided for messroom iceboxes.

PENNMAR (Calmar), December 28—Chairman, T. E. Frazier; Secretary, J. F. McCarthy. \$53 was collected for the ship's fund. Vote of thanks went to the stewards department for the excellent Thanksgiving and Christmas dinners. Repair lists prepared by department delegates will be submitted to department heads. There should be a clock in the crew messhall or the recreation room. One man missed ship at Long Beach; charges will be made at the payoff. Replacement came aboard but left without notice. He will be charged at the payoff.

McKETRICK HILLS (Western Tankers), December 20—Chairman, Vincent Maffucci; Secretary, Robert Nowland. Ship's delegate inspected quarters with the captain for repairs, neatness. Captain beefed about the dirty linen left around the deck and heads and the jelly and peanut butter being bad. New stores will be checked by the steward and delegates to make sure there is enough. Some members missed watches that are asleep. Ship never carries ice. Unanimous vote of thanks went to a good stewards department, which has done an outstanding job of putting out chow.

PAOLI (Cities Service), December 28—Chairman, Norman Kirk; Secretary, Peter V. Hammel. Vote of thanks went to the steward and the stewards department for a swell Christmas dinner. Brothers voted to put the donations to the ship's fund on a voluntary basis. There is \$14.01 in the ship's fund.

CHILORE (Ore), December 28—Chairman, Paul J. Morgart; Secretary, Wallace P. Anderson. T. N. Kloussis was elected ship's delegate by acclamation. Suggestion was made to have the patrolman see about getting watches put together so as not to disturb watches that are asleep. Steward was asked to leave a quart of milk in the refrigerator for the 12-4 watch. One member was warned about performing. Cups should be returned to the sink; messroom should be kept clean.

STEEL FLYER (Isthmian), January 3—Chairman, Robert W. Jones; Secretary, John Kelly. Repair list has been made up and turned in. Engine fo'c'sle will be painted. Fumigation of the ship will be put on the repair list. Each man will put \$1 in the ship's fund.

Puzzle Answer

P	A	C	E	H	U	B	T	A	M	
A	L	E	D	A	T	E	I	D	E	A
R	E	N	D	M	A	R	I	N	E	R
A	C	T	I	U	M	N	A	P	L	E
E	L	E	C	N	O	A				
H	O	N	D	U	R	A	S	T	I	E
E	R	E	A	E	D	S	D	A	Y	
N	A	V	E	R	I	V	E	T	E	R
A	E	S	Z	E	R	O				
H	A	W	A	I	I	R	E	P	A	S
O	V	E	R	T	I	M	E	P	R	E
L	O	S	E	W	E	R	L	E	A	N
D	W	T	S	I	N	S	E	A	S	E

Tally Group Announces A&G Election Winners

(Continued from page 4)
E. Sweeney, 4,437*.

New York Deck Patrolmen (three): Adelbert Arnold, 1425; Tom Banning, 3949; Mike Colucci, 3890; John L. Crowley, 1356; Frenchy Ruf, 4283*.

New York Engine Patrolmen (three): Ted Babkowski, 3855; Tom Clark, 3855; Eddie Eriksen, 1388; Charles Scofield, 1085; Walter Siekmann, 3854; Van Whitney, 992.

New York Stewards Patrolmen (three): Isaac Antonio, 430; Allen Bell, 665; Donald Gardner, 1097; Paul Gonsorchik, 3965; Howard Guinier, 3512; William Jenkins, 530; Allan Lake, 370; Jose Pacheco, 400; Freddie Stewart, 3920*.

New York Joint Patrolmen (six): Les Ames, 3562; Marty Breithoff, 4307; Gene Dakin, 1436; Claude Fisher, 2626; Lou Goffin, 4200; Reed Humphries, 3920; Eddie Mooney, 4166; Ernest Tilley, 4296; Ward M. Wallace, 1189.

Philadelphia Agent: Blackie Cardullo, 4603*.

Philadelphia Joint Patrolman: Stephen Bergeria, 1280; John Hetzell, 3520*.

Baltimore Agent: Bull Sheppard, 5233*.

Baltimore Deck Patrolman: Blondie Johnson; 4439*.

Baltimore Engine Patrolman: Al Stanbury, 4340*.

Baltimore Steward Patrolman: Pat McCann, 4300*.

Baltimore Joint Patrolman: Rex E. Dickey, 3543; Red White, 1373.

Norfolk Agent: Rusty Beyeler, 829; Vic D'India, 361; Harry Pitt, 367; Ben Rees, 3547*.

Norfolk Joint Patrolman: James Bullock, 4243*.

Savannah Agent: Jeff Morrison, 4576*.

Savannah Joint Patrolman: Moe Brightwell, 678; Nevin Ellis, 3139; James Tucker, 1396.

NOTICES

Gear for the following men is being held by Waterman SS Co. at Pier 6, Bush Terminal, Brooklyn, NY.

A. Di Costa, SS Alawai, 1 Suit Case; Waite, SS Alawai, 1 Box, 1 Suit Case; E. R. Buckley, SS Fairhope, 1 Valise; J. J. McHale, SS Citrus Packer, 1 Valise; J. Kurosz, SS Choctaw, 1 Valise; G. Hunt, SS Choctaw, 2 Suit Cases; W. Edwards, SS War Hawk, 1 Sea Bag; S. Kikovich, SS War Hawk, 3 Suit Cases, 1 Box, 1 Radio.

J. A. Galandez, SS Hurricane, 2 White Bags; Wilbar Jones, SS Andrew Jackson, 2 Sea Bags; Guthrie, SS Canton Victory, 1 Valise; M. Blizzard, SS Topa Topa, 1 Valise; N. E. Lipschitz, SS Beauregard, 1 Blue Bag; E. Noonan, SS Monroe Victory, 1 Pr. Pants; J. F. Cooper, SS Andrew Jackson, 1 Bag; E. J. Shephard, SS Andrew Jackson, 1 Bag, 1 Valise.

J. J. Bipere, SS Alawai, 1 Package; G. Scheman, SS Alawai, 1 Box, 1 Valise; E. Brown, SS Andrew Jackson, 1 Package; J. Mickelagrovines, SS De Soto, 1 Jacket; E. V. Olosson, SS De Soto, 2 Valises; W. Shaw, SS De Soto, 1 White Bag, 2 Valises.

G. Sutphin, SS De Soto, 1 Sea Bag, 1 Valise; C. Wilson, SS De Soto, 1 White Bag; W. Slobberman, SS De Soto, 1 White Bag; E. Tucker, SS De Soto, 1 Sea Bag; R. Clymer, SS De Soto, 2 Sea Bags; Armano, SS De Soto, 1 Box; Kelly, SS De Soto, 1 Valise; F. Arat, SS De Soto, 1 Valise.

Tampa Agent: Ray White, 4797*.
Tampa Joint Patrolman: Paul Carter, 1406; Eddie Parr, 3574*.

Mobile Agent: Cal Tanner, 5223*.
Mobile Deck Patrolman: George Kimbrel, 1083; William J. Morris, 3888*.

Mobile Engine Patrolman: Robert Jordan, 4490*.

Mobile Steward Patrolman: Leo Marsh, 4436*.

Mobile Joint Patrolman: Harold Fischer, 4106; Andy Gowder, 848.
New Orleans Agent: Lindsey J. Williams, 5231*.

New Orleans Engine Patrolman: C. M. Tannehill, 4309; Butch Wright, 830.

New Orleans Engine Patrolman: Buck Stephens, 4935*.

New Orleans Steward Patrolman: Fred R. Hicks, 1564; Herman Troclair, 3658*.

New Orleans Joint Patrolman: Leroy Clarke, 4542*.

Galveston Agent: Keith Alsop, 4734*.

Galveston Joint Patrolman: Charles Kimball, 4431*.

PERSONALS

Paul Lombard
Please let Joseph Puglisi know your present address through the Personals column in the LOG.

Write to your wife, Moella Brandao Arnold, 280 Joao Pessoa St., Santos, Brazil, as soon as possible.

Gus "Swede" Kallsson
Please call Gene in New York at ULster 3-5271. Important.

Kenny Cann
Please write to Paige Trader, 2600 South California Ave., Chicago, Ill.

E. O. Maxwell
Contact your daughter, Ruth, at 528 No. Main St., Palmer, Mass., as soon as possible.

Charlie De Faro
Please contact Al and Stella Dagg, former 8 to 12 oiler when you were OS on the Steel Executive, at 1513 Dixon St., Glendale, California.

Wesley E. Bingham
Please contact C. R. Robb (Robertson) at the Marine Hospital, Staten Island.

George Coleman
Please contact your mother at 731 N. E. 1st Place, Hialeah, Florida.

Quiz Answer

- 1) 900.
- 2) The mayor.
- 3) None. There are an equal number of red and black squares on a checkerboard.
- 4) Right on earth with the rest of us. Telluria is the name for an inhabitant of the earth.
- 5) The month.
- 6) The columns total 34 in all directions.
- 7) The view generally held is that tooth decay always begins from the surface of the tooth and proceeds inward.
- 8) A salary.
- 9) Polyandry.
- 10) One hour.

4	15	14	1
9	6	7	12
5	10	11	8
16	3	2	13

SEEIN' THE SEAFARERS

With WALTER SIEKMANN



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

Thomas Maher, who's in the hospital over in Bombay, India, got a pleasant surprise from his wife this week. His wife, Mary, who's expecting, went to the hospital and had some X-rays taken, and the doctor told her that it's going to be twins. Both Tommy and his wife wanted a boy, so they figure they have twice as much chance of getting one now, what with two on the way. Tommy's in Beach Candy Hospital over there.

Salvatore Zammith, who sails as cook and seems to prefer those passenger jobs, particularly out of New Orleans, is up around New York right now. He was in the hospital for a while, and now that he's up and around once more, he's spending a little time visiting with his daughter over in New Jersey. He said that he wanted to pass the word along that he says "hello" to all the guys around New Orleans, particularly Hungry Henry. He said he figures he'll be back down there in the Louisiana sun before very much longer.



Zammith

Dan Munro has been around the hall here in New York, just enjoying the real warm Spring weather that we've been having lately. He's also said that he's enjoyed the Seafarers Port O' Call Bar here in the hall, but that he figures he's just about ready to ship out again. He hasn't decided where he wants to go, but said he's going to catch something going out of here in the next couple of days.

Another of the Seafarers collecting his \$15 per week over at Staten Island Hospital these days is Paul Wilkinson. Paul had to get off the Carabulle to go into the hospital. He is coming along real well, but he said the doctors over there say that he'll probably be in the hospital for a couple of months, anyway.

Mike Miller is over in Staten Island Hospital, too. Mike was one of the Seafarers who helped the SEAFARERS LOG get the pictures that showed the lack of port security in these parts, and how potential saboteurs could come ashore with no trouble at all. Mike said that after his picture was in the LOG, and then the "Saturday Evening Post" picked up the story and used his picture, he became a celebrity. He said that it was a lot of fun doing the job, and it was interesting,



Miller

too, but he said that some of the guys began kidding him about being a saboteur after the pictures were printed.

Robert Hamlin just got out of the hospital after being laid up for a while. He says that he's fine now, and that he'll be shipping out again pretty soon. Bob was on the Puerto Rico when he got sick and had to get off her to go into the hospital.

Harry Morton was flown into Staten Island Hospital after he had to get off the Binghamton Victory where he was chief cook. He didn't get a chance to stop off at the hall and see anybody, so he said he'd

like to see any of his old friends who happen to be around New York, especially Pop Bailey.

We've been telling the guys around here that when they feel sick on a ship, they should make sure to tell the mate and the captain. Some of these sicknesses start out small, and then get worse later on, but if you don't have some record of feeling sick while on the ship, you're going to have trouble collecting maintenance later. If you feel sick, or something is bothering you, make sure to see the captain and tell him about it. And, better still, get a hospital slip and go to the USPHS and get an examination. Don't just let it go, because it might get worse later and then you will have no record of getting sick while you were on the ship.

FINAL DISPATCH

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and \$2,500 death benefits are being paid to beneficiaries.

Robert Dennis Denzek, 29: When heavy seas hit the Santore in the Caribbean Sea off the coast of Jamaica, Brother Denzek was thrown to the deck; he suffered a fatal skull fracture and died on December 8, 1952. A member of the SIU since September, 1943, he sailed as an OS in the deck department. Surviving is his sister, Mrs. Roland Gletsner, 603 North School Street, Normal, Ill.

Lawrence E. Healey, 56: On November 25, 1952, Brother Healey died of a heart ailment at Hahnemann Hospital, Philadelphia. He sailed as a messman in the steward's department. Burial took place at the

Holy Cross Cemetery, Pa. Brother Healey is survived by his sister, Mrs. Rose Weber, 3108 Atlanta Road, Camden, N.J.

Cecil L. Vaughan: On October 5, 1951, Brother Vaughan was one of the 17 crewmembers lost on the Southern Isles, which foundered and sank off the South Atlantic coast near Cape Hatteras. Sailing in the deck department, he is survived by R. A. Vaughan, Sr., White Sulphur Springs, W.V.

George Hendrickson, 56: Brother Hendrickson died of a cerebral hemorrhage at his home, 175 Halsey Street, Brooklyn, NY, on October 18, 1951. Burial took place at Cypress Hills Cemetery, Queens, NY. The estate is administered by Maude Hendrickson, 175 Halsey Street, Brooklyn, NY.

SIU BROTHERS in the HOSPITALS

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

USPHS HOSPITAL STATEN ISLAND, NY
 Victor Arevalo Leonard G. Murphy
 William Aichason Kurt A. Nagel
 G. Athanasourellis O. E. Pedersen
 Joseph T. Bennett William E. Pepper
 Ardell Burkett Joseph Perreira
 Maurice Burnstine Ernesto Hamierz
 Joseph A. Callahan Jim F. Roberts
 S. Christianson C. R. Robertson
 Yanas Dallal Virgil Sandberg
 Robert Dillon S. A. Sargeant
 L. C. Franklin Norval J. Schlager
 John Galvin Michael Sinkovitch
 Robert C. Hamlin Warren Smith
 William Herman August Steinman
 Erik H. Jensen Paul J. Wilkinson
 L. Kristiansen S. G. Zammith
 C. Krupinski Leonard C. Spence
 Florian Kubicki Stephen Slonecki
 Thomas J. Kustas Carlos Rodriguez
 Robert J. Lester Joseph Kurosz
 Michael Miller Giuseppe Galliano
 Alfred Mueller Max Meyer
 John R. Murdock

GREENPOINT HOSPITAL BROOKLYN, NY
 August Valentine

USPHS HOSPITAL MANHATTAN BEACH, BROOKLYN, NY
 Robert Atmore Leo Kulakowski
 Claude F. Blanks Frederick Landry
 Edmund C. Blosser James J. Lawlor
 Wilson Cars Martin Linsky
 Walter Chalk Francis F. Lynch
 C. M. Davison Harry F. McDonald
 Emilio Delgado Claude A. Markell
 Antonio M. Diaz Clifford Middleton
 John J. Driscoll Vic Milazzo
 Jose G. Espinoza Lloyd Miller
 Enrique Ferrer Pedro O. Peralto
 Leonard Franks G. E. Shumaker
 Robert E. Gilbert Robert Sizemore
 Bart E. Guranick Henry Smith
 John B. Haas Albert Thompson
 John W. Keenan

SAILORS SNUG HARBOR STATEN ISLAND, NY
 Joseph Koslusk

ST. VINCENTS HOSPITAL NEW YORK, NY
 Joseph A. Pilutis

USPHS HOSPITAL NEW ORLEANS, LA.
 C. D. Anderson George Pesse
 F. Blackwell Edward Poe
 Robert Brown Karl Raana
 Reed R. Burns E. Schieffler
 Rogelio Cruz Wilbur H. Scott
 Ray A. Fauber Lonnie R. Tickle
 B. D. Foster J. E. Ward
 M. W. Gardiner A. L. Noble
 K. Gunderson Daniel Bissett
 Carl E. Hicks Henry Smith
 Leonard Kay T. R. Stanley
 Leo H. Lang D. W. Ravesties
 W. L. McLellan Ernest E. Gross
 John H. Murray H. Diamond
 C. Nicholson Richard W. Clark

USPHS HOSPITAL BALTIMORE, MD.
 Henry K. Callan Marvin W. Lee
 Carl E. Chandler Peter Losado
 Rosario Copani William Mellon
 T. J. Cunningham Harold R. Milburn
 Dusan DeDuisin John L. Millner
 Domenick Esposito W. H. Puchinsky
 Benjamin N. Gary George M. Reese
 Peter Gavillo Clarence B. Ross
 Gorman T. Glaze Claude S. Scott
 Albert Hawkins A. B. Seeberger
 John Hill David F. Sykes
 W. L. Hummel A. A. Voyevotzki
 B. Klakowitz Opie C. Wall
 Anthony Klavins Fred L. Miller
 Karl Kristensen

AUGUSTA STATE HOSPITAL AUGUSTA, ME.
 John Cochintu

USPHS HOSPITAL BOSTON, MASS.
 John J. Flaherty Tim McCarthy
 W. Girardeau Frank Simone
 Edward K. Harding Donald S. White
USPHS HOSPITAL MOBILE, ALA.
 C. D. Anderson

USPHS HOSPITAL SAN JUAN, PUERTO RICO
 Jose Figueroa William Peczruk
 Charles J. Sweet

USPHS HOSPITAL GALVESTON, TEX.
 Warren W. Currier Ellis S. Samia
 Otis J. Harden Mike Leouis
 J. L. Hayes Bogan Caldwell
 John H. McElroy W. R. Thompson

USPHS HOSPITAL-NORFOLK, VA.
 James J. Bentley C. L. Massey
 Walter Butterlin Harold J. Pitts
 Marinus Hansen Arthur Ronning
 Leslie M. Jackson S. E. Roundtree
 Luis Lopez Karl A. Hellman
 J. G. McStravick

USPHS HOSPITAL SAN FRANCISCO, CAL.
 George W. Crosby Peter Smith
 Eddie Ho D. K. T. Sorensen
 Fritz J. Kraul Norville Sykes
 Jacob J. Levin Edward LeDuc

USPHS HOSPITAL SAVANNAH, GA.
 W. W. Adred Jack D. Morrison
 W. S. Daniel D. L. Williamson
 C. A. Gardner Douglas A. Wood
 James E. Garrett Raymond D. Clark
 Robert L. Grant Earl D. Ferree
 J. M. Hall Clifford W. Kent
 J. T. Moore M. C. Wells
 John H. Morris

HOLY FAMILY HOSPITAL BROOKLYN, NY
 Donald M. Dunn

USPHS HOSPITAL SEATTLE, WASH.
 Andrew B. Cecil William J. Meehan
 W. Fernhout John Wilson
 A. Kerr Alonzo Milefski

COUNTY HOSPITAL TAMPA, FLA.
 Henry S. Sosa
VETERANS ADMINISTRATION HOSPITAL NEW ORLEANS, LA.
 Carl E. Comeaux

RECENT ARRIVALS

All of the following SIU families will collect the \$200 maternity benefit plus a \$25 bond from the Union in the baby's name.

Daniel Creshon Logan, born December 8, 1952. Parents, Mr. and Mrs. Ernest J. Logan, PO Box 213, Crichton Station, Mobile, Ala.

Peter Dauphny Carlow, born October 1, 1952. Parents, Mr. and Mrs. Chester D. Carlow, 30 Mansfield Street, Allston, Mass.

Dennis Byron Crawford, born November 24, 1952. Parents, Mr. and Mrs. Lee L. Crawford, Pearl River, La.

Karl Eric Fritz, born December 16, 1952. Parents, Mr. and Mrs. Floyd W. Fritz, 2402 North Calvert Street, Baltimore 18, Md.

Gary Eugene Best, born November 2, 1952. Parents, Mr. and Mrs. Norman Keith Best, 313 Fifth Street, Portsmouth, Va.

Daniel Raymond Collins, born July 4, 1952. Parents, Mr. and Mrs. Thomas Collins, 2880 Alliance Street, Scott Lake, Pontiac, Mich.

William Charles Faircloth, born October 18, 1952. Parents, Mr. and Mrs. Grady W. Faircloth, 3012 West Dauphin Street, Philadelphia 32, Pa.

Joan Casano, born October 25, 1952. Parents, Mr. and Mrs. Andrew A. Casano, 154 President Street, Brooklyn, NY.

Helen Fleming, born September

6, 1952. Parents, Mr. and Mrs. Clarence G. Fleming, 4400 1/2 Lealman Avenue, North, St. Petersburg, Fla.

Michele and Patrice MacDonald, born December 28, 1952. Parents, Mr. and Mrs. Alan Trine MacDonald, 134-05 Cherry Avenue, Flushing, Long Island, NY.

Denise Yvonne LeBlanc, born December 19, 1952. Parents, Mr. and Mrs. Joseph P. G. LeBlanc, Route No. 1, PO Box 198, Jensen Beach, Fla.

Carol Ann Robinson, born January 1, 1953. Parents, Mr. and Mrs. Daniel C. Robinson, PO Box 306, Galveston, Tex.

Future Seafarer's First Showing



Proud father, Seafarer Fructuoso Camacho, looks affectionately at his namesake, Fructuoso, Jr. being held by his wife Josephine. SIU Welfare Services representative had just delivered \$200 maternity benefit check to home.



Open Discussion

The course of the Union is set by the Seafarers themselves, acting through the medium of the regular membership meetings. At these meetings, held every two weeks in all ports, every proposal and every report is open for full and free discussion. Hitting the deck to sound off on an issue is the right of every SIU member—a right he is guaranteed by the SIU's constitution.

Under the traditionally democratic structure of the SIU, the meeting is organized from the start by the membership present. When nominations are called for the posts of chairman, recording secretary and reading clerk, every member present has the right to nominate himself for any one of these three presiding offices. And when Union committees are to be elected to

check Union operations and funds, count votes, or conduct a study of any kind, the right of self-nomination still applies. A vote is then held among the membership to decide on who will be elected to the committee in question.

The various reports presented to the membership—port agent's report, financial report, secretary-treasurer's report, report of dispatcher, patrolmen and committees—are open for discussion. They can be accepted or rejected if the membership so desires.

In this way, through full membership participation and discussion, the SIU can set out on its course confident of the support and approval of the membership as a whole.



Proposed New

TANKER AGREEMENT

Between

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

and

Cities Service Oil Company
Cabins Tanker Industries
John M. Carras, Inc.
Colonial Steamship Corp.
Epiphany Tankers, Inc.
Metro Petroleum Shipping
National Navigation Company
Petrol Tanker Industries, Inc.
Philadelphia Marine Corp.
Seatrade Corp.
State Fuel Corp.
Strathmore Shipping Company
Tanker Sag Harbor Corp.
Terminal Tanker Industries
Trafalgar Steamship Corp.
Triton Shipping, Inc.
US Petroleum Carriers, Inc.
Western Tankers, Inc.

REPORT

of SIU
Negotiating
Committee

The official report of the SIU negotiating committee will be found in this supplement following the text of the new tanker agreement. This report takes up all the significant changes that the committee has made in the existing tanker contract, as well as the many new additions that mean more protection and more benefits for SIU tankermen.

A reading of the contract and the committee's report shows that the new tanker contract contains virtually all of the improvements that were made in the freight contract, plus additional changes that affect the specialized operations of the tankers. The report also points out that wage clauses of the new tanker agreement are superior to anything on this coast and restore the traditional edge in favor of tankermen over dry cargo ships.

As in the freight contract, the changes and new provisions of the tanker agreement derive largely from the suggestions of crewmembers. The keen interest shown by Seafarers in the terms of the contract and their staunch support of the Union are responsible for the completion of this new agreement.

Proposed Tanker Agreement

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Contract Goes Into Effect . . .

1. The proposed agreement provides that all wage, overtime and other money provisions of the new contract shall be retroactive to January 1, 1953. Actual payment will begin following Wage Stabilization Board approval.

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

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

4. In any case, the working rules must be in effect on all tankers by February 1, 1953.

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This agreement is entered into this 31st day of December 1952, by and between the Seafarers International Union of North America, Atlantic and Gulf District, affiliated with the American Federation of Labor, hereinafter referred to as the Union and the undersigned company, and any of its subsidiary companies, which may be formed to operate ships in the off-shore, coastwise, or intercoastal trade, hereinafter referred to as the Company and remains in effect until September 30, 1953, and shall continue from year to year thereafter, unless either party hereto shall give written notice to the other of its desire to amend or terminate same, which notice shall be given at least 60 days prior to the expiration date. After such notice has been given, specific proposals must then be submitted within 10 days and negotiations commenced at a time which is mutually agreed upon. If, during the 60 day period, the parties fail to agree with reference to such proposals, the parties may, by mutual consent, extend this agreement for a specific period beyond such expiration date for the continuance of negotiations. Applications by either party to open negotiations for changes in the wage scale or any monetary matters any time during the life of this agreement shall not be deemed cause for termination of this agreement. Monetary matters for the purpose of this section shall be the following: Wages, Overtime, Standby Rate, Cargo Rate, Tank Cleaning Rate, Explosives Handling Rate, Extra Meals Rate, Subsistence and Room Allowance.

ARTICLE I Employment

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

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

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

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

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

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

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

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

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

ARTICLE II General Rules

Section 1. Passes. The Company agrees to issue passes to the Union Representatives for the purposes of contacting its members aboard vessels of the Company covered by this Agreement.

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

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

Any matter so presented which is not adjusted satisfactorily to all concerned shall be referred to the Union officials and Company officials upon vessel's arrival in the first U. S. A. port where the Union and the Company have officials for adjustment as provided under Article 2, Section 3 of this agreement.

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

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

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

Section 6. Authority of Master and Obedience of Crew. Nothing in this agreement is intended to, and shall not be construed to limit in any way the authority of the Master or other officers, or lessen the obedience of any member of the crew to any lawful order.

Section 7. Commencement of Employment. Pay for seaman ordered by the Company shall start when the man is required to report aboard the ship with his gear and ready for work.

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

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

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

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

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

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

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

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

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

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

(b) In the event a crew member must leave a vessel, because of illness or injury while in the service of the ship and such illness or injury is known prior to his leaving in a location within the continental United States, he shall be entitled to receive first class transportation by rail, as per Article II, Section 56 of this agreement.

(c) While awaiting repatriation under sections (a) and (b) herein, the seamen 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 placed aboard the means of transportation by which he is to be repatriated. The Company or its Agents may make arrangement 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 or Holidays after presentation of his claim shall entitle the seaman to \$8.00 per day until the full wages due the man at the time he left the vessel are paid.

Section 15. Loss of Clothing. (a) In the event a ship of the Company is lost, the crew shall be recompensed for the loss of clothing in the amount of \$500.00 and shall be repatriated to the port of engagement with subsistence, room and wages as per Section 55 of this Article.

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

Section 16. Work performed by other than members of the Unlicensed Personnel. Any work performed by cadets, workaways, passengers, prisoners of war, staff officers, or any member of the crew other than the Unlicensed Personnel that is routine work of the Unlicensed Personnel shall be paid for at the regular overtime rate. Such payment to be divided among the Unlicensed Personnel ordinarily required to perform such work. In the event no qualified man, with the proper rating is available this section shall not apply.

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

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

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

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

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

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

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

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

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

Saturdays, Sundays and Holidays, at sea or in port shall be considered Holidays for the Unlicensed Personnel. Men on watch shall perform only the routine duties necessary for the safe navigation of the vessel on these days.

In the event any of the above named Holidays fall on

Saturday or Sunday, while in port or at sea, the Monday following shall be observed as such Holiday.

Section 21. Overtime Rate. The overtime rate for Unlicensed Personnel receiving less than \$298.49 per month shall be \$1.48 per hour. All ratings receiving \$298.49 or more per month, the overtime-rate shall be \$1.87 per hour.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Section 30. Handling Cargo Hoses. It is agreed that the crew shall handle, connect, and disconnect vessels cargo and bunker hoses on board the ship without the payment of overtime except during overtime hours; however, if the crew is required to go on deck to handle con-

necting or disconnecting of cargo and/or bunker hoses, such work shall be paid for at the regular overtime rate during straight time hours and at the rate of time and one-half during overtime hours.

When required to go on the dock, day men shall receive their straight overtime rate between the hours of 8 a.m. and 12 noon and 1 p.m. and 5 p.m. After 5 p.m. and before 8 a.m. day men shall receive time and one-half their overtime rate.

If watches are broken, day men's scale applies to entire crew.

When sand ballast is washed off decks with hose, the watch on deck shall receive their straight overtime rate for such work. The watch below shall receive time and one-half their overtime rate for such work.

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

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

Section 32. Crew Working General Cargo. When crew members are actually required to handle, load or unload cargo, other than liquid cargo carried in the tanks, they shall be paid for such work at the following rates:

- (1) \$1.87 per hour for their watch on deck and \$2.81 per hour for their watch below, Monday through Friday.
- (2) After 5 p.m. and before 8 a.m. and/or Saturdays, Sundays or Holidays, the rate shall be \$3.74 per hour for all hands so engaged.

The rates paid herein shall be in addition to their regular monthly wages.

Section 33. Port Time. Commencement of Port Time. (a) Port Time shall commence when the vessel is properly secured at a dock or when moored in a harbor for the purpose of undergoing repairs, lay up, or for the purpose of loading or discharging cargo to or from pipelines, lighters, barges or other vessels, except as provided in this agreement.

(b) In open roadstead loading and discharging ports, vessels shall be considered moored when hose is lifted from the sea and unmoored when hose is returned to the sea.

(c) When a vessel cannot get a berth and is anchored solely for the purpose of awaiting berth in excess of 24 hours, port time shall commence when the 24 hours have expired.

(d) When vessel is anchored and cannot proceed to the dock or mooring for the purposes as outlined in (a) above, because of weather, impediments to navigation, awaiting tides or by Government direction, port time shall not apply.

(e) Vessels lying at anchorage after obtaining quarantine clearance shall be considered awaiting berth and port time provisions shall apply after the expiration of 24 hours except in cases where the vessel is unable to proceed to a dock or other anchorage due to weather conditions or impediments to navigation.

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

2. Termination of Port Time. (a) Port time shall terminate when the first "ahead" or "astern" bell is rung the day the vessel leaves to proceed to sea.

Section 34. Shifting Ship. After the vessel arrives in port as outlined in Article II, Section 33, any subsequent move solely in inland waters shall be regarded as shifting ship and overtime paid for men on duty while such moves are performed on Saturdays, Sundays and Holidays; and after 5 p.m. until 8 a.m. weekdays.

Section 35. Restriction to Ship. When a vessel has been in a foreign port where the crew was restricted to the ship and the Company claims that this restriction was enforced by the government of the Port visited, the Company will produce a copy of the government restriction order when the crew is paid off. A letter from the Company's Agents will not be sufficient proof of the existence of such an order. If the Company is unable to produce such an official order from the government of the country involved and is unable to satisfy the Union

of the validity of such restriction, the crew shall be compensated for having been restricted to the ship by the payment of overtime for the period of the restriction.

Section 36. Sailing Board Time. (a) The sailing time shall be posted at the gangway on arrival when the vessel is scheduled to stay in port 12 hours or less. When the stay is scheduled to exceed 12 hours the sailing time shall be posted not later than 8 hours prior to scheduled sailing.

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

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

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

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

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

Section 37. Securing Vessel for Sea. All vessels of the Company must be safely secured before leaving the harbor limits for any voyage.

Section 38. 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 33, each member of the Unlicensed Personnel while on his watch below shall be allowed one round trip to shore at the Company's expense every 24 hours.

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

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

Section 39. Rest Periods. (a) When members of the Unlicensed deck and engine departments are required to turn to on overtime for a period longer than two hours between the hours of midnight and 8 a.m., they shall be entitled to a rest period of one hour for each hour worked between midnight and 8 a.m. This rest period shall be given at any time that is convenient between the hours of 8 a.m. and 5 p.m. the same day. This rest period shall be in addition to cash overtime allowed for such work. If rest period is not given, the men who have worked shall be entitled to additional overtime at the regular overtime rate in lieu thereof. This section shall not apply to men who have been turned to on overtime at 6 a.m. or after.

(b) Where sea watches have been maintained, this section shall not apply to regular watch standers.

(c) In port, if sea watches have been broken and have not been reset, this section shall apply to any man required to turn to on such overtime work.

(d) This section shall apply, in the case of day workers, both at sea or in port.

Section 40. Fresh Provisions. (a) An adequate supply of fruit juices shall be provided for the Unlicensed Personnel. Fresh milk, fruit and vegetables will be furnished at every port touched where available, and if supply is possible, a sufficient amount to last until the next port or to last until the food would ordinarily, with good care, spoil. Shore bread shall be furnished at all U. S. Ports when available.

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

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

Section 41. Room and Meal Allowance. When board is not furnished unlicensed members of the crew, they shall receive a meal allowance of \$1.00 for breakfast, \$1.50 for dinner and \$1.50 for supper. When men are required to sleep ashore, they shall be allowed \$4.00 per night.

Section 42. Meal Hours. Relieving for Meals. The

meal hours for the Unlicensed Personnel employed in the Deck and Engine Departments shall be as follows:

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

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

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

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

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

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

Section 43. Midnight Lunch. If crew works continuous overtime until midnight, men shall be provided with hot lunch at midnight, one hour to be allowed for such meal, if the work continues. If this full hour is not allowed, an additional hour overtime shall be paid. If the crew works as late as 9 p.m., coffee and lunch shall be provided. Fifteen minutes shall be allowed and be included in overtime if work continues. If crew works as late as 3 a.m., coffee and lunch shall be provided. If crew works as late as 6 a.m., coffee shall be provided. Fifteen minutes shall be allowed and be included in overtime if work continues.

Section 44. Coffee Time. (a) All hands shall be allowed fifteen minutes for coffee at 10 a.m. and 3 p.m., or at a convenient time near those hours.

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

Section 45. Crew's Quarters. All quarters assigned for the use of the unlicensed personnel are to be kept free from vermin insofar as possible. This is to be accomplished through the use of extermination facilities provided by the Company, or fumigating the quarters every six months with gas.

Room allowance as provided in Section 43 shall be allowed when vessel is in port and:

1. Heat is not furnished in cold weather.
2. Hot water is not available in crew's washrooms for a period of 12 or more consecutive hours.
3. Crew's quarters have been painted and paint is not absolutely dry and other suitable quarters are not furnished aboard.
4. At all times when vessel is on dry dock overnight.
5. Linen is not issued upon men's request prior to 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. In the shipyard and when repair work such as chipping, welding, riveting, hammering, or other work of a similar nature is being performed in or about the crew's quarters between 8 p.m. and 6 a.m.
9. When such work as outlined in eight above is being performed in or around the quarters of the men who stand donkey watches, such men will be provided with other quarters or room allowances will be allowed.

Section 46. Cleanliness of Quarters. The Unlicensed Personnel shall cooperate to the fullest in order to keep their respective living quarters clean and tidy at all times.

Section 47. Crew Equipment. The following items shall be supplied to 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, Life-buoy, or Palmolive soap with each towel change.

5. One box of matches each day.

6. Suitable mattresses and pillows shall be furnished but hair, straw or excelsior shall not be suitable.

7. All dishes provided for the use of the Unlicensed Personnel shall be of crockery.

8. One cake of laundry soap, one cake of lava soap, one box of washing powder weekly.

9. Sanitubes shall be available for the Unlicensed Personnel at all times.

10. Cots shall be supplied to the crew while in the tropics except on the new type passenger vessels.

Any member wilfully damaging or destroying linen shall be held accountable for same. When linen is not issued, men shall receive \$2.00 each week for washing their own linen. The Steward shall not issue clean linen to any individual crew member until such member has turned in his soiled linen.

Section 48. Ventilation. All quarters assigned to the Unlicensed Personnel and all messrooms provided for their use shall be adequately screened and ventilated and a sufficient number of fans to secure ventilation shall be provided.

Section 49. Mess Room. Each vessel shall be furnished with a messroom for the accommodation of the crew, such messroom or messrooms to be in each case so constructed as to afford sitting room for all and to be so situated as to afford full protection from the weather and from heat and odors arising from the vessel's engine room, fireroom, hold and toilet.

Section 50. Washrooms. Adequate washrooms and lavatories shall be made available for the Unlicensed Personnel of each department, washrooms to be equipped with a sufficient number of hot and cold fresh water showers.

Section 51. Lockers. A sufficient number of lockers shall be provided so that each employee shall have one locker of full length whenever space permits, with sufficient space to stow a reasonable amount of gear and personal effects.

Section 52. Uniforms. In the event a man is required to wear a uniform, other than provided for in Article V, Section 29 he shall furnish his own uniform and shall be paid an additional \$12.50 per month for same.

Section 53. Electric Refrigerator and Electric Washing Machine. An electric refrigerator and an electric washing machine shall be furnished for the use of the unlicensed crew on each vessel. The location of this refrigerator and washing machine shall be determined by the Company. Should either the refrigerator or washing machine break down, it is understood and agreed that the Company will not be expected to make repairs until the vessel arrives at a port where the manufacturer has a service representative available.

Section 54. Jury Toilets. When and wherever necessary for sanitary reasons, jury toilets shall be rigged on the poop deck.

Section 55. Transportation and Paying Off Procedure. (1) (a) Vessels on foreign voyages shall be signed on for one voyage for a term of time not exceeding 12 calendar months.

(b) It is 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 those men only who leave the vessel, plus wages and subsistence in port of engagement in continental United States, or at the seaman's option, cash equivalent of the actual cost of first class rail transportation shall be paid.

(c) If the vessel departs from the final port of discharge to return to the area wherein is located the port of engagement within 10 days after arrival, 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, making emergency repairs of not more than 7 days' duration, or for loading cargo prior to returning to the area wherein is located the port of engagement, articles shall continue until the vessel can proceed to another continental United States Port.

(f) 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 Mexico, West Indies, Cuba, Canada, Newfoundland, Central America, the coast of South America north of the Equator, 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 and/or Gulf Coast of the continental United States for a term of time not exceeding 6 calendar months. After a man has been on a vessel, under this Section, in excess of 6 months and is paid off, he shall receive transportation back to the port of engagement provided the port of payoff is in an area other than the area where he was originally engaged. This shall not apply when employment continues.

(b) When a vessel is on domestic articles or Harbor payroll prior to proceeding on a foreign voyage, a member of the Unlicensed Personnel shall not be entitled to transportation to the port of engagement if he fails to make the foreign voyage, unless the company terminates his employment through no fault of his own.

(c) If the port where the articles are finally terminated is located in an area other than the area in the continental United States in which is located the port of engagement, first class transportation shall be provided to those men only who leave the vessel, plus wages and subsistence to port of engagement in continental United States, or at seaman's option, cash equivalent of the actual cost of first-class rail transportation shall be paid.

(d) If the vessel departs from the final port of discharge to return to the area wherein is located the port of engagement within 10 days after arrival, the above shall not apply.

(e) For the purpose of this Section, the continental United States shall be divided into five areas: Pacific Northwest, California, Atlantic Coast Area, north of Cape Hatteras; Atlantic Coast Area, south of Cape Hatteras; and the Gulf Coast Area.

(f) It is further agreed that if within 30 days of signing clear of the articles, a seaman who accepted first-class railroad transportation in cash, presents himself in the Company's or Agent's office at the port of engagement, he shall be paid an amount equal to wages and subsistence for the number of days ordinarily required to travel from port of signing off back to the port of engagement.

(g) It is also agreed that the transportation provisions contained herein shall not apply until the articles are finally terminated.

3. Any member of the Unlicensed Personnel will be allowed to pay off the vessel in any port of continental United States 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 for just cause and shall not be entitled to transportation. Should the Union object to the discharge, the matter shall be handled in accordance with grievance procedure.

4. Applicable Operations Regulations shall be effective on GAA vessels.

Section 56. Return to Port of Engagement. In the event a ship of the Company is sold, interned, lost or laid up, the crew shall be given transportation back to the port of engagement with subsistence, room and wages, as per Article II, Section 56 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 41, until crew is furnished repatriation by train, plane or vessel.

Section 57. Traveling. Members of the Union, when transported by the Company during the course of their employment, shall be provided with first-class transportation by rail; when travel at night is involved, a lower berth shall be provided or the cash equivalent thereof, and with subsistence at the rate of \$6.00 per day in addition to their regular monthly wages. When traveling by ship is involved, men shall be provided with second class transportation or the cash equivalent thereof.

Section 58. Vessels in Idle Status. When a vessel is inactive in an United States Port for any reason for a period of ten days or less, the Unlicensed Personnel shall be kept on board at the regular monthly rate of pay provided, however, when it is expected that said vessel will be idle for a period in excess of ten days, the Unlicensed Personnel may be reduced on arrival. Should the vessel resume service within 10 days, the vessel's Unlicensed Personnel who are entitled to return to the vessel shall receive wages and subsistence for the period for which they were laid off.

Section 59. Full Complement While Cargo Is Being Worked. A full complement of Unlicensed Personnel shall be maintained aboard vessel at all times cargo is being worked.

The Company shall be in compliance with this section when there is less than a full complement, Saturday,

Sunday and on Holidays, due to voluntary termination, to discharge for cause or absence of members of the Unlicensed Personnel who should have normally been on duty. Likewise, a compliance shall be in effect when there is less than a full complement aboard due to a condition arising as the result of a marine casualty.

Section 60. Manning Scale. It is agreed and understood that the present Manning Scale carried on the Company's vessels shall not be changed unless such changes are mutually agreed to by both the Union and the Company. It is agreed that this section applies to the Deck and Engine Departments. The Stewards Department will be manned for the life of this contract in accordance with manning scales in Article V. This section also does not apply to ships that are not on articles, or to ratings that might be carried for a particular purpose, as for example, Reefer Engineers, etc.

Section 61. International Date Line. If a vessel crosses the International Date Line from east to west, and a Saturday, Sunday or Holiday is lost, all day workers shall observe the following Monday or the day following a Holiday. Watch standers will be paid overtime in accordance with the principle of Saturday and Sunday overtime at sea. If the Sunday which is lost is also a Holiday, or if the following Monday is a Holiday, then the following Monday and Tuesday shall be observed.

However, in crossing the International Date Line from west to east, if an extra Saturday, Sunday or Holiday is picked up, only one of such Saturdays, Sundays or Holidays shall be observed and all crew members will be required to work without overtime on the so-called second Saturday, Sunday or Holiday, provided that if Sunday is also a Holiday, the Sunday which is picked up shall be observed as such Holiday.

Section 62. Type Vessel. In the event the Company secures a type vessel different from those now operated and covered by this Agreement, the Company and the Union shall meet immediately to consider working rules to cover such vessel.

Section 63. Calendar Day. For the purpose of this agreement, the calendar day shall be from midnight to midnight.

Section 64. War Zone. In case any vessel of the company traverses waters adjacent to or in the proximity of a declared or undeclared war or state of hostilities, it is hereby agreed that a petition on the part of the Union for the opening of negotiations for added remuneration, bonuses, and/or insurances, shall in no way be deemed cause for the termination of this agreement.

Section 65. Copies of Agreements to Be Furnished. Copies of this Agreement shall be furnished to the Master, Chief Engineer and Chief Steward, who in turn shall supply each departmental delegate with a copy at the commencement of each voyage.

ARTICLE III Deck Department

Section 1. Wages. The monthly rates of pay of the Unlicensed Personnel in the Deck Department when the respective ratings are carried shall be as follows:

Ratings	Monthly Rate of Pay
Boatswain	\$388.76
Quartermaster	312.30
Able Seaman	305.64
A.B. Maintenance	340.74
Ordinary Seaman	246.07
O.S. Maintenance	288.53

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.

If the Boatswain is required to work with and supervise the watch on deck on Saturdays, Sundays or Holidays at sea 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.

Section 3. Division of Watches. (a) The sailors while at sea shall be divided into three watches which shall be kept on duty successively for the performance of ordinary work incident to the sailing and maintenance of the vessel.

(b) When the watch below is called out to work they shall be paid overtime for work performed during their watch below, except for such work as defined in Article II, Section 18.

Section 4. Boatswain and A.B. Maintenance Standing Watch. (a) If the Boatswain is required to stand watch due to shortage of men, such watches stood between the hours of 5 p.m. and 8 a.m. Monday through Friday shall

be paid for at the regular overtime rate. However, all watches stood shall be in addition to their regular duties as Boatswain. In such cases there shall be no division of wages.

A.B. Maintenance may be required to replace any unlicensed member of the Deck Department when said member is sick or missing without payment of overtime.

Section 5. Setting Watches. Sea watches shall be set not later than noon on sailing day. When the vessel sails before noon, watches shall be set when all lines are on board and vessel is all clear of the dock.

Section 6. Breaking Watches and Work in Port. (a) When vessel docks between 12:00 midnight and 8:00 a.m. and sea watches are broken, any part of a watch between midnight and 8:00 a.m. shall constitute a complete watch.

(b) In port when sea watches are broken the hours of labor shall be 8:00 a.m. to 12:00 noon and 1:00 p.m. to 5:00 p.m. Monday through Friday. 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) In port when sea watches are not broken, members in the Deck Department shall stand their regular watches and perform their regular duties. On Saturdays, Sundays and Holidays, or between the hours of 5 p.m. and 8 a.m. on weekdays, overtime shall be paid for such watches.

(d) Employees standing these watches shall assist the officer on watch in attending mooring lines, tending gangways, gangway lights, handle valves and blanks and handle, connect and disconnect vessel's cargo and bunker hoses on board the ship.

(e) When the watch below is called out to work they shall be paid overtime for the work performed during their watch below.

Section 7. Men Standing Sea Watches. (a) Men standing sea watches shall be paid overtime for all work in excess of 8 hours between midnight and midnight each day. No work except for the safe navigation of the vessel is to be done after 5 p.m. and before 8 a.m. and on Saturdays, Sundays and Holidays without payment of overtime.

(b) Sanitary work shall be done on weekdays between 6:00 a.m. and 8:00 a.m. without the payment of overtime. Sanitary work in this section shall mean cleaning the wheelhouse, chart room, cleaning windows, and mopping out wheelhouse.

(c) If a man standing regular watch at sea or in port on Saturdays, Sundays or Holidays, for which he receives overtime, is required to work he shall be paid overtime in addition to the overtime that he receives for standing the regular sea watch on Saturdays, Sundays or Holidays with the following exceptions:

1. Cleaning quarters as outlined in Article III, Section 19.
2. Those duties outlined in Section 6 (d) above.
3. Docking or undocking as outlined in Article III, Section 13.
4. Routine work for the safe navigation of the vessel.

Section 8. Quartermasters. Able Seamen Standing Wheel Watch at Sea. (a) Their duties shall be to steer the vessel. However, on vessels equipped with automatic steering equipment, they shall, when such equipment is in use, perform general cleaning and maintenance work on the navigating and flying bridges.

(b) **Quartermasters' Duties in Port.** Quartermasters shall stand tank watches and shall handle valves in connection with the loading or discharging of cargo or ballast. When vessels are not loading or discharging, quartermasters shall stand gangway watches. Quartermasters shall not be required to chip, scale, sougee or polish brass. When watches are broken, Quartermasters shall be required to stand gangway watches.

Section 9. Boatswain Handling Windlass. Boatswain shall stand by the windlass when no carpenter is carried and an able seaman may be required to relieve the Boatswain at the windlass during the Boatswain's working hours.

Section 10. Day Workers. (a) The following ratings shall be classified as day workers: Boatswain, Carpenter and Maintenance.

(b) The working hours 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 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) Working hours 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 outside these hours or on Saturdays, Sundays and Holidays to be paid for at their regular overtime rate.

Section 11. Washing Down. When members of the Deck Department are required to wash down after 5 p.m. and before 8 a.m. and on Saturdays, Sundays and Holidays, they shall be paid overtime.

Section 12. Handling Mooring Lines. (a) The watch on deck shall receive overtime for breaking out or stow-

ing away mooring lines after 5 p.m. and before 8 a.m. Monday through Friday and on Saturdays, Sundays and Holidays.

(b) A minimum of 6 men shall be used for breaking out or stowing away mooring lines.

Section 13. Docking and Undocking. (a) The watch on deck shall receive overtime for docking or undocking after 5 p.m. and before 8 a.m. Monday through Friday.

(b) All hands when available, shall be used to perform this work. In no event shall a man receive double overtime for docking or undocking.

Section 14. Call Back for Shifting Ship. (a) When the vessel is in port and watches are broken and men are called back to work after 5 p.m. and before 8 a.m. Monday through Friday, for the purpose of shifting ship in inland waters, a minimum of 2 hours overtime shall be paid for each call when men are knocked off for a period of 1 hour or less, in which case overtime shall be continuous.

(b) When vessel is in Port and watches are broken and men are called back to work on Saturdays, Sundays and Holidays for the purpose of shifting ship in inland waters a minimum of 4 hours shall be paid for each call, except when men are knocked off for a period of one hour or less, in which case overtime shall be continuous.

(c) When vessel is in Port and sea watches are maintained and men are called back to work on their watch below for the purpose of shifting ship in inland waters after 5 p.m. and before 8 a.m. Monday through Friday a minimum of 2 hours shall be paid for each call except when men are knocked off for a period of 1 hour or less in which case overtime shall be continuous.

(d) When vessel is in Port and sea watches are maintained and men are called back to work on their watch below for the purpose of shifting ship in inland waters on Saturdays, Sundays and Holidays a minimum of 4 hours for each call except when men are knocked off for a period of 1 hour or less in which case overtime shall be continuous.

Section 15. Going Ashore to Take Lines. The practice of putting sailors ashore to handle lines when docking or undocking is to be avoided as far as possible. If, however, no other means for handling lines is available and sailors are required to catch the lines or let them go, the sailors actually handling lines ashore shall receive \$1.00 each in each case. This is to be in addition to overtime, if they are working on overtime at that particular moment.

After the ship is properly moored and members of the Deck Department are required to put out additional lines or single up lines during regular working hours, no additional money shall be involved.

Section 16. Ships Stores. (a) Sailors may be required to handle stores both on the dock within 30 feet of ship side and on board ship during their regular hours without payment of overtime. Regular hours are defined to mean 8 a.m. to 12 Noon and from 1 p.m. to 5 p.m. Monday through Friday. Stewards' stores shall be distributed to meat box, chill box, and storerooms by the Deck Department and be stowed by the Stewards Department employees.

(b) Daily supplies of fresh provisions such as milk, bread and vegetables shall be brought by sailors when required to do so without payment of overtime.

(c) Ship's officers shall determine the number of sailors to be used in handling ship's stores.

(d) The Company reserves the right at any time to use shore gangs to handle ships' stores.

Section 17. Using Paint Spray Guns. When members of the crew are required to paint with spray guns they shall be paid at the regular overtime rate during straight time hours and at the rate of time and one-half the overtime rate during overtime hours.

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

Section 18. Garbage. When members of the Deck Department are required to handle or dump garbage while on duty, they shall be paid at the regular overtime rate. If, while off duty, they are required to handle or dump garbage, they shall be paid at the rate of overtime and one-half.

Section 19. Cleaning Quarters. One Ordinary Seaman on duty shall be assigned to clean quarters and toilets of the Unlicensed Personnel of the Deck Department. Two hours shall be allowed for this work between the hours of 8 a.m. and 12 noon daily both at sea and in port.

Section 20. Removing Soot from Smoke Stack. When members of the Deck Department are required to remove soot accumulated inside of the smoke stack, they shall receive overtime during regular working hours and time and one-half during overtime hours.

Section 21. Tank Cleaning. (a) When members of the crew are required to enter any tank in which water is regularly carried for the purpose of cleaning or making repairs therein they shall be paid straight overtime for

straight time hours for such work. For such work between the hours of 5 p.m. and 8 a.m. or on Saturdays, Sundays and Holidays overtime and one-half shall be paid. Overtime and one-half shall be paid for such work performed while off watch between the hours of 8 a.m. and 5 p.m. Monday through Friday.

(b) When members of the crew are required to enter tanks that have contained animal, vegetable, petroleum oil, creosotes, or molasses for the purpose of cleaning or making repairs therein, the watch on deck during straight time hours shall be paid at the rate of time and one-half per hour. The watch below between the hours of 8 a.m. and 5 p.m. Monday through Friday shall be paid for such work at the rate of double overtime. On Saturdays, Sundays and Holidays or between the hours of 5 p.m. and 8 a.m. the rate for such work shall be double overtime. Each man entering tanks for the above purpose shall be entitled to receive \$7.50 for reimbursement for clothes once only during each ballast voyage. It is understood that sea boots for tank cleaning will be furnished by the Company. While engaged in tank cleaning, men shall receive no other overtime.

(c) The men who are hauling the buckets during tank cleaning operations under this section shall be paid as follows:

1. While on watch Monday through Friday between 8 a.m. and 5 p.m. straight overtime.
2. While off watch, or at any time between 5 p.m. and 8 a.m., or on Saturdays, Sundays and Holidays, overtime and one-half.

(d) Members required to handle or shift butterworth machines during butterworth operations, or wash tanks from the decks, shall be paid the following:

1. The watch on deck between 8 a.m. and 5 p.m. Monday through Friday shall receive straight overtime.
2. Men off watch, between the hours of 5 p.m. and 8 a.m., or on Saturdays, Sundays and Holidays shall be paid at the rate of time and one-half.

(e) A minimum of 3 men shall be required for the purpose of shifting butterworth machines. When butterworth machines are in operation 1 man shall be required to stand by the machines. The man who is standing by the machines shall do no other work. However, the other men may be required to perform other work between 8 a.m. and 5 p.m. Monday through Friday.

Section 22. Cleaning Steering Engine. When sailors are required to clean steering engine or steering engine bed, they shall be paid overtime for such work performed. However, sailors may be required to clean and paint steering engine room and grease tiller chains in their watch on deck during straight time hours without the payment of overtime.

Section 23. Additional Work. In all ports, members of the Deck Department may be required to chip, sougee, scale, prime and paint the vessel over sides.

Section 24. Chain Locker. Able Seamen only shall be sent into the Chain Locker to stow chain. In the event the Chain Locker is located lower than one deck below the windlass, a suitable signaling system must be installed. System to consist of two way bell or buzzer or voice tube. This shall only apply when men are sent in the Chain Locker for the purpose of stowing chain.

Section 25. Working Equipment. Company agrees to furnish safe working gear and equipment.

Section 26. Liberty Type Vessels. On liberty type vessels unlicensed crew members are required to clean oil in tween decks. They shall be paid in accordance with cleaning rate in Section 21.

ARTICLE IV Engine Department

Section 1. Wages. The monthly rates of pay of Unlicensed Personnel in the Engine Department when the respective ratings are carried shall be as follows:

Ratings	Monthly Rate of Pay
Electrician	\$470.99
Chief Pumpman	408.48
Engine Maintenance-2nd Pumpman	408.48
Machinist-2nd Pumpman	408.48
Engine Utility	345.96
Oiler	305.64
Fireman-Watertender	305.64
Wiper	288.53

Section 2. Arrivals and Departures. Upon vessel's arrival in port as defined in port time clause, Article II, Section 33, overtime shall begin when "finished with engines" bell is rung. Upon vessel's departure for sea, overtime shall be paid up until first "ahead or astern" bell is rung.

Section 3. Hours of Work—Day Workers. Working hours in port or 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 and Holidays shall be paid for at the applicable overtime rate, except as provided in Article II, Section 18.

Section 4. Hours of Work—Watch Standers. (a) Working hours for watchstanders at sea shall be forty hours per week Monday through Friday. They shall be paid overtime for all watches stood on Saturdays, Sundays and Holidays.

(b) In port any work performed between 5 p.m. and 8 a.m. weekdays and on Saturdays, Sundays and Holidays shall be paid for at the regular overtime rate.

Section 5. Working Spaces. No member of the Unlicensed Personnel of the Engine Department other than the pumpman, electrician, or wiper or any other day men, shall be required to work outside of the engine spaces without payment of overtime. Engine spaces to consist of fireroom, engine room, ice machine room, tool shop and shaft alley, and steering engine room. For the purpose of routine watch duties, the engine room spaces shall consist of fireroom, engine room, ice machine room, steering engine room and shaft alley. However, they may enter engine room storage for the purpose of securing equipment with which to work and handle stores as provided in Section 18.

Section 6. Setting Watches. Sea watches shall be set not later than noon on the day of departure except when vessel sails before noon, in which event sea watches shall be set not later than one hour before scheduled departure. Sea watches for men standing "donkey watches," shall be set at midnight prior to scheduled sailing time.

Section 7. Breaking Watches. Any part of a watch from midnight until 8 a.m. on day of arrival shall constitute a complete watch. This shall not apply to men who are to stand donkey watch. When such arrival occurs on Sunday, overtime shall be paid only for hours actually worked on such watch. If sea watches are to be broken, they shall be broken within one hour after "finished with engines" bell is rung.

Section 8. Supper Relief. At sea the four to eight watch shall relieve itself for supper. The same shall apply in Port when watches are maintained.

Section 9. Electricians. 1. Chief Electrician on Day Work. His hours shall be from 8 a.m. to 12 noon and from 1 p.m. to 5 p.m., Mondays through Fridays. When the Chief Electrician is requested to make a routine daily inspection at sea on Saturdays, Sundays and Holidays, he shall be paid at the regular rate of overtime.

2. The Chief Electrician shall be responsible to and take orders from the Chief Engineer, or, in the absence of the Chief Engineer, he shall take orders from the Senior Engineer aboard; all Assistant Electricians to be directly responsible to the Chief Electrician. In the absence of the Chief Electrician, the Assistant Electrician to take orders from the Senior Engineer aboard. In the case of Watch Electricians, Assistant Electricians to be responsible to the Senior Watch Engineer.

3. They shall not be compelled to do work other than the electrical work and shall not be required to work on steam or diesel end of any machinery.

Overtime shall be paid for any electrical or mechanical work required to be performed on any of the following equipment: Gyro Compass, Gyro Repeaters, Gyro Batteries, and Gyro M.G. Sets, Radio Communication Receiver, Transmitter, Radio Communication Batteries, and Motor Generator Sets, Radio Direction Finder equipment, Fathometer equipment, Radar equipment and Loran System equipment.

4. Electricians' refusal to do electrical work, when such work renders Electricians liable to electrocution, or where hazardous conditions exist, shall not be deemed refusal to duty.

5. Electricians shall not be required to do any painting or cleaning of electrical machinery spaces and the outside of electrical equipment, such as motors, generators, panel boxes, fans, vent filters, electrical fixtures and glassware. This does not mean that the Electrician will not be required to clean up any oil or grease spilled in connection with their regular duties.

(b) Electricians shall be required to maintain the inside of motors, generators, panel boxes, fans and the face of switch panels. They shall also maintain cargo and cluster lights and do all sweeping and cleaning in resistor houses and fan rooms.

6. When Electricians are required to install any heavy equipment, whether new or additional, they shall be paid for such work at the regular overtime rate. This shall not apply, however, to removals or replacements or repairs to worn out equipment, nor to installation of new or light equipment such as wiring and small electrical fixtures and equipment.

7. On vessels carrying Electricians, when available and convenient, a workroom shall be set aside for the Electricians to use as a storeroom for electrical supplies and tools and as a workshop to overhaul electrical equipment, with the proper tools and testing equipment.

Electricians shall keep the electric shop clean, but shall not be required to paint or sougee the electric shop.

8. In Port, when an Electrician is recalled to ship to

turn-to for the purpose of operating or repairing any electrical equipment, between the hours of 5 p.m. and 8 a.m. Mondays through Fridays, or on Saturdays, Sundays and Holidays, a minimum of 3 hours overtime shall be paid. Provided, however, this clause shall not apply when recalled to stand by for purpose of vessel getting under way.

9. When Electricians on day work are called out to do any repair work after midnight and before 8 a.m. a minimum of 2 hours shall be paid.

10. When the Electrician is requested in writing by the Company to furnish his own tools he shall receive an allowance of \$20.00 per month.

11. Chief Electricians shall keep Megger readings of Electrical equipment up to date, during his regular working hours.

12. Electricians shall not be required to rewind coils or armatures except in cases of emergency.

13. When available, Electricians should be assigned to operate electrical controls on life-boat winches when in operation.

14. All electrical work normally assigned to Electricians as their regular duties should be performed by the Electricians except in an emergency or for necessary work performed when the Electricians are not on board.

15. He will not be required to reline brakes on electric winches or anchor windlasses or capstan.

16. It shall be the responsibility of the Chief Electrician to keep an inventory of all supplies and equipment on hand and he shall make requisitions for all needed electrical supplies and tools, subject to approval of the Chief Engineer. Taking voyage inventories, however, shall be confined to straight time hours.

17. On ships where less than three electricians are carried, the electricians shall be classified as day workers at sea and in port.

18. When three electricians are carried, they shall be put on regular sea watch at sea for 4 hours on and 8 hours off for the performance of their duties. In port, the electricians shall be classified as day workers.

19. Electricians shall make needed repairs to maintain electric refrigerators and maintain electric washing machines.

Section 10. Pumpman. (a) Pumpman's duties shall consist of handling cargo, ballast, and tank equipment including all work necessary for the operation and maintenance of cargo pipe lines, room heating system and all deck machinery, including tank gear on deck, dogs on watertight doors and ports and lifeboat davits. He shall not be required to do ordinary engine or fireroom work except in line with his regular duties such as steam lines, cargo lines, etc. If the pumpman is required to enter the tanks to make repairs to pipe lines or valves after tanks are gas free and have been cleaned, he shall be paid at the overtime rate, otherwise he shall be paid in accordance with tank cleaning rates. While working in tank no other overtime shall be paid. He shall not be required to paint, clean paint, firebrush, chip, scale or do any polishing work without the payment of overtime. Notwithstanding any other provisions in this Agreement when the pumpman is required to make repairs in tanks he shall be paid for such work in accordance with this Section.

Section 11. Machinist. Second Pumpman and/or Engine Maintenance. His duties shall be general maintenance and repair work as directed by the engineer in charge. He may relieve or assist the pumpman in all of the pumpman's duties. He may be required to paint cargo pumps only without overtime during regular working hours. With this exception he shall not be required to paint, clean paint, wirebrush, chip, scale, or do any polishing work without the payment of overtime.

Section 12. Engine Utility.

(a) They shall be required to assist engineers in all engine department work.

(b) Utilitymen shall be required to have qualifications as oilers, watertenders and firemen.

(c) They may be required to replace any unlicensed member of the Engine Department when said member is sick, injured or missing.

Section 13. Oilers on Watch-Steam. (a) They shall perform routine duties, oil main engine (if reciprocating), watch temperatures, and oil circulation (if turbine), oil auxiliaries, steering engine and ice machine. They shall pump bilges and tend water where gauges and checks are in the engine room and no watertenders are carried.

(b) If required to start or blow down evaporator, they shall be paid one hour overtime for each operation. When such equipment is placed in operation, oilers may be required to check the equipment at regular intervals, make necessary adjustments to insure proper and even flow of condensate and salt water, oil and tend any pump or pumps operated in connection with such equipment without payment of overtime.

(c) Oilers shall not be required to do any painting, cleaning paint, wire-brushing, chipping, scaling or polishing work without the payment of overtime.

Section 14. Oilers on Day Work-Steam. They shall assist the engineers in maintenance and repair work in

engine room, machine shop, shaft alley and store room when located in or adjacent to the engine room, provided, however, he shall not be required to do any cleaning of boilers, cleaning paint, polishing work, wirebrushing, chipping or scaling.

Section 15. Oilers—Diesel at Sea. They shall make regular rounds on main engines and auxiliaries, pump bilges, clean oil strainers and centrifuges, watch oil temperatures and pressures. If required, they shall drain oil from piston oil tanks every hour and shall pump up water for gravity. They shall be required to tend small donkey boiler for heating purposes without payment of overtime. However, when boiler is being used for heating cargo oil, an overtime allowance of 2 hours per watch shall be allowed the oilers.

(b) They shall do no cleaning or station work but shall be required to leave safe working conditions for their relief, provided such work shall not be done when wipers are on duty.

Section 16. Oilers—Diesel—In Port. (a) In port, oilers shall maintain a regular donkey watch. They shall oil auxiliaries, tend small donkey boiler, and look after entire plant. When cargo is being worked after 5 p.m. and before 8 a.m. Monday through Friday, or on Saturdays, Sundays and Holidays the oilers on watch shall receive the regular overtime rate and in no event shall he be paid additional overtime because cargo is being worked.

(b) Oiler shall not be required to do any painting, cleaning paint, wirebrushing, chipping, scaling or polishing work without the payment of overtime.

Section 17.—Fireman-Watertender. (a) They shall be required to watch and tend water, clean burners, fuel oil strainers, wherever located, drip pans, punch carbon, keep steam, watch fuel oil pressure and temperatures and oil fuel oil pumps located in the fireroom only.

(b) On all watches they shall clean up excess oil occasioned by changing burners and strainers and shall leave the fireroom in a safe condition when relieved.

(c) Fireman-Watertender on watch in port shall be paid overtime for watches stood after 5 p.m. and before 8 a.m. Monday through Friday, and on Saturdays, Sundays and Holidays.

(d) Fireman-Watertender on watch shall not be required to do any painting, cleaning paint, wirebrushing, chipping, scaling or polishing work without the payment of overtime.

(e) When on donkey watch, firemen-watertenders shall be required to keep steam, tend auxiliaries and take care of entire plant without payment of overtime, except as provided in (c) above.

(f) When vessel is in port and the entire plant is shut down, the Fireman-Watertender may be placed on day work. His hours then will be the same as those for day workers. His work shall consist of repair and maintenance work in fireroom and engineroom. He shall not be required to do any cleaning of boilers, polishing work, wirebrushing, chipping or scaling.

Section 18. Wipers. (a) 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 all stores, including standing by on water and fuel oil lines.

(b) Wipers shall not be required to paint, chip, sougee or shine bright work in fireroom sidley except in port.

(c) 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. He shall be allowed two hours for this work on Saturdays, Sundays, and Holidays and shall have two hours overtime.

(d) Wiper may be required to paint unlicensed Engine Department crew quarters without payment of overtime during Wiper's regular working hours.

(e) Wipers shall be paid overtime for cleaning in fire-sides and steam drums of boilers. He may be required to wash out steam drums with hose without payment of overtime.

(f) Wiper shall be paid overtime when required to clean tank tops or bilges by hand or when required to paint in bilges. However, cleaning bilge strainers, cleaning away sticks or rags shall be considered part of a Wiper's duties and shall be done without the payment of overtime.

(g) It shall be the duty of the Wiper to assist the Engineers in blowing tubes. The Wiper shall also assist the Engineer in putting XZIT and similar preparations and boiler compounds in the boiler.

(h) Wiper may be required to assist in repair work but he shall not be assigned to a repair job by himself without the payment of overtime. This is not to include dismantling equipment in connection with cleaning, such as grease extractors, bilge strainers and evaporators, etc.

(i) Wiper shall be required to pump up galley fuel

tank during straight time hours without the payment of overtime.

(j) While vessels are transiting the Panama or Suez Canal one Wiper shall be assigned to trim ventilators to insure breeze for men below regardless of whether it is outside of their regular working hours or not. When the Wiper performs this work outside of his regular working hours, overtime will be allowed.

(k) Skimming hot wells and cleaning grease extractors shall be done by the Wiper as part of his regular duties without the payment of overtime.

(l) It shall be the duty of the Wiper to pull ice and deliver it to the ice box door without the payment of overtime. Wipers shall also remove ice cubes from ice cube machines when such machines are located in engine room spaces.

(m) Wipers, under proper supervision, may be required to paint the outside of electric motors and generators.

Section 19. Tank Cleaning. (a) When members of the crew are required to enter any tank in which water is regularly carried for the purpose of cleaning or making repairs therein they shall be paid straight overtime for straight time hours for such work. For such work between the hours of 5 p.m. and 8 p.m. or on Saturdays, Sundays and Holidays, overtime and one-half shall be paid.

(b) When members of the crew are required to enter tanks that have contained animal, vegetable, petroleum; oil, creosotes, or molasses for the purpose of cleaning or making repairs therein, the watch on deck during straight time hours shall be paid at the rate of time and one-half per hour. On Saturdays, Sundays and Holidays or between the hours of 5 p.m. and 8 a.m. the rate for such work shall be double per hour. Each man entering tanks for above purposes shall be entitled to receive \$7.50 for reimbursement for clothes once only during each ballast voyage. It is understood that sea boots for tank cleaning will be furnished by the Company. While engaged in tank cleaning, men shall receive no other overtime.

Section 20. Using Paint Spray Guns. When members of the crew are required to paint with spray guns they shall be paid at the regular overtime rate during straight time hours and at the rate of time and one-half the overtime rate during overtime hours.

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

Section 21. Vessels other than those Operated at Present. It is understood that this agreement is designed to cover tankers. In the event the Company secures a type vessel other than the type herein stated, the Company and the Union shall meet immediately to negotiate provisions to meet the new conditions.

Section 22. Carbon Tetrachloride. Whenever Carbon Tetrachloride is required to be used by any unlicensed member of the Engine Department for cleaning purposes, he shall be paid at the overtime rate on watch and time and one-half while off watch.

Section 23. Entering Casings on Motor Vessels. When men are required to enter engine casings on motor vessels they shall be paid at the overtime rate of pay.

ARTICLE V Steward Department

Section 1. Wages. The monthly rates of pay of Unlicensed Personnel in the Stewards Department when respective ratings are carried shall be as follows:

Chief Steward	\$388.15
Chief Cook	354.08
Cook and Baker	354.08
Third Cook	318.46
Messman	237.57
Utilityman	237.57

Section 2. Minimum Overtime. When any member of the Stewards Department is called out to work between the hours of 7:30 p.m. and 5:30 a.m., a minimum of two hours overtime shall be paid.

Section 3. Number of Hours. No member of the Stewards Department shall be required to work over 8 hours in any one day without payment of overtime. All work performed at sea on Saturdays, Sundays and Holidays shall be paid for at the regular overtime rate except as provided in Article II, Section 18.

Section 4. Working Hours.

(a) Steward—eight hours between the hours of 6:30 a.m. and 6:30 p.m.

Chief Cook—7 a.m. to 12:30 p.m.—3:30 p.m. to 6 p.m.

Cook and Baker—either 6 a.m. to 12 noon and 4 p.m. to 6 p.m. or 2 a.m. to 10 a.m. at the company's option. At any rate he shall receive the same 5 to 8 overtime as the Chief Cook in port.

Messman—6:30 a.m. to 9:30 a.m.; 10:30 a.m. to 1:00 p.m.; and 4 p.m. to 6:30 p.m.

Steward-Util—7 a.m. to 1 p.m. and 4 p.m. to 6 p.m.

(b) In Port When Feeding. Working hours for members of the Stewards Department in port when feeding

shall be as outlined above. They shall be paid overtime for all work performed outside their regular hours, after 5 p.m. and before 8 a.m. weekdays and on Saturdays, Sundays and Holidays. Only those hours actually worked on Saturdays, Sundays and Holidays shall be paid for at the overtime rate.

Section 5. Manning Scale. On all Liberty, T-2 and T-3 Tankers the minimum manning scale shall be as follows:

1 Steward	1 Third Cook
1 Chief Cook	3 Messmen
1 Cook and Baker	1 Utility

Section 6. Full Complement. (a) A full complement of the Stewards Department shall be maintained when the vessel is feeding. This shall not apply when skeleton crew is aboard.

(b) When skeleton crew is aboard and the ship is feeding a minimum of 5 men shall be maintained in the Stewards Department.

Section 7. Working due to Absent Members. When a vessel is in a continental United States port and a member of the Steward Department is missing, the men who do the missing man's work shall be paid overtime for actual time worked over their normal eight hours.

(b) If a vessel sails without the full complement in the Steward Department as required by this agreement, then the men who do the missing man's work will receive in addition to a division of wages of the missing man, the overtime that the missing man would normally have made on Saturdays, Sundays and Holidays.

(c) While on a voyage and a member of the Steward Department becomes ill or is injured, and remains aboard the vessel, the men who do this work shall receive a division of pay but they shall not receive any overtime for doing this work.

Section 8. Routine Work. (a) The regular routine duties laid out below shall be carried out within the scheduled working hours as specified above and it shall be the duty of the Stewards Department to organize their work so that it is accomplished within their 8 hours per day as scheduled in this agreement. Routine duties of the Stewards Department shall be to prepare and serve the meals. They shall also clean and maintain, including spot sougeeing and polishing bright work, the quarters of the Licensed Personnel, the Radio Officer, the Purser, Passengers, and the Ship's Office, all dining rooms, mess-rooms, washrooms, galley and pantry. They shall sort and cull fruit and vegetables. Unless otherwise specified in this agreement no overtime applies to the above routine work.

(b) The Steward Department shall not be required to do any work in the Radio Shack without the payment of overtime.

(c) It shall be routine duties for the Stewards Utility to count and bag linen, work in storerooms, linen lockers, toilets and Steward's Department passageways and do general cleaning within his 8 hours as directed by the Steward.

Section 9. Handling Stores. Members of the Stewards Department shall not be required to carry any stores or linen to or from the dock, but when stores or linen are delivered at the store room doors, meat or chill box doors, steward department men shall place same in their respective places and overtime shall be paid to all men required to handle linen or stores, Mondays through Fridays between the hours of 8 a.m. and 5 p.m. If members of the Stewards Department are required to handle stores after 5 p.m. and before 8 a.m. and Saturdays, Sundays and Holidays, they shall be paid at the rate of overtime and one-half in addition to their regular holiday overtime rate. However, daily provisions such as fresh vegetables, fruit, milk, or bread shall be stored by messmen and/or utilitymen when placed aboard, without the payment of overtime, provided such work is done within their prescribed working hours.

Section 10. Receiving Stores. The Steward shall be required to go on dock during his regular working hours to check stores or linen without the payment of overtime.

Section 11. Late Meals. When members of the Stewards Department are required to serve late meals due to the failure of officers eating within the prescribed time, the members of the Stewards Department actually required to stand by to prepare and serve the late meals shall be paid the regular overtime rate.

Section 12. Shifting Meals. When meal hours are extended for any reason and all of the Unlicensed Personnel are unable to eat within the regular prescribed time, all members of the Stewards Department required to stand by to prepare and serve the meals shall be paid at the regular overtime rate for the time the meal is extended. As much notice as possible shall be given the Steward Department when meal hours are to be shifted.

Section 13. Extra Meals. (a) When meals are served to other than regular members of the crew, and/or Pilot \$50 per meal shall be paid. This is to be divided among the members of the Stewards Department actually engaged in preparing and serving the meals.

(b) When food is prepared for persons who do not re-

quire the service of messroom, 2 hours overtime per meal shall be paid for the first group of 6 persons or fraction thereof, and one hour overtime for each four additional persons or fraction thereof. This money is to be equally divided among the galley force.

(c) No extra meals are to be served without the authority of the Master or Officer in charge of the vessel.

Section 14. Extra Persons Sleeping Aboard. When more than two persons other than regular crew members sleep aboard, the member of the Stewards' Department who takes care of the room shall be paid one hour overtime per day.

Section 15. Serving Meals Outside of Messrooms. When any member of the Stewards Department is required to serve anyone outside of their respective messrooms for any reason, he shall be paid at the regular overtime rate for time required. However, meals may be served on the bridge to the Master and/or Pilot without the payment of overtime whenever it is necessary for the Master and/or Pilot to be on the bridge for the safety of the ship. The Captain's office or stateroom shall not be classified as the bridge of the ship. This section shall not be construed to apply to passengers or ship's personnel served during regular working hours on account of illness.

Section 16. Midnight Meals and Night Lunches. Members of the Stewards Department actually engaged in serving hot lunches at 9:00 p.m. or midnight or 3:00 a.m. are to be allowed 3 hours overtime for preparing and serving same.

Section 17. Cleaning Meat and Chill Boxes. (a) Members of the Stewards Department shall be assigned by the Steward to clean meat and chill boxes and shall be paid at the regular overtime rate for time the work is performed. Boxes shall not be cleaned without the express authorization of the Chief Steward.

(b) Keeping the meat and chill boxes neat and orderly at all times such as cleaning out paper wrappings, crates, etc. within regular working hours is not to be considered overtime.

Section 18. Making Ice Cream. When a member of the Steward's Department is required to make ice cream he shall be paid at the regular overtime rate for the time required to make the ice cream.

Section 19. Making Ice. On ships where ice machines are carried, members of the Stewards Department will not be required to make ice or pull ice, but they will distribute the ice once it is pulled. On ships where ice machines are not carried and members of the Stewards Department are required to make ice, overtime shall be paid for such work performed. This does not apply to making ice cubes in small refrigerators or ice cube machines in messrooms, pantries and galleys.

Section 20. Overtime for Butchering. When carcass beef, in eighths or larger, is carried the man required to butcher this beef shall be paid a minimum of six hours

overtime weekly for butchering. This shall not apply when butcher is carried.

Section 21. Shore Bread. (a) The Company shall furnish bread from ashore in all continental U. S. Ports. When bread is not furnished in continental U. S. Ports within 24 hours, excluding Sundays and Holidays, the cooks shall be required to make the bread and will be paid three hours overtime for each batch of bread baked.

(b) When a new baker is employed he may be required to bake a batch of bread during regular working hours, without the payment of overtime.

Section 22. Handling Food. When Stewards Utility is aboard, no member of the Stewards Department who is required to handle food shall be required to clean toilets or bathrooms.

Section 23. Sougeeing. When members of the Stewards Department are required to sougee, overtime shall be paid for the actual number of hours worked. Spotting shall not be construed as sougeeing.

Section 24. Chipping, Sealing and Painting. Members of the Stewards Department shall not be required to chip, scale or paint.

Section 25. Dumping Garbage. No member of the Stewards Department shall be required to go on dock for the purpose of dumping garbage.

Section 26. Oil Stoves. Members of the Stewards Department shall not be required to pump oil for the galley range.

Section 27. Day Work. (a) When the ship is not feeding and members of the Stewards Department are on day work, the hours shall be 8 a.m. to 12 noon and 1 p.m. to 5 p.m.

(b) When members of the Stewards Department are on day work they may be required to work in store rooms, linen lockers, toilets, passageways, handle stores and linen placed aboard ship, and do general cleaning without the payment of overtime.

(c) When members of the Stewards Department are on day work, all hands shall be allowed fifteen minutes for coffee at 10 a.m. and 3 p.m. or at a convenient time near these hours.

(d) When the Stewards Department is on day work and the ship is not feeding, they shall receive one full hour from 12 noon until 1 p.m. for lunch. This hour may be varied but such variation shall not exceed one hour either way, provided that one unbroken hour shall be allowed at all times for dinner or supper when men are on day work. If one unbroken hour is not given, the men involved shall receive one hour's overtime in lieu thereof.

Section 28. Galley Gear. The Company shall furnish all tools for the galley, including knives for the cooks.

Section 29. Aprons and Uniforms. White caps, aprons and coats worn by the Stewards Department shall be furnished and laundered by the Company and white trousers worn by the galley force shall be laundered by the Company.

Section 30. Entering Engine Room or Fireroom. Members of the Stewards Department shall not be required to enter the engine or fireroom, except as may be required by Article II, Section 18.

Section 31. Work Not Specified. Any work performed by the Stewards Department that is not specifically defined in this agreement shall be paid at the regular overtime rate.

ARTICLE VI

Ratification and Effective Date

This agreement is being signed subject to the ratification of the membership of the Union and in case no notice is given the Company within 60 days from January 1, 1953, it shall be deemed ratified by the Union and binding on both parties hereto.

It is understood that all increased monetary matters in this agreement shall be effective as of 12:01 a.m., January 1, 1953.

Changes in the working rules shall take effect on the day following the next termination of Articles, either domestic or foreign, provided however, that in the case of vessels already on Articles such changes shall take effect on the third day after receipt of copies of this agreement by the Master of the vessel, but in any event not later than February 1, 1953.

It is understood that all increased monetary matters in this agreement are subject to approval by the Wage Stabilization Board.

DATED, DECEMBER 31, 1952.

SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA, ATLANTIC AND GULF DISTRICT
Paul Hall
Secretary-Treasurer

First Memorandum of Agreement

It is agreed between the Union and the Company that, the Company's contribution to the Seafarers Welfare Plan will be increased 10c. per man, per day and the Company's contribution to the Seafarers Vacation Plan shall be increased 15c. per man, per day. These increases shall be effective October 1, 1952.

It is agreed that these monies will be submitted to the Trustees of the respective Plans immediately in accordance with the procedure set forth in the Plans.

The monies described herein are to be held by the Trustees of the Plans until approval of the Wage Stabilization Board has been granted or until approval is not necessary.

DATED, DECEMBER 31, 1952.

SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA, ATLANTIC AND GULF DISTRICT
Paul Hall
Secretary-Treasurer



Negotiating Committee's Report

In the following are submitted the report and recommendations of your Union negotiating committee with respect to the proposed new tanker agreement published in the January 23 issue of the SEAFARERS LOG.

Having notified the tanker companies in advance of the expiration of their agreements, your negotiating committee in accordance with long-established procedure and the wishes of the membership undertook negotiations with representatives of the various tanker companies. These negotiations began before the expiration date of the old contract on September 30, 1952, and continued at regular intervals until the new agreement was completed. In the meantime, your committee reported regularly to the membership at regular and special membership meetings, and through the pages of the SEAFARERS LOG, on the developments that were taking place in these negotiation sessions.

Due to the great amount of effort and time-consuming work involved in standardizing the contract for all tanker companies and in rewriting many of the provisions of old tanker agreements, your committee recommended that the expiration date of the present contract be extended beyond September 30, 1952. This recommendation was approved by the membership in all branches, with the result that the committee was able to go ahead and produce the proposed new contract.

Your committee believes that this extension of time made it possible for the Union to obtain a single standard contract for all tanker companies that is beyond any doubt superior to any agreement of its kind in the tanker industry, an accomplishment that might not have been possible had we been forced to meet a specific deadline.

Particularly noteworthy in the eyes of the committee, are the wage and overtime changes, and the steward department manning scale changes which are discussed in full later in the report. The flat wage increase on base wages for such ratings as AB, oiler and FWT of \$43.32 a month, does not, in our opinion, fully express the wage gains involved. Considering the fact that in many instances overtime amounts to two-thirds of the base wage (more or less in some instances) under the old contract, it is readily seen that the new overtime rate of \$1.87 for all ratings represents a very sizeable increase in take-home pay. Under the old agreement, the average AB on tankers had gross earnings that could be conservatively estimated at \$440 a month, provided he didn't put in much tank cleaning time. Using the same ratio of two-thirds OT to base wages, the earnings under the new agreement would come to about \$510 a month on the average. Actually, with the new, higher OT rate and with the many improvements in working rules providing more overtime, the earnings for the AB, oiler, FWT and similar ratings will work out to a higher figure.

In the stewards department, the change in manning scales, as printed in the accompanying contract, provides a very considerable base wage increase of \$78.26 for cook and baker and \$89.36 for the third cook over the old galleyman's rating. This, and other sizeable increases in the stewards department meet the long-felt need of these men for wage adjustments.

In handling this report, your committee is dealing with only those provisions that are entirely new, or those that have been improved. In the last analysis, your committee firmly believes that this contract fulfills the Union's pledge of providing the membership with the best wages, working rules, job conditions, security and benefits anywhere in maritime.

One-Year Contract

The prologue of the proposed tanker contract calls for it to expire on September 30, 1953. It may remain in effect from year to year thereafter unless either party gives the other written notice 60 days prior to that date of a desire to end or change it. After this notice has been given, specific proposals must be submitted within ten days. Negotiations can open at a time mutually agreed upon. The contract may be reopened at any time for negotiations on wages or other monetary matters.

As a result, both freight and tanker contracts will expire at the same time. The unsettled conditions of the industry made a one year agreement necessary, so as to protect the Union membership against sudden economic changes.

Article I — Employment

Existing hiring practices are continued with a guarantee of no discrimination because of race, creed, color, national or geographic origin, in addition to the no-discrimination clause relating to Union activity. This protects the entire membership of the SIU, made up as it is of seamen of many origins.

Article II — General Rules

Commencement of Employment

Section 7. This new section sets forth that when a man reports for work with his gear he shall be put on the payroll. However, if a man is sent to another port to catch the ship, he goes on the payroll from the time he is hired. It merely clarifies and sets down in black and white a long standing SIU practice.

Termination of Employment

Section 8. This section requires that if any man leaving a vessel asks for it, he shall be given a slip showing the reason for his leaving. Your committee felt that in past years many abuses had developed, whereby Seafarers were denied the right to apply for and receive unemployment insurance to which they were rightfully entitled. This happened because the men involved could not show that they had left the ship through no fault of their own, simply because the companies had been stamping "quit" on these slips rather than the actual reason. The new provision should serve to end this abuse.

Statement of Earnings

Section 9. Your committee felt that this new section providing that each man shall be given a statement of earnings and deductions at the time of payoff would formalize an existing practice and would expedite adjustments on disputed overtime.

Maintenance and Cure

Section 12. This new section of the proposed agreement provides that the \$8 daily maintenance and cure payments must be made regardless of whether a man has hired an attorney, filed a claim for damages, or taken any other steps to that end. In the past, some companies have used such action on the part of the Seafarer who suffered illness or injury on the ship as an excuse to deny him these payments, despite US maritime law to the contrary. From now on a man must be paid his maintenance and cure money no matter what action he is taking against the company.

Repatriation, Upkeep and Transportation

Section 14. Your committee feels that inclusion of this clause will put an end to the practice of unscrupulous company agents in foreign ports who have denied men proper accommodations, lodging, food and transportation, plus earned wages when they had to leave a ship because of illness or injury. Many such cases were reported in the SEAFARERS LOG during 1952, in which sick or injured men were left stranded on the beach in foreign countries without proper care or attention to their minimum necessities, for food, lodging and adequate transportation. Your committee has negotiated a thoroughgoing clarification of this procedure outlining specific steps that have to be followed, so as to prevent these abuses in the future.

It is made absolutely clear that it is the company's responsibility through its agents, to assure repatriation upkeep at a cost of no less than \$8 a day until proper transportation is provided. Where regular meals are not included in this transportation, the repatriated seamen shall be paid \$8 a day for food while traveling.

In addition, where the seaman's illness or injury is reported before he leaves the ship, he must be given a full statement showing his wages due. If this is not possible, the master shall notify the company agent and the home office of the man's account at the time he left the ship, so that when the man presents himself to the agent, he shall be paid the maximum amount allowable as soon as possible.

When the seaman presents his claim for wages to the agent or office of the company at the port of engagement, or to the home office of the company, he shall receive payment as promptly as possible. In the event he is not paid this amount within 72 hours, exclusive of Saturdays, Sundays or holidays, he shall be entitled to an additional \$8 daily until the full wages due at the time he left the vessel are paid.

Loss Of Clothing

Section 15. When a ship is lost, compensation for loss of clothing has been increased from \$300 to \$500. Where

a ship is damaged but not completely lost, crewmembers shall receive up to \$300 for damage to personal gear.

Crew's Work Done By Others

Section 16. The old clause in the contract ruling out work by officers and others that would normally be overtime for unlicensed members has been clarified and strengthened to specifically cover all categories—cadets, workaways, pursers, officers, etc. The new clause specifies that any routine work of the crew performed by unauthorized persons is to be payable as overtime, with the payment divided among the men ordinarily doing such work.

Emergency Duties And Drills

Section 18. Your committee has won clarification of procedure and overtime rules for emergency duties and for drills held on weekends and holidays. Overtime will now be paid for lifeboat and other drills on weekends and holidays except where departure time and date do not permit the required drills to be held before the first Saturday, Sunday or holiday after the departure of the vessel. If the ship is in port and it is not the day of departure, overtime will be paid for these drills on weekends and holidays.

Holidays

Section 20. The holiday rule has been amended to provide that when paid holidays fall on Saturday, the following Monday is observed as a holiday. This means holiday pay on Mondays when a holiday falls on either Saturday or Sunday.

Overtime Rate

Section 21. A big gain for every crewmember is involved in the new higher overtime rates, and the new dividing lines on overtime. Overtime rates in the new agreement will be \$1.48 per hour and \$1.87 per hour. The dividing line for these rates is \$298.49, which means that every rated man on the vessel will receive the higher overtime rate. The old rates were \$1.29 and \$1.63 per hour, with only the top ratings receiving the higher overtime rate.

Payment Of Overtime

Section 26. As before, this clause requires payment of overtime at the time of the signing off, with the additional provision that if payment is delayed by the company for 24 hours, the crewmember will receive an additional \$10 per day for each day's delay. This doesn't include disputed overtime.

Money Draws In Foreign Ports

Section 28. Abuses of rules on draws, which have produced many beefs, will be dealt with by this revised section which provides for a draw at least once every five days in port except for weekends and holidays. When US money is aboard, the draws will be issued the day before arrival in a port that has a local law against issuance of US dollars there. This provision was inserted by your negotiating committee to protect crewmembers against losses suffered in the past from day to day changes in rates of money exchange which left them at the mercy of local officials. Advances must be made not later than 4 PM so that crewmembers need not lose out on shore leave because of delay in draws.

Explosives

Section 29. This is a new clause in the tank contract, providing that the company pays an additional 10 percent of monthly wages to every crew member when explosives in excess of 50 long tons are aboard, being loaded or discharged. Should the crew be required to work such cargo, they shall be paid \$5.00 an hour additional. For the purposes of the agreement, explosives consist of such items as nitro-glycerine, loaded shells of one pound or over, TNT, dynamite, bombs, poison gas, and similar items.

Standby Work

Section 31. Your committee has secured considerable improvement in the working rules governing standby work. Rates have been increased and a higher guaranteed pay provided. Standby workers will receive \$1.87 per hour during regular working hours Monday through Friday, and \$2.81 per hour outside of regular hours. The old rates were \$1.64 and \$2.46 per hour.

In addition, a guarantee has been won that men hired for standby shall be paid a full day's pay for the first day and a minimum of a half day's pay for each succeeding day. Under the old agreement, the men only received a guarantee of a half day's pay on the first day.

Longshore Work By Crew

Section 32. This is a new provision for the tankers, and calls for payment of wages over and above the regular

lar monthly wage where men have to do longshore work or drive winches. The watch on deck will get \$1.87 per hour, the watch below, \$2.81 per hour between 8 AM and 5 PM on weekdays. Work during other hours or on Saturdays, Sundays and holidays will be at the rate of \$3.74 an hour.

Restriction To Ship

Section 35. In the past, ships' captains have, on occasion, restricted crewmembers to ships in foreign ports, claiming that this restriction was ordered by the local government. This provision writes into the contract the Union practice of demanding a written copy of such government order, from the company. A letter from the company agent is not considered sufficient proof. If the company can't produce a copy of the order, the crew will receive overtime for the period they were restricted aboard.

Sailing Board Time

Section 36. In the past, some companies made a practice of calling men back to work, knowing that the ship wasn't going to sail at the time posted on the board. To eliminate this practice, the sailing board time clause has been greatly strengthened to provide a penalty for calling men back to work too soon. From now on, where the vessel is delayed for more than two hours due to loading or discharging cargo, the watch below may be dismissed and will receive two hours overtime for reporting as originally called for.

The provision also calls for two days pay plus transportation for a man when the company orders a replacement for whom there is no vacancy on the ship.

Launch Service

Section 40. This section provides a guarantee of one round trip ashore every 24 hours at the company's expense, and includes an additional paragraph providing that where the service is arranged by the company each and every member of the crew shall be given an opportunity for such a round trip.

The committee felt it was needless to set forth a detailed procedure for launch service if the company's schedule failed to give all members of the crew an opportunity to go ashore. The new section will assure that opportunity.

Fresh Provisions

Section 40. The Union wants to encourage the use of frozen foods aboard ship as it has been found that these have the same or better quality than many fresh items and retain their quality better on long voyages. As a result a new provision has been included providing that frozen food shall be considered the equivalent of fresh foods.

In addition, a new section has been added calling for fresh whole milk to be served three times daily in port, and providing for 40 gallons of milk to be placed aboard on sailing day, when the ship is sailing from a port where pasteurized milk is available.

Transportation And Paying Off Procedure

Section 54. This is a new transportation rider covering the tankers. It provides for a revision of areas for transportation, to set up five such areas—two on the Pacific Coast, two on the Atlantic Coast and one for the Gulf. A member signing on in one area and paying off in another will get transportation by the usual first class rail service, if the vessel doesn't return to the area of the sign-on within ten days after arrival at the final port of discharge.

Vessels In Idle Status

Section 57. When a vessel is inactive in a US port for ten days or less, the crew shall be kept aboard at the regular monthly pay rate. If the vessel will be idle for more than ten days, the crew may be reduced on arrival, but should that same vessel resume service within ten days, those crewmembers entitled to return to the vessel will receive wages and subsistence for the period they were laid off.

This section will serve to clarify existing rules regarding vessels in idle status.

Full Complement While Cargo Is Being Worked

Section 58. A full complement shall be maintained aboard ship all the time that cargo is being worked, except for weekends and holidays, when some men may not be aboard. This clause was insisted on by your committee to eliminate the practice of maintaining a shorthanded crew when a vessel arrived in port late in the week, with resultant loss of work to the membership.

International Dateline

Section 60. Your committee has attempted to draft a clause that will provide a long-needed clarification of this issue. It should put an end to the question of days gained or lost going east or west and minimize the beefs that have arisen.

Article III Deck Department Wages

Section 1. Increases in the deck department range from \$16.97 for an ordinary seaman to \$43.32 for an AB. The base monthly wage of the AB is now \$305.64 up from a former level of \$262.32. This restores the traditional differential in favor of tankermen which for the AB is \$3.32 per month on base wages.

Division Of Overtime

Section 2. This new provision calls for the overtime to be divided as equally as possible with the bosun allowed to make as many hours as the high man on overtime in the department. Where the bosun is required to work with the deck watch on weekends or holidays at sea, he receives the same rate of overtime per hour as the watch on deck receives.

Bosun Handling Windlass

Section 9. This is another new clause calling for the bosun to stand by the windlass when no carpenter is carried. An AB may have to relieve the bosun there during the bosun's working hours.

Handling Mooring Lines

Section 12. The clause on handling mooring lines has been slightly amended to call for a minimum of six men for breaking out or stowing away lines.

Shifting Ship

Section 14. For the first time in the tanker contract, your committee has negotiated a clause that will provide four hours overtime for shifting ship on weekends and holidays, and a minimum of two hours during weekdays.

Using Paint Spray Guns

Section 17. Because of the nature of this work, the committee negotiated a new provision calling for both men who handle spray guns other than the small hand type to receive overtime, not just the man who handles the gun.

Tank Cleaning

Section 21. The new contract has an improved and strengthened tank cleaning clause which is more specific and more easily-understandable than the old one. Men hauling buckets during tank cleaning operations will receive straight overtime while on watch during weekdays from 8 AM to 5 PM and overtime and one-half at all other times, or while off watch.

When butterworthing, three men will be required to shift the machines, and one man to stand by at all times while the machines are in operation.

Chain Locker

Section 24. The committee has negotiated a restriction here that only ABs should be sent into the chain locker to stow chain. Where the locker is lower than one deck below the windlass a suitable signaling system must be installed for obvious safety purposes.

Article IV Engine Department Wages

Section 1. Wage changes in the engine department range from \$17.41 monthly increase for the wiper to a high of \$43.32 for oilers and FWTs. Base wage for the latter ratings is \$305.64, up from \$262.32 in the old contract.

Electricians

Section 9. The proposed new agreement contains a revised set of working rules for electricians, defining their duties and overtime regulations. Where the electrician is requested in writing by the company to furnish his own tools he shall receive \$20 a month in addition to his basic wage.

Carbon Tetrachloride

Section 22. Any engine department member who is required to use carbon tetrachloride for cleaning purposes shall be paid the overtime rate on watch and OT and one-half while off watch. Your committee is hopeful that this provision will discourage the use of this dangerous material at any time as there are other cleaning materials equally suitable and not as risky.

Article V Stewards Department Wages

Section 1. The Union has secured considerable wage gains for ratings in the stewards department, from \$15.22 per month for messmen and utilitymen, up to \$47.47 for

the steward. An upgrading of ratings in the stewards department makes for additional wage gains with a third cook, not carried previously on tankers, getting \$318.46 per month.

Manning Scales

Section 5. The new manning scales on all tankers call for a steward, a chief cook, a cook and baker instead of a second cook and baker, a third cook instead of a galleyman, three messmen and one utilityman. As a result of the upgrading the cook and baker will receive \$78.26 more a month than the second cook and baker in the old contract, and the third cook \$89.36 per month more than the galleyman received previously.

Your committee believes that this upgrading is more in conformity with the actual duties of the stewards department and also makes for manning scales similar to those on freight ships not carrying passengers.

Working Due To Absent Members

Section 7. The negotiating committee has rewritten this section so as to enable men who do the missing men's work to receive a division of both the wages and the overtime that the missing men would normally have made on weekends or holidays. Where a member of the department falls ill or suffers injury in the course of the voyage, the remaining men will receive a division of his wages.

Routine Work

Section 8. This section provides, among other items, that men in the stewards department shall not be required to do any work in the radio shack without the payment of overtime.

Shifting Meals

Section 12. An addition was made to the old provision on this item calling for as much notice as possible to be given to the stewards department when meal hours are changed. In no event should this notice be less than two hours in advance of the new mealtime. This should enable members of the department to make the necessary preparations for the shift in mealtime, and assure the proper feeding of the crewmembers with the least inconvenience to all hands.

Making Ice

Section 19. Where the ship carries ice machines, members of the stewards department will not have to make ice or pull ice, but will distribute it once it is pulled. Where there are no ice machines and members have to make ice, overtime shall be paid for this work. This does not apply to making ice cubes.

Since the making of ice is not routine work, if it is required of the members of the stewards department they should be paid overtime for such work.

Overtime for Butchering

Section 20. Where the ship stocks carcass beef in eighths or larger, the man in the stewards department who has to butcher the beef shall be paid a minimum of six hours overtime weekly for butchering.

Conclusion

In negotiating this new tanker agreement, the job of your committee was made easier by the fact that the membership has conducted itself in a responsible manner aboard the vessels of the SIU-contracted tanker companies. For this the committee wishes to thank the membership of the SIU.

By conducting themselves as good trade unionists, the Seafarers have helped the committee members in their task, and in so doing have helped themselves. The contract reflects the fact that the membership has gained more through its responsible behavior than it would have otherwise.

Another important factor that helped smooth the path of the negotiating committee was the response of crewmembers to the Union's request for suggestions for the new agreement. The records show that large numbers of interested crewmembers sailing on SIU-contracted tankers submitted valuable suggestions and recommendations. Examination of the new tanker agreement shows that a great many of these recommendations found their way into the contract, since they were put forward by your negotiating committee as Union demands, in every case where it was possible and reasonable to do so, and were accepted by the operators as such. In a sense then, this new tanker agreement is the product of the membership themselves.

By following the recommendations made by the crewmembers, your committee feels that it has obtained a contract that will be of great benefit to every Seafarer in meeting his needs and demands. Consequently, your committee recommends the adoption by the membership of this committee report and of the contract attached hereto, in their entirety.

Money provisions of this contract, as the text shows, are effective retroactive to January 1, 1953. They cannot be put into effect, however, until approval has been received from the Stabilization authorities in Washington. Once approval has been forthcoming, retroactive payments will be due to all Seafarers involved.

SIU Negotiating Committee

TANKER CONTRACT HIGHLIGHTS

WAGES...

Increased wages in all departments. The wages on deck jump between \$16.97 and \$43.32. Wages in the engine department are increased between \$17.41 and \$43.43, while steward department wages increase between \$15.22 and \$47.47.

STEWARD MANNING...

Manning scales improved. Two new ratings in steward department. Cook and baker carried instead of second cook and baker. New rating gets \$78.26 more than old one. Third cook replaces galleyman, and is paid \$89.36 more than old rating.

OVERTIME...

Overtime clause rewritten. Rates jump to \$1.48 and \$1.87. Every rated man on ship, including ABs, cooks, FWTs and oilers, now get higher OT rate instead of the lower one. This means 58 cents an hour jump in the OT rate for these men.

SAILING BOARD...

Sailing board clarification. New sailing board time clause penalizes company for calling men back more than two hours in advance of sailing. Men will now collect two hours overtime for reporting early as originally called for.

REPATRIATION SAFEGUARDS...

Repatriation, upkeep and transportation. Entire clause clarified and strengthened. Men leaving ship in foreign port for illness are assured prompt payment of wages, and immediate payment of \$8 per day until transportation is provided.

FULL CREW...

Full complement while working cargo. Companies can no longer work cargo with a shorthanded crew aboard, except on weekends or holidays, when some of the men may go ashore. This assures fullest possible work for the membership.

SHIFTING SHIP...

Shifting ship clause and overtime provision. For the first time in the tanker agreement, the men will get four hours overtime paid to them for shifting ship on the weekends or holidays. Two hours overtime will be paid during weekdays.

TANK CLEANING...

Tank cleaning clause strengthened. In addition to normal OT paid during tank cleaning operations, men hauling buckets will now get straight OT while on watch during regular working hours, OT and a half on weekends or during other hours.



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