

# Contract Clarifications of SIU FREIGHTER AGREEMENT

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No. 8

## SEAFARERS LOG

April 13  
1956

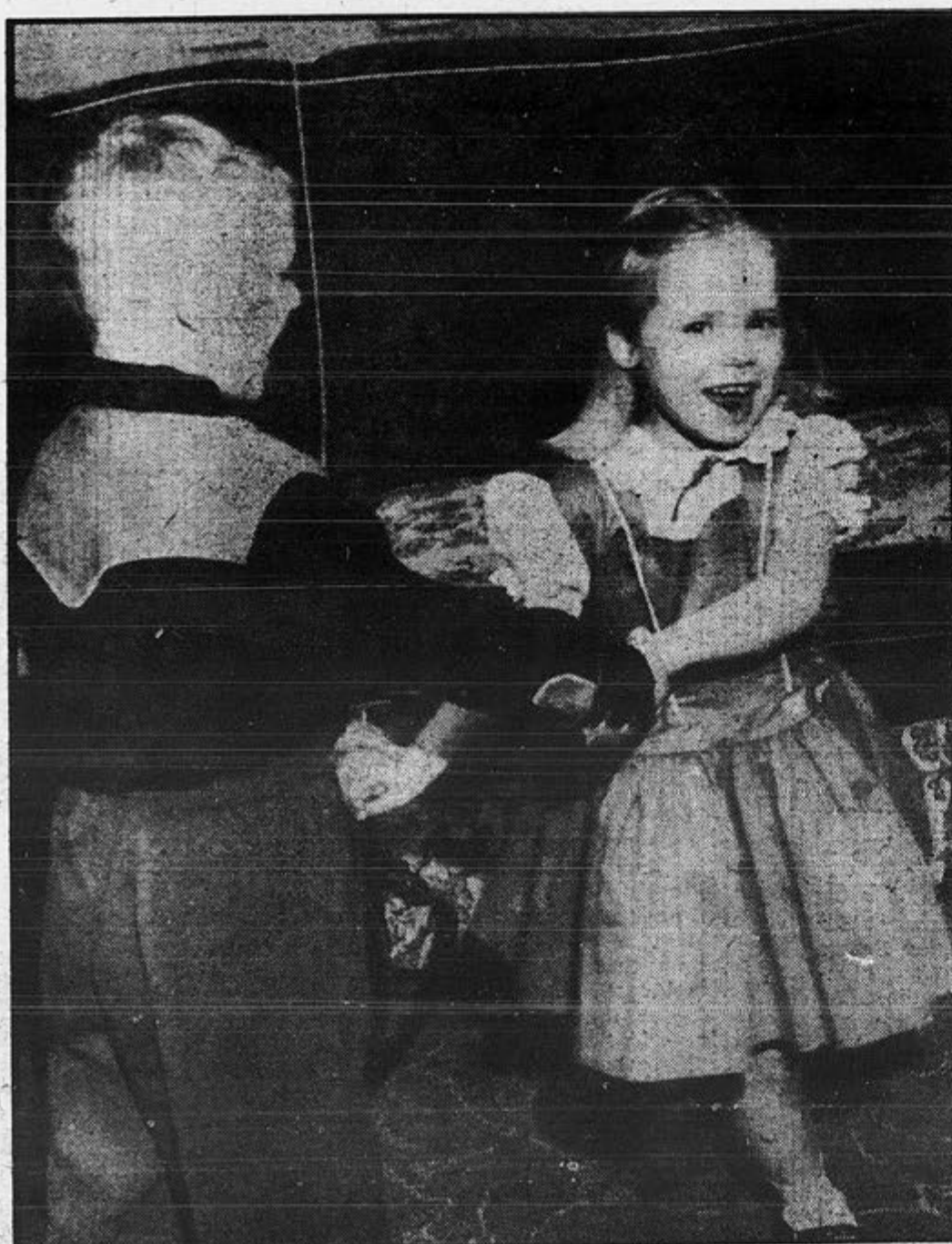
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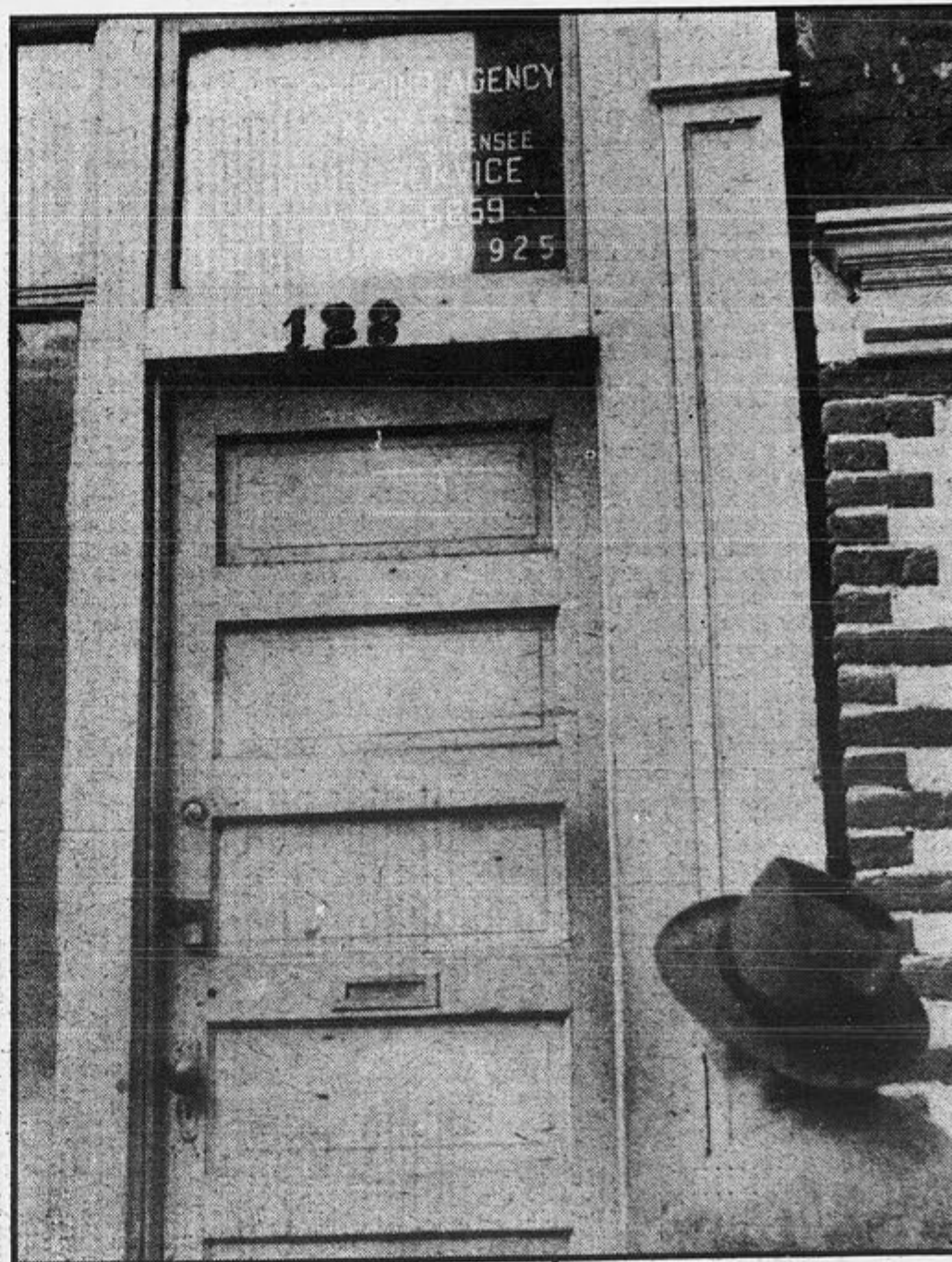
### Anti-Runaway Bill Seeks:

# 'PAY US WAGES OR NO US CARGO'

Story On Page 3



**All's Well Again.** Romping happily, Donald Shirley, 4½, and sister, Joycelynn, 3, show no signs of recent mishaps for which SIU benefits covered hospital and medical costs. Donald had throat infection, and Joycelynn, a broken arm. They are youngsters of Seafarer Charles Shirley. (See story on Page 3.)



**Crimps Crimp.** Low state of the crimping business along New York's waterfront is typified by padlock on the door of the Harris Agency these days. Unable to compete with low-pay crews imported wholesale from abroad to man ships here, most crimp outfits have been forced to shut down. (Story on Page 10.)

# Union-Co. Talks Clarify Freight Pact Work Rules

A revised and up-to-date set of contract clarifications including rulings arrived at from November, 1954, through March, 1955, has been issued by the contract clarifications committee. The new clarifications to the freight agreement have been incorporated with previous findings of the committee and are printed in this issue of the SEAFARERS LOG. Additional copies will be made available in all SIU ports.

The contract clarifications committee, consisting of Union and company representatives, deals with interpretations of contract rules. The clarifications they arrive at are added to the agreement and distributed to the ships to aid in speedy settlement of overtime questions and other shipboard beefs.

Normally these beefs are settled at the payoff, but occasionally disputes develop over interpretation of contract clauses which cannot be settled on the spot. These are referred to the clarifications committee which meets from time to time as the need dictates.

### Contract Working Well

A review of the clarifications in the last year and a half shows just 17 rulings issued in that period. Many of these were of minor nature, indicating that the agreement as written plus previous clarifications is functioning smoothly.

The latest group of clarifications deals with such items as division of wages of absent members, restriction to ship, rest periods,

changes in meal hours, call-back regulations, tank cleaning, greasing steering engines and other working rules.

## Send Documents On Baby Benefit

All Seafarers who expect to apply for the SIU \$200 maternity benefit and are currently eligible for it—having one day's seetime in the past 90 days and 90 days in 1955—are urged to send in all necessary documents when filing for the benefit. Payment will be made speedily when the Seafarers Welfare Plan receives the baby's birth certificate, the Seafarer's marriage certificate and discharges showing eligibility seetime. Photostats are acceptable in place of originals.

# Salute Crews For Action On '50-50'

Action by many hundreds of Seafarers in writing their Senators on behalf of "50-50" was hailed by headquarters this week as being instrumental in the successful fight to save the measure. Reports have been received in the minutes of 28 ships that crewmembers acted on the issue and undoubtedly many more reports will be coming in as the minutes arrive at head-

quarters from the ships at sea. In addition, Seafarers on the beach also took time out to write and SIU Secretary-Treasurer Paul Hall sent an individual letter to all of the 96 Senators on behalf of the Union.

The "50-50" fight was won when the Senate voted 57 to 23 to restore "50-50" in the agricultural surplus disposal program.

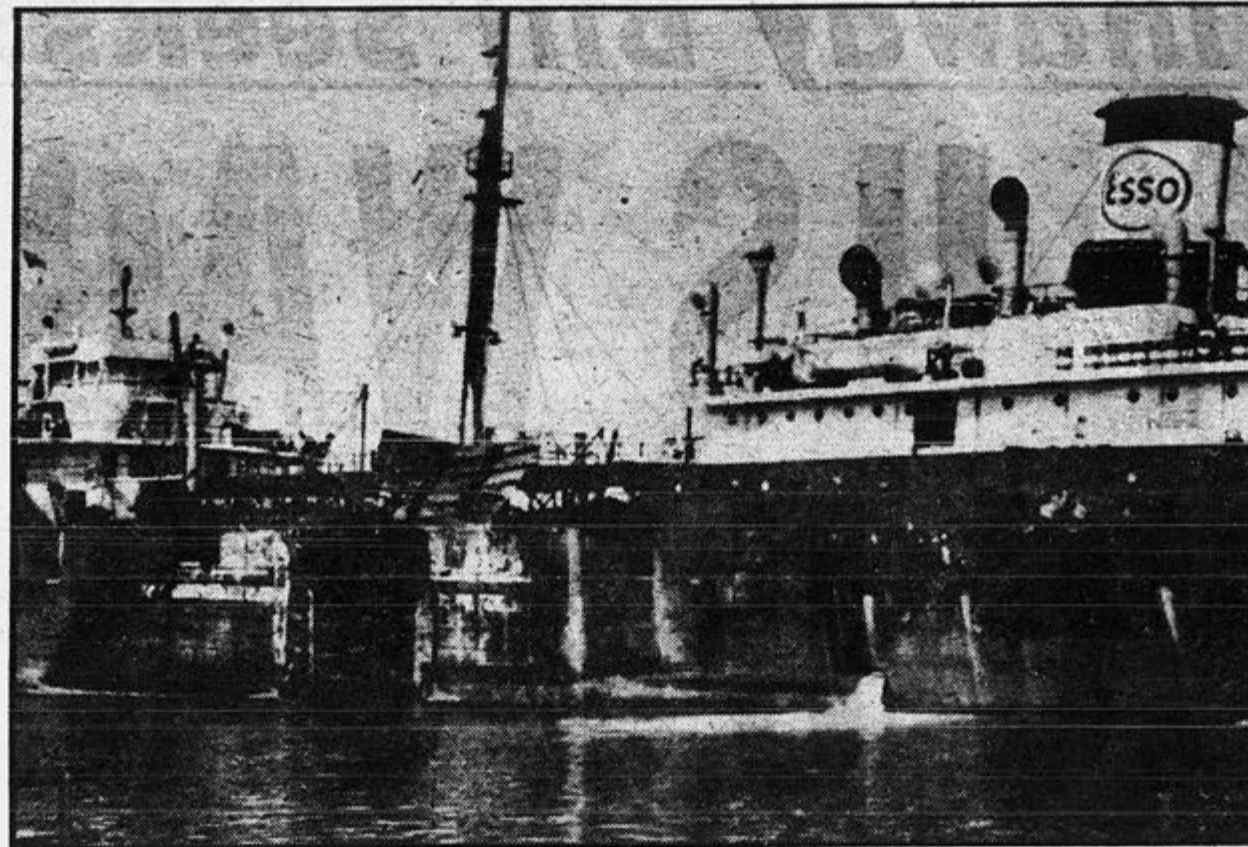
Among crews who took action were the men on the Hurricane (Waterman) who chipped in \$2 each to send night letters to their Senators in Washington. The crew agreed on this step at a special meeting after ship's delegate W. H. Harrell read the Union's report on the issue urging crewmembers to take action on "50-50."

On the Arlyn, ship's delegate Gene Dakin and ship's reporter Guy Walker drafted a letter on behalf of the crew and mailed copies to all of the 96 Senators.

Hall's communication to the Senators also evoked a strong response. Senator Wayne Morse of Oregon, a supporter of "50-50," inserted it in the Congressional Record. A great many other Senators replied to the SIU letter, most of them with assurances that they would vote for "50-50."

Ship's crews who acted on the "50-50" issue according to minutes received thus far at headquarters were the following:

Seatrain Georgia, Seatrain New Jersey, George A. Lawson, Seatrain Louisiana, Shinnecock Bay, Del Sud, Robin Sherwood, Chrissy Jane, Robin Doncaster, Alcoa Roamer, Steel Recorder, Arlyn, Chickasaw, Ines, Young America, Bradford Island, Alcoa Pioneer, Michael, Steel Seafarer, Texmar, Venore, Edith, Camp Namanu, Hurricane, Iberville, Monarch of the Seas, Montebello Hills, Ocean Rose.



Latest US tanker to suffer an explosion while loading kerosene, the 10,000-ton Esso Paterson is shown docked at Baytown, Texas, after a sharp blast ripped her port side and injured two crewmen. A similar blast on the SIU-manned tanker Salem Maritime three months ago at Lake Charles, La., took the lives of 21 persons, including 13 SIU men.

## Stakem Named To M'time Post

WASHINGTON. — Thomas E. Stakem jr., Deputy Maritime Administrator, has been nominated by President Eisenhower to the three-man Federal Maritime Board. Stakem will replace G. Joseph Minetti as Democratic Party member of the board when the Senate confirms Minetti's nomination to the Civil Aeronautics Board.

The new FMB member is a Government career officer. Usually FMB appointees are selected from outside Government ranks. He has been associated with the old Maritime Commission and the current Maritime Administration since 1943.

Stakem's nomination will not be cleared until the Senate acts on Minetti's appointment. The latter issue has been held up by a Senate committee investigation of Civil Aeronautics Board affairs.

# Salem Maritime 3 Months Gone, But Effects Linger

Nearly three months after she exploded and burned in Lake Charles, Louisiana, the ill-fated tanker Salem Maritime leaves behind her a tangled web of after-effects. While repairs pair gangs brace her up for delivery to her new owners, Maryland Drydock, survivors of

policy and this too was paid to survivors. The SIU Welfare Plan reports that 10 of 13 death benefits have been paid. The other three were held up because the necessary documents have not yet been submitted to the plan. These are the letters of administration required when the Seafarer did not fill out a beneficiary card.

### Exploded At Dock

It was on January 17 that the Salem Maritime blew up at the loading docks with a roar heard and felt for miles around. Thirteen Seafarers lost their lives in the explosion along with eight other men and several crewmembers suffered injury. In fact one Seafarer is still hospitalized, for after having been discharged, he suffered a relapse and is now under treatment for a nervous condition.

An immediate concern of the SIU and the Welfare Services Department was the status of next of kin, many of whom were deprived of their family breadwinner. Machinery was set in motion for payment of the \$3,500 SIU death benefit in addition to which survivors got the \$500 allowance for loss of gear as provided in the Union contract plus wages due and vacation money due. Cities Service, the owners of the ship, also carried \$5,000 life insurance on all crewmembers as a standard company

Under US law, if no beneficiary is named in a will or other document, the next of kin must be appointed administrator by the courts in order to collect death benefits and insurance payments.

Probably the hardest job Welfare Services faced was in convincing next of kin that there was no hope for survival for the missing men. In several cases it was many days before the bodies were recovered. (One missing Seafarer has still not been positively identified.)

### Notified Men 'Missing'

The company sent telegrams after the accident notifying the families that the men were "missing" but after 24 hours it was apparent that men who had not turned up in town were lost.

"I visited one family," SIU Welfare Services representative Milton Flynn said, "who just wouldn't believe that there was no hope. I had to take the sons into the kitchen and tell them point blank 'Look, your father is gone or you would have heard from him or about him by now' before I could convince them."

Survivors were uniformly grateful to the Union for the prompt notification they received and the day to day information the Union gave them as to the progress of salvage and identification of missing men.

## Hearings Due On '50-50' Issue

Hearings have been set for April 19 and 20 by the Senate Interstate and Foreign Commerce Committee on the Case-Anderson bill. The bill would exempt agricultural surplus cargoes from the provisions of the "50-50" act. It is similar in language and intent to a proposal in the omnibus farm bill which was stricken out by a vote of 57 to 23 in the Senate. Senator Warren Magnuson (Dem.-Washington) is chairman of the committee which will consider the Case-Anderson measure. It is felt that the Case-Anderson proposal has little prospect of becoming law.

## Isthmian, SIU Sign New Pact

In the wake of its sale to States Marine last month, the SIU-contracted Isthmian Steamship Company emerged with a new name on April 1, but with no other basic change in operations.

Isthmian Lines, Inc. has now acquired the major assets and business of the former Isthmian Steamship Company, including all the ships, equipment and overseas trade routes.

Due to the change, new contracts were signed by Isthmian Lines, Inc. with the SIU last week.

Similar signings also covered all other existing personnel in the Radio Officers Union, SIU-affiliated Brotherhood of Marine Engineers and the Masters, Mates and Pilots. The contracts are the same standard agreements signed earlier.

In another development, Archibald E. King was named this week as president of the company, succeeding Vice Admiral Glenn B. Davis, retired, who has become chairman of the board. Affiliated with Isthmian since 1934, the new president has been its executive vice president for the past three years.

## SEAFARERS LOG

April 13, 1956 Vol. XVIII. No. 8

PAUL HALL, Secretary-Treasurer

HERBERT BRAND, Editor; RAY DENISON, Managing Editor; BERNARD SEAMAN, Art. Editor; HERMAN ARTHUR, IRWIN SPIVACK, Staff Writers; BILL MOODY, Gulf Area Representative.

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Proud dad of the latest set of twins born to an SIU family since the SIU maternity benefit program began four years ago, Seafarer Yao F. Wing (left) receives SIU Welfare Plan check for \$400 from Port Agent Leon Johnson in San Francisco. Wing also received two \$25 US bonds from the Union for his twin daughters, Judy and Pearl.

# BILL WOULD FORBID US CARGO TO SHIPS WITH SUB-US WAGES

WASHINGTON—Following the US merchant marine's victory on the "50-50" issue, Representative Thomas M. Pelly of Washington has introduced a bill which would strike hard against the operators of low-wage runaway flag ships. The bill would compel foreign operators to pay American wages to be eligible for hauling Government-financed or Government-owned cargoes.

In introducing his legislation, Representative Pelly cited the Davis-Bacon provision under which Congress has provided that contractors working on construction jobs financed by the US have to pay prevailing wages. The Davis-Bacon provision

was inserted into law to

prevent low-wage operators from having unfair advantage in bidding for Government contracts, thus protecting wage scales negotiated by unions or accepted as fair and reasonable in the community.

### Raps Runaway Americans

As Representative Pelly put it: "When the operators of American ships have sought to undercut standard American wages in the shipping industry by registering their vessels under foreign nationalities and employing foreign low-wage crews, it seemed that in some way it should be possible to protect the American shipowner who paid standard wages against such competition."

"Accordingly I have introduced HR 10226, which simply provides that if foreign ships are to carry Government-owned cargoes, then the wages and living conditions of the crews must be comparable to prevailing wages and living conditions on American-flag ships."

Thus the Federal Government would be removed as a party which discriminates against the personnel on American-flag ships."

It is expected that the Pelly proposal will run into strong opposition from foreign-flag shipowners who are still smarting from the drubbing they took on the "50-50" issue. US merchant marine backers have pointed out on several occasions that "50-50" guarantees foreign operators half of all aid cargoes and many of these operators have waxed fat on "50-50" cargoes while paying wages of \$100 a month or less to the seamen manning their vessels.

The proposed bill specifies that foreign ships carrying Government cargoes shall match "the minimum wages, hours of work, living conditions and other conditions of work determined to be prevailing for members of the crews of corresponding classes on United States-flag privately-owned commercial ocean vessels..." The bill has been referred to the House Merchant Marine Committee for study and action.

## 9 Mos. Of Family Benefits — Payments Top \$61,000

Summing up the first nine months of the Seafarers' family hospital and surgical benefits plan, a total of 419 payments have been made to Seafarers amounting to better than \$61,000. Individual benefits payments average out to about \$150 each, with the largest single payment being \$660. Four other payments of \$500 or more have been made in the nine-month period.

The family benefits program went into effect on July 1, 1955. It provides \$10 a day for up to 31 days for hospital room and board plus up to \$100 for hospital expenses, with the Seafarer paying the first \$50 of the bill and any amounts over the maximum. The plan also pays up to \$300 for the costs of surgery according to a schedule of operations and also provides \$4 per day for doctor's visits to the hospital up to a maximum of 31 days' visits.

### Shipowner-Supported

Like other SIU Welfare Plan programs, the hospital and surgical benefits plan is supported by shipowners' contributions to the

Plan. Seafarers are not required to contribute to the Plan.

### Tonsils Lead Parade

A rundown of the claims shows that 235 have involved wives of Seafarers and 184 the sons and daughters of SIU men. Those two old standbys, tonsils and appendicitis, accounted for the greatest number of claims, 76 between them. Two Seafarers, J. C. Plumey of Puerto Rico and J. E. Singletary of New Orleans, made the tonsil removals a mass affair, each taking their four children to the hospital in one day.

Other frequent causes of hospitalization include fractures, pneumonia and surgery involving removal of tumors and malignancies.

Most payments made by the plan,

almost \$34,000, went for hospital room and board and other hospital expenses with another \$24,000 going for surgeon's fees. Doctors' visits to the hospital accounted for the remainder of the payments.

### Maternity Separate

The family benefits program does not cover birth of children which is already taken care of by the SIU's \$200 maternity benefit plus \$25 defense bond for each child of a Seafarer.

The maternity benefit has been functioning for four years and was the first in maritime.

## Police Hunt Mob Thug For Attack On Riesel

Both Federal agencies and New York City police are hunting for an assailant who threw sulphuric acid into the face of Victor Riesel, nationally-known labor columnist, last week.

Riesel was hospitalized for treatment of acid burns and faces impairment or possible loss of his eyesight.

Riesel is well-known to Seafarers who remember his article in the September, 1953, "Readers Digest" entitled "The Amazing Seafarers' Union," in which he hailed the SIU membership for making the Union "off bounds for gangsters." Recently he served as one of the judges for the SEAFARERS LOG award contest.

The attack came at 3 AM, Thursday, April 5, as Riesel was leaving a Broadway restaurant following a television program on which he appeared.

### Seen As Reprisal

Riesel charged after the attack that it was in reprisal for his criticism of underworld elements infiltrating the labor movement. US attorney Paul Williams for the New York district expressed a similar view, declaring that the assault was an effort to silence witnesses in his current investigation of racketeering.

The attack aroused considerable indignation in the press, labor and government circles. Several unions

have contributed to a reward fund established by the Post-Hall syndicate which distributes Riesel's column, and the New York Daily Mirror, in which his column ap-



Victor Riesel

pears here. New York's Governor Harriman visited Riesel in the hospital and declared that state agencies would cooperate with the city government to protect legitimate unions and businesses from racket elements.



New arrival William Parks III is the center of attraction these days at the home of Seafarer William Parks, Jr., of Springfield, Mass. Parks and his wife look on as the tot's two grandmothers, Mrs. Gertrude Rauh and Mrs. Annabell Parks, hold tight. The birth produced a \$200 SIU maternity benefit and \$25 bond for the Parks family. Born February 6, the baby is five weeks old here.

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For Full Details See  
This Issue's Backpage

# Tramps Busy, Buck New Ship Break-out

With bulk cargo rates on the rise through winter and early spring, the possibility exists that the International Cooperation Administration may ask for a break-out of reserve fleet tonnage to carry aid cargoes.

The possible breakout is viewed with concern by tramp ship operators who fear it will undermine rates and weaken their long-range ability to keep their ships operating under the American flag.

### Coal Demands Heavy

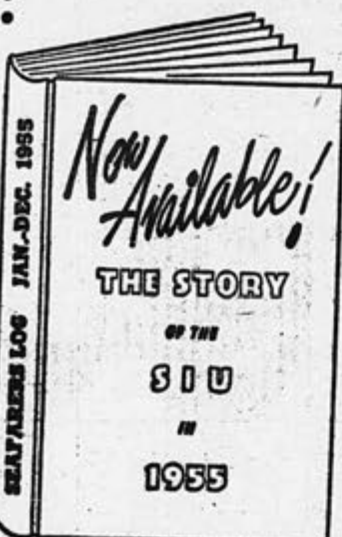
Even though warmer weather has arrived, the demand for coal cargoes to Europe continues heavy and grain shipments now scheduled from Canada are adding to the pressure for cargo space. Tanker rates are also up despite the onset of warmer weather with a number of tankers being converted to dry cargo bulk carriers.

US tramp operators, who have been plugging for subsidies, will be unhappy if the Government does break out ships. They argue that instead of taking ships from the reserve on a "boom and bust" basis the US should aid them and encourage a year-in, year-out tramp shipping fleet of 200 vessels.

### Mostly Bulk Cargoes

Such a fleet is needed, they argue, because two-thirds of total foreign commerce tonnage now consists of bulk cargoes. James R. Stuart, president of the American Tramp Shipowners Association, notes that in a few years "it will be necessary to import upwards of 40 million tons of iron ore alone" to say nothing of bauxite, copper, tin, tungsten, cobalt and other important bulk products. Heavy exports of coal and grain are also a major tramp cargo item.

Unless American tramps are aided, he warns, foreign tramps will continue to dominate US off-shore trade and foreign shipowners will be able to build more and more new tonnage which is far superior to tramp tonnage available under the US flag.



Here now is the complete story of the SIU in 1955! The Union's day-by-day victories, the defense of our hard-won rights and the new triumphs in benefits for Seafarers and families—the full story in permanent form for ship or home.

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## Balto Needs Engine Men

BALTIMORE—Shipping rose here once again during the past two weeks, and prospects for the next period look even more favorable.

Registration is running high, however, Port Agent Earl Sheppard commented, but there is still a particular shortage in the engine department. The available manpower registered in the other two departments can handle whatever comes up, Sheppard added.

### Clean Payoffs

Meanwhile, the ships continue arriving in fine shape, making for very clean payoffs. There have been no outstanding beefs on these vessels, the SIU agent pointed out, "which is certainly a tribute to the delegates serving on them. We would like to commend them for the bang-up job they are doing, and hope they will all continue to do the same excellent job."

## Among Our Affiliates

Two major west coast oil companies have agreed to a six percent wage and overtime increase for members of the Sailors Union of the Pacific. The companies, Standard Oil of California and Union Oil, have also agreed to discuss a pension plan, with the SUP having the right to cancel the contract if no plan is reached by February 1, 1957. Talks are still going on with Richfield, General Petroleum and Tidewater.

Groundbreaking is getting underway for a new union hall for the SIU Canadian District in Port Arthur, Ontario. If all goes well, the building should be completed by the end of the 1956 Lakes navigation season. Preparatory work was done in the winter with the actual groundbreaking held up until the spring.

A two-week lifeboat certification course has been arranged by the Marine Cooks and Stewards Union to enable members to pass the Coast Guard test. The courses are being offered so that steward department men on passenger ships will be able to meet Coast Guard percentage requirements on the number of men who have to have a lifeboat ticket.

# Shipping Round-Up & Forecast

March 21 Through April 3

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	8	4	4	5	4	3	16	12	28
New York	69	32	51	35	64	14	184	81	265
Philadelphia	20	5	11	5	12	2	43	12	55
Baltimore	41	24	32	24	23	19	96	67	163
Norfolk	12	2	7	6	6	3	25	11	36
Savannah	3	2	6	2	3	3	12	7	19
Tampa	7	3	7	2	7	4	21	9	30
Mobile	19	5	7	9	16	3	42	17	59
New Orleans	27	6	42	17	27	14	96	37	133
Lake Charles	5	14	8	16	3	6	16	36	52
Houston	23	16	14	21	13	11	50	48	98
Wilmington	5	6	4	2	5	3	14	11	25
San Francisco	15	15	19	8	10	12	44	35	79
Seattle	11	10	12	12	6	6	29	28	57
<b>Total</b>	<b>265</b>	<b>144</b>	<b>224</b>	<b>164</b>	<b>199</b>	<b>103</b>	<b>688</b>	<b>411</b>	<b>1099</b>

Port	Shipped						Total A	Total B	Total C	Total Ship.
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C				
Boston	2	1	4	2	1	0	4	3	4	11
New York	62	14	3	30	27	13	50	11	7	142
Philadelphia	16	2	0	13	7	2	8	8	0	37
Baltimore	35	21	15	25	17	10	25	13	5	85
Norfolk	5	2	0	3	8	3	3	2	4	11
Savannah	1	3	1	5	3	0	0	3	0	6
Tampa	2	2	0	4	4	0	1	4	1	7
Mobile	13	0	0	6	10	0	5	2	0	24
New Orleans	34	23	0	33	14	9	30	12	5	97
Lake Charles	10	9	1	9	15	5	2	7	4	21
Houston	28	11	6	20	7	7	14	6	5	62
Wilmington	1	3	1	0	1	1	1	0	1	2
San Francisco	9	12	2	7	9	5	7	6	2	23
Seattle	4	9	2	7	12	1	8	5	1	19
<b>Total</b>	<b>222</b>	<b>112</b>	<b>35</b>	<b>164</b>	<b>135</b>	<b>56</b>	<b>154</b>	<b>80</b>	<b>35</b>	<b>540</b>

Shipping in the Atlantic and Gulf District held steady during the past two weeks, duplicating the activity of the previous period.

The total number of jobs dispatched was 993. Registration for the entire district ran well ahead of shipping for the first time in weeks, although some ports, such as Savannah, reported their own port registration running low in all departments.

Five ports reported a comfortable rise in their shipping totals, as Baltimore, New Orleans and Houston did very well, and Philadelphia and San Francisco showed some improvement.

On the other hand, seven ports declined, and two others, Norfolk and Mobile, remained about the same as the previous period. The drop affected Boston, New York, Savannah, Tampa, Lake Charles, Wilmington and Seattle, although

of the group, Lake Charles still enjoyed good shipping.

### West Coast Lags

Wilmington, however, slumped. The West Coast ports are all running behind their usual pace.

### Change in Percent

The seniority shipping totals showed some significant change during the period. An apparent shortage of class A men on the beach gave the A group only 54 percent of the total shipping, for a new low, while class B rose correspondingly to 33 percent and class C, which has no seniority in

the SIU, to 13 percent.

These figures represent the highest ever reached by class B and the highest for class C since mid-August of 1955. The SIU seniority shipping system first went into effect one year ago.

### Black Gang Jobs Active

On a departmental basis, shipping was most active for engine department men, with some ports reporting a serious shortage of rated black gang personnel. Almost half the class C shipping was in this department.

The following is the forecast port by port:

**BOSTON:** Not too active . . .  
**NEW YORK:** Shipping only fair but jobs for entry ratings and oilers; also needs pumpmen . . .  
**PHILADELPHIA:** Should improve; four payoffs due . . .  
**BALTIMORE:** Good . . .  
**NORFOLK:** Slow . . .  
**SAVANNAH:** Fair; registration low in all departments . . .  
**TAMPA:** Slow . . .  
**MOBILE:** Prospects improving . . .  
**NEW ORLEANS:** Good . . .  
**LAKE CHARLES:** Good . . .  
**HOUSTON:** Busy again . . .  
**WILMINGTON:** Quiet . . .  
**SAN FRANCISCO:** Good . . .  
**SEATTLE:** Outlook very good.

## 50-Year Sea Vet Gets SIU Pension

With half a century of sailing behind him, Seafarer John A. Axelsson has earned himself a comfortable old age. Thanks to the \$35 weekly disability benefit from the SIU, he has no worries about what the future holds in store.

The 68-year-old Seafarer followed the seagoing tradition of his Swedish countrymen when he shipped out on a Baltic Sea sailing bark in 1906. He sailed Swedish, Finnish, English and German flag ships in the years that followed until he caught his first US ship in 1917. That was an Army transport, the General Kilpatrick.

Shortly afterward, Axelsson joined the International Seamen's Union and took part in the disastrous 1921 strike in which the shipowners smashed the union with the help of Government trainees.

### Early Member

When the SIU was formed in 1938, Axelsson quickly became a member. He sailed throughout World War II as he did in World War I and is also proud of the fact that he never gave up the sea in the dark days of the 1920's and early '30's.

Axelsson's last ship was the Seatrain Savannah. He got off her last

November and had to call it quits then because of age and the complication of a diabetic condition.



John A. Axelsson

Now he spends his days taking it easy on the beach and visiting the SIU headquarters hall to see his friends.

## Act Now On Safety Quiz

Headquarters urges all ship's crews who have not yet done so to meet on the shipboard safety program and send in their suggestions on the forms provided for that purpose.

Early response to the Union request will promote early action on the problems of shipboard safety. Each ship's department is provided with a separate form dealing with the safety problems involved in their work.

Those ships' crews who have not received the forms as yet should get in touch with headquarters or the nearest SIU port office to get their copies.

## INQUIRING SEAFARER

Question: In view of the tense situation, how do you find American seamen treated in the Middle East?

**Richard Comstock, AB:** I didn't see too much change in attitudes to Americans in Egypt but everybody there is running around talking about war in four months. When you talk about change though, Indonesia's the place. They want Americans to keep out of their affairs.



**Bill Morris, oiler:** Most ports in the Middle East aren't any too good for seamen so there isn't too much to say for them at any time. As a matter of fact there are many oldtimers who will refuse to go ashore at some ports because they feel they are better off staying on the ship.



**Julian Hensen, AB:** So far as I am concerned I had no trouble on my last ship which stopped off in Egypt on the way home. It was no different than any other time I had been in that area, so I can't say that the seamen are having any problem because of the international situation.



**Boje Nielsen, oiler:** I didn't notice any difference on my last trip. The ports there are not the friendliest places in the world that a seaman can go to, but I wouldn't say that things have gotten any worse lately. We were in Port Said three days and nobody had any trouble.



**Max Eustace, OS:** I would say the treatment is pretty rugged. We were in Port Said and Suez on the Steel Seafarer and I found that Americans are getting a fast brushoff. The people there are pretty unfriendly and don't appreciate what Americans have done for them.



**Dan McMullen, DM:** It's the same as its always been. There isn't much there to begin with and I didn't see any changes except in Iran where they let us go ashore in one port that had been closed a year ago. But when we got ashore there was nothing for us to do anyway.



## Sets Ship-To-Army—And Back Record

Life is stranger than fiction, and Seafarer Michael J. Carlin, AB, has just come home to New York with a tale to prove it.

Cut off from the SIU by the draft back in March, 1954, Carlin was inducted into the Army directly from his ship, the Steel Artisan (Isthmian), in Honolulu, and sent into basic training right at nearby Schofield Barracks.

After completing basic and an 18-month stint in Korea, he found himself back in Honolulu as just plain "Mister" all over again.



Michael J. Carlin

Armed with his discharge papers two days later, he was walking along the waterfront when he saw the familiar lines of an Isthmian C-3 up ahead.

### Sought Friends

Although it wasn't the Artisan but the Steel Flyer this time, Carlin went aboard to see if he knew anyone on the ship, since he had put in a lot of time on Isthmian runs in the past.

There, sure enough, he ran

he was drafted in 1954. smack into chief mate Raymond Ancil, the same mate who had seen him off 24 months before in the same port. As luck would have it, a job was open and Carlin found himself back in harness as a deck maintenance man, with just about the shortest possible stay away from the SIU.

Returning to New York, Carlin plans to continue sailing on a permanent basis, and hopes he can get back to the Far East again—as a civilian and a seaman—to the haunts of his brief military career.

A Seafarer since 1949, he was active in the successful Cities Service campaign and during the heat of the drive was fired off the Abiqua for being pro-SIU. He eventually was one of several dozen SIU men awarded back pay (he received \$576) under a National Labor Relations Board stipulation signed by the company in 1951, and continued sailing until

### Union Has Cable Address

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

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

# MSTS Bulges With Ships As Private Fleet Drops

WASHINGTON—Cutting deeper into private shipping than ever before, the Military Sea Transportation Service nucleus fleet today is still 19 percent larger than it was in 1950 although the privately-owned US merchant marine is now 8 percent below pre-Korea levels.

According to figures obtained here by the SEAFARERS LOG, on February 1, 1956, the MSTS fleet consisted of 187 ships compared to its pre-Korea strength of 157 vessels. The overlapping of services provided by the privately-operated fleet and MSTS has also cut jobs for civilian seamen by 5 percent since June, 1950.

The ship totals emphasize that MSTS, despite claims to the contrary before several Congressional investigation groups, has not cut back its shipping as much as it indicated it might do. MSTS thus appears to be following a practice of expanding operations when shipping needs are high during a national emergency, and not contracting sufficiently when shipping requirements decline.

### Minimum Cutback

At its peak strength during the Korean War, the US merchant fleet, in February, 1952, had increased 76 percent over pre-Korea levels while the MSTS fleet expanded 66 percent during a comparable period. However, as the figures show, the private fleet is now 8 percent below what it was before Korea, while MSTS still has held on to almost one-third of the extra ships it put into operation during the emergency period.

Under fire many times in the past for its direct competition with private industry and at higher cost, MSTS has been the subject of several Congressional inquiries into the scope of its operations. Figures cited last year showed that in 1954 MSTS moved 71,667 private automobiles at a cost to the Government of \$100 million, or more than the total cost for the year of operating subsidies for the entire American merchant marine. In a similar vein, oil movements on MSTS tankers cost \$8.66 per thou-

sand long ton miles compared to \$1.40 on commercial tankers.

Established initially to transport troops and equipment only, it has broadened its services to the point where today it carries military de-

pendents, contractors' employees, foreign students, civilian employees of other Government agencies and other civilians over trade routes already serviced by private shipping.

## 'Queer Duck' On Trojan Trader



You can't say "queer duck" on the Trojan Trader these days without having somebody recall the fine meal this web-footed oddity provided not long ago. Equipped with four legs instead of the usual two, he still proved no match for the cooking talents of J. Deliese, chief cook, who prepared the rare bird for the pot. R. McNeil, ship's reporter, sent in the photo.

# Runaway Rust-Buckets Available For Crisis, Defense Dep't Claims

WASHINGTON—In contrast to its "crash program" for building a modern sub and surface craft fleet, the US Defense Department is taking a casual attitude on the problem of reserve bulk shipping for an emergency. While tramp shipowner spokesmen said some kind of aid was needed if the US was to maintain operations in the bulk field, Defense officials said they "believed" 377 runaway flag tramps and bulk carriers would be available to the US.

On several occasions the SEAFARERS LOG has pointed up the danger of counting on Panamanian and Liberian tramps in a national emergency. For one thing there is always a question as to whether the ships would be available. Many of them were not US ships when they transferred runaway but were registered under flags of other NATO maritime nations which presumably would have first call on their services.

### But Will They Run?

Secondly, there is serious doubt as to whether these vessels would be in usable condition. One of the reasons why owners register their ships as runaways is the absence of any safety requirements as enforced under the US flag. As long as the ship can float the operators neglect normal maintenance requirements and skimp on all but the most necessary repairs.

The result is that many of the foreign flag Lib-

erty are no longer capable of doing the nine or ten knots they are rated for but are five to six knot ships for practical purposes. Press reports of engine breakdowns, lost props and other mishaps on runaway Libertys are a daily occurrence.

Such ships would be utterly useless in an emergency.

For example, on September 2, 1955, the LOG reported on the status of the Liberian-flag Liberty "Cambridge" which deteriorated rapidly in a few months after her transfer. Radio equipment alone needed at least 50 repairs, lifeboats were left uncovered and no fire and boat drills were held, the radio direction finder and compass repeater were not functioning properly, there was no hospital and no medicine chest aboard and the ship's refrigeration was on the blink. For a while the ship operated with a 24-man crew with only one man topside, the 2nd mate, knowing the basic elements of navigation.

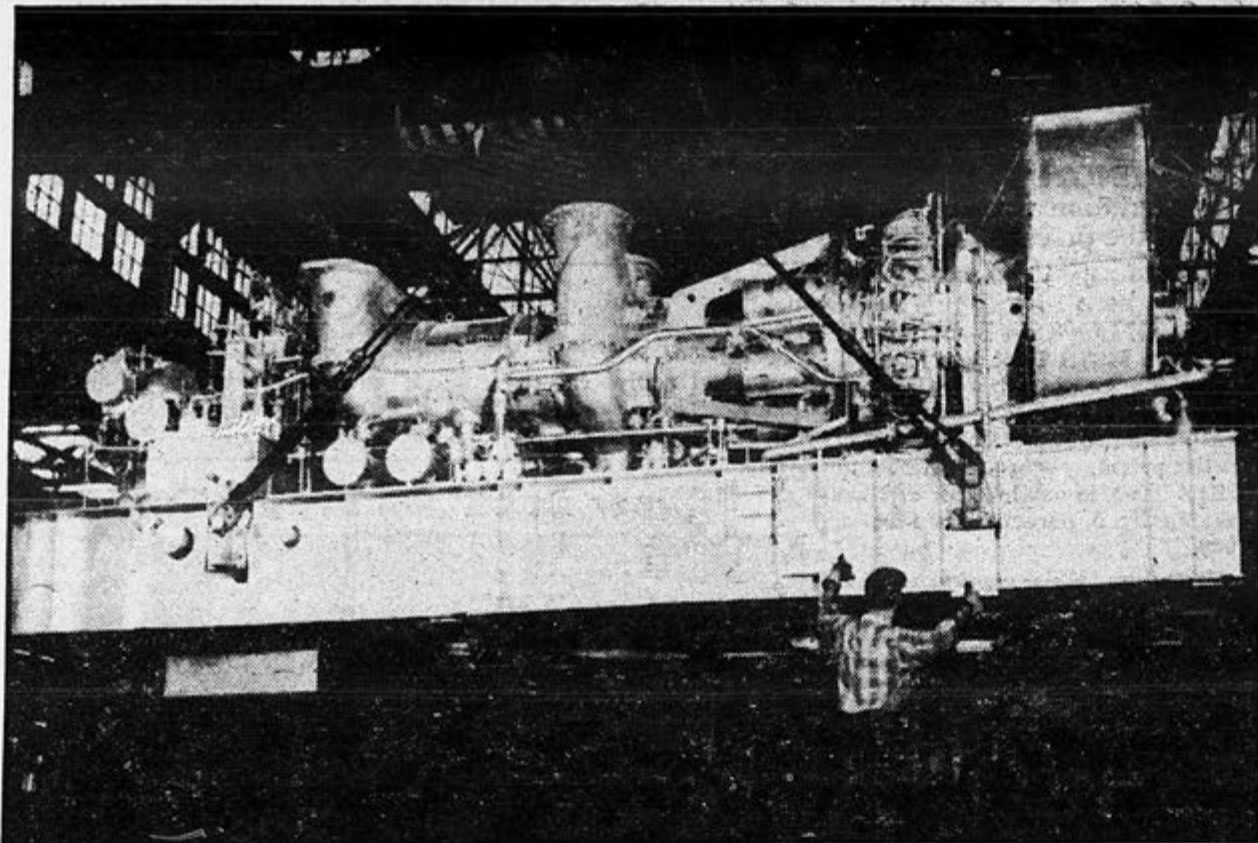
### Crew Feared For Own Safety

Another ship, the Gus M, this one a Honduran flag operation was in such bad shape that her Italian-imported crew walked off in Baltimore and faced deportation rather than sail her to England.

Seafarers know from first-hand experience that the World War II-built Libertys, many of them a dozen years old, need constant repair and service to keep them in good running order and that even with comparatively strict US regulations, both the Government and the Union have to keep after these vessels to assure that they are up to snuff.

The condition of runaway flag Libertys then, must be seen to be imagined. It is these ships which Defense officials believe will fill the bill.

**Gas Turbine Slated For Converted Liberty**



One of several experimental power plants being tried under a program to upgrade reserve fleet Liberty ships, this 6,600 hp combustion gas turbine is prepared for loading at the General Electric Company's Schenectady, NY, plant, from which she'll be transported to Newport News and fitted aboard a remodeled Liberty for sea trials this spring. It is estimated the new plant will boost the speed of a Liberty by almost 50 percent.

**SIU Company Buys Third T-2 For New Trailer-Tanker Run**

Operating initially with two converted T-2 tankers, the SIU-contracted Pan Atlantic Steamship Company will inaugurate the first coastwise trailership service on April 26. The tanker Ideal-X will sail from Port Newark with a deck cargo of truck trailers on that date and will carry both trailers and oil on the return voyage from Houston.

The second tanker, the Almena, will follow a week later. Pan Atlantic has purchased a third tanker, the Maxton (formerly Marine Leader) and will convert her shortly to enter the service in mid-summer.

The tankers were adapted for trailership service by building an open deck over the pumps and pipelines of the regular tanker deck. The trailer vans are placed aboard by cranes after being loaded and lifted off their wheels. These ships are in addition to

Pan Atlantic's plans for seven new roll-on trailerships which will carry up to 250 loaded trailers each. The new ships will enable drivers to drive their rigs aboard on ramps, eliminating conventional loading and unloading devices.

Pan Atlantic believes conversion of the tankers is the answer to the problem of maintaining profitable coastwise tanker runs. Up until now, tankers have had to run south without a payload. The converted ships will carry trailers both ways and oil northbound, bringing in considerable additional revenue.

Each converted tanker will carry

58 trailers with a total dry cargo capacity of 1,160 tons.

Service will be cheaper than by rail, it is claimed.

**Snowstorms Hit Boston Hard Again**

BOSTON—With Spring almost a month old, New England was buried under its fourth snowstorm since mid-March this week.

The freak blizzard cut power to thousands of local residents and forced three radio stations off the air for several hours because of damage to transmitters. Television transmission fared a little better and continued on emergency power.

Barely dug out of the last storm, the city was under almost two feet of snow when the Steel Architect (Isthmian) arrived last week. Most crewmembers didn't even bother trying to get ashore, Port Agent James Sheehan noted, and decided to stay aboard until the ship reached New York.

**Shipping Quiet**

On the shipping side, meanwhile, activity remained quiet. The Cantigny and Archers' Hope (Cities Service) and the Republic (Trafalgar) all arrived for payoff and sign-on but took few replacements. The same applied to the ships in transit, the Robin Sherwood (Seas Shipping), Bents Fort (Cities Service), Alcoa Partner (Alcoa) and the Architect.

In other action, a moment of silence was held at the last regular SIU meeting here for Fred Howe, general secretary-treasurer of the Radio Officers Union, who passed away recently. Howe, 67, was well-known to Seafarers for his participation in maritime union affairs.

**YOUR DOLLAR'S WORTH**  
**Seafarer's Guide To Better Buying**

By Sidney Margolius

**What's Wrong With Today's Houses?**

The Federal Housing and Home Finance Agency has invited the nation's housewives to write in their suggestions about how builders should make houses livable and comfortable for modern families. Families are asked to comment on such questions as: How much actual living value is offered by general-purpose rooms, "rumpus" rooms, carports, centrally-located kitchens; what is the best selection and arrangement of household appliances; should floor plans be one-story and rambling or split-level and compact?

Then, 100 women whose letters are selected will be brought to Washington for a conference. The results will be used to help FHA advise builders in designing livable homes.

This is a useful project, the questions are helpful and Housing Administrator Albert M. Cole is to be complimented on giving housewives a chance to say what kind of houses they'd like to have. The only flaw is that after they are all through planning the houses, they can't afford to buy them at today's prices. The questions on which housewives have been asked to comment omit the real housing problems of these times: the high price of houses and lots, the high financing charges and exorbitant closing fees; the noticeably poor construction of many new houses, and the present trend of builders to concentrate on more elaborate houses in the \$15,000-\$20,000 and up price class.

**Real Problem Is Cost**

The fact is, most wage-earners can't really afford the houses now going up. The countrywide average price tag on new houses is now \$13,700 and is still rising. According to the yardstick generally used by mortgage lenders, a family can't afford a house costing more than 2½ times one year's income, although conservative financial experts consider two times a year's income to be safer. In contrast, the average industrial worker currently is earning about \$4,000 a year, and so can't afford more than a \$10,000 house, and preferably, only an \$8,000 one.

Judging from the mail we get, if America's families grasped this opportunity to bring to FHA's attention the housing problems that worry them most, here are the questions they would raise:

**Price of Homes:** What can FHA and the Administration do to halt the alarming increase in the price of homes, and especially of building materials and plots? Construction costs rose about 5 percent in 1955, with materials up about 6 per cent. An even worse problem is the cost of building lots. The outgoing president of the National Association of Home Builders has reported that the cost of raw land has gone up 30 to 40 percent in the past two years.

**Soaring Property Taxes:** What can the Administration and FHA do to help build schools, sewage plants, roads and other needs in expanding communities where small homeowners are now facing drastically increased taxes? In many new communities on the outskirts of large cities, property taxes have jumped 40 percent in the past four years as builders threw up thousands of new homes and departed the scene, leaving the towns without schools and other necessities for the new population, and the home buyer with increased carrying charges they never anticipated.

**Financing Costs:** Would FHA recommend that the interest rate on FHA and VA insured homes be reduced to the pre-1953 rate of 4 and ¾ percent, and 4 percent for veterans, instead of the present 5 for non-vets and 4½ for vets? A reduction of only one-half of 1 percent in the interest rate would reduce the monthly payments on a 20-year mortgage five percent and would FHA consider reducing the premium of one-half of 1 percent it charges home buyers for guaranteeing their mortgages?

**High Interest Unjustified**

The record shows that American families are not such bad risks that FHA must charge them a fee of actually eleven percent of the interest on a mortgage to guarantee the lender against loss. For example, The Bowery Savings Bank of New York reports that delinquencies among homeowners are rare. Fewer than 50 of 46,000 mortgages held by this big lender have any delinquencies. This is a rate of only one-tenth of 1 percent.

The high closing costs charged home buyers is another urgent matter for FHA consideration. Closing costs are often \$150 to \$250 and sometimes more, depending on how much "kickback" passes among the title insurance company, lawyer, realtor, bank and other parties involved. For example, one buyer wrote this writer that his closing costs on a VA mortgage included \$88 for title insurance and \$175 for "bank handling charge," which with recording fee and state mortgage tax made a total of \$368. Such fees are out of all proportion to the services rendered. FHA and VA have been closing their eyes to the matter of excessive closing costs far too long.

**Better Construction Standards:** It's one thing for FHA to lay down guides to construction, and another for the FHA inspectors to see that the builders observe them. Either FHA has reduced its building standards to a jerry-built level, or inspectors aren't doing their job, because builders are skimping in ways that add excessively to future ownership expenses.

**Skimping Cheats Buyers**

Builders skip studs, fail to line up studs properly, omit heat risers that the public is led to believe is a feature of expansion attics, use two-inch insulating batts instead of 3½-inch full-thick batts, and skimp seriously on foundations and heating systems. Most new houses this writer has observed are seriously under-rated in heating capacity, with too-small furnaces, inexpensive copper and aluminum convectors instead of the superior cast-iron ones and other defects that compel homeowners to burn more fuel and wear out their overworked small furnaces prematurely.

Moderate-income housewives who want to write FHA their suggestions about how to improve housing can send them to The Housing Administrator, Federal Housing and Home Finance Agency, Washington 25, DC.

**THESE ARE YOUR FAMILY'S BENEFITS:**

- \$ HOSPITAL ROOM & BOARD
- \$ SURGICAL EXPENSES
- \$ DOCTOR VISITS IN HOSP.
- \$ EXTRA EXPENSES

**Now!**

**THE SEAFARERS WELFARE PLAN**

**NEW! HOSPITAL AND SURGICAL BENEFITS**

... minimum protection for the Seafarer's family...

plus

**NEW! INCREASES**

- DEATH BENEFIT
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**COMPLETE SEAFARERS WELFARE PLAN BENEFITS**

**DO YOU KNOW HOW TO COLLECT THEM?**

**GET YOUR COPY OF THE NEW WELFARE PLAN AT ANY SIU HALL !!!**

# Seafarers In Action

Ship's delegate Eugene Ray on the Queenston Heights has been busy representing the gang aboard on a variety of issues. Ray saw to it that the skipper gave out travelers' checks before the ship got into Sasebo, Japan, and also got after him to replenish some of the steward's stores while the vessel was in port. All part of the job for a conscientious ship's delegate.



Aboard the McKittrick Hills, another tanker, ship's delegate Steve Fulford gave the crew a briefing on how the delegates operate. He explained the procedure for handling shipboard beefs and outlined the duties of the three departmental delegates so that all hands should know where they stood. It might be a good idea for the oldtimers to run through this kind



Fulford

of a routine every once in a while aboard ship.



Another heads-up delegate is Seafarer V. H. Benner on the Steel Artisan. Benner wanted to step down from the ship's delegate job after one voyage but the crew would hear nothing of it. He was urged to carry on as he had done a good job for all hands up to date.



The meeting gavel at the March 21 shoreside membership meeting was in the capable hands of Seafarer E. M. Bryant in the port of Baltimore assisted by P. G. Fox and W. H. Sibley. A. C. Parker was the chairman in Savannah, D. H. Horn in Lake Charles and A. Kessen in San Francisco.



Kessen

Other Seafarers on the job at the meetings were V. Thompson in Seattle, J. Hoggie in San Francisco, D. Jones in Houston, J. Baker in Savannah and H. B. Hastings in Mobile.

## Baby Day For Boston SIU



Out for an outing with the young set, Seafarers Pete Karas (left) and his daughter, Debbie, and L. Nagle and his youngster launch a small-scale invasion of the Boston SIU hall. From all reports, the girls had the situation well in hand.

## Good Weather, Clean Payoffs Mark Tampa

TAMPA—Good weather is making slow shipping here a little easier to take, with lots of sunshine and warm temperatures combining to give all hands a chance to enjoy their stay on the beach.

The shipping picture has been inactive for some time now, Port Agent Tom Banning re-

ported. He added that there didn't seem to be any major change in sight for the coming weeks either.

### Make Checks To 'SIU-A&G'

Seafarers mailing in checks or money orders to the Union to cover dues payments are urged to be sure to make all of them payable to the SIU-A&G District.

Some Seafarers have sent in checks and money orders in the names of individual headquarters officials. This makes for a problem in bookkeeping which can be avoided if checks are made out to the Union directly.

No payoffs or sign-ons turned up for the last period, which drew its only activity from five in-transit ships, including its three regular coastwise callers, Pan Atlantic's DeSoto, Iberville and Chickasaw.

### Two Visitors

The other two visitors were the Alcoa Puritan (Alcoa) and the Del Campo (Mississippi), each of which took a couple of replacements during its stay in port.

The ships that do come in are arriving clean, so that is encouraging, Banning noted. Only routine beefs have been reported lately, and have handled easily by SIU port officials.

# New SIU Tankers Grab All Pumpmen; NY Urges Black Gang To Upgrade

NEW YORK—Seafarers who have the seetime and black gang experience to qualify as pumpmen were urged this week to go up for these endorsements in advance of an expected serious shortage in this rating later this year.

Port Agent Claude Simmons pointed out that there was already a scarcity of certified pumpmen, which was getting worse each time another tanker was brought under SIU contract. This week's crewing up of the Marine Leader, a T-2 tanker just purchased by Pan-Atlantic, emphasized the need to have more men with this rating available, he said.

Several tankers have been added to the roster of SIU-contracted ships in recent months, four of them just a few weeks ago in a bloc purchase of five ships by the Colonial Steamship Company. In addition, three Cities Service supertankers are now under construction, one of which was launched last month and all will probably be in full operation before the end of the year.

### Need Is Crucial

"The need for having men available to fill these jobs therefore becomes crucial," Simmons asserted. "It's no secret that pumpmen's jobs are among the best-paying jobs aboard ship," he added.

Meanwhile, the port shipping picture generally also posed problems, as some job openings for en-

try ratings and oilers hung on the board for several calls. Job activity itself was down slightly from the previous period, but many could find no takers for some time anyway.

Twenty ships were paid off during the past two weeks, six signed on and seven were serviced in transit. All vessels were in good shape, with no major beefs on any of them, Simmons said.

## SF Jobs Up - Forecast 'Very Good'

SAN FRANCISCO—Shipping showed some improvement here during the last period, and the outlook for the future is still very good.

"We will be very busy here," Leon Johnson, SIU port agent, said, in commenting on the job prospects for the Bay area. The major activity, however, is still only in the deck and engine departments, with shipping in the steward department lagging well behind the other two.

### Activity Smooth

All told, the port handled one payoff, two sign-ons and six vessels in transit during the last two weeks. The Raphael Semmes (Waterman) paid off and signed on again, along with the Anniston (Ace), which paid off in the previous period.

The in-transit traffic was supplied by the Alamar (Calmar), Longview Victory (Victory Carriers), Sea Comet II (Ocean Carriers), Steel Seafarer (Isthmian), and the Hurricane and Citrus Packer (Waterman). None of the ships serviced presented any major beefs.

## Jap Crews Ask Anti-Atom Gear

TOKYO—Pending US hydrogen bomb tests in the South Pacific have led to an unusual request by the Japanese Seamen's Union. The union demanded that Japanese shipowners equip ships with anti-radioactive gear if vessels are scheduled to pass through the South Pacific after April 20.

The Japanese have been concerned about the after-effects of radioactivity ever since a fishing vessel was dusted with radioactive ashes following previous US atomic energy tests.

**SEATRAN GEORGIA (Seatrains),** March 25—Chairman, C. Oppenheimer; Secretary, A. Lambert. Sparks claims he cannot pick up MTD news broadcasts. Ship's fund—\$8. No beefs. Motion carried to concur in communications from headquarters. Water tanks to be cleaned, new fans needed for messhall, food to be hot, ice cream to be purchased in Texas. Discussion held about loudspeaker.

**SEATRAN NEW JERSEY (Seatrains),** March 25—Chairman, E. Wallace; Secretary, P. Patrick. No beefs. Ship's fund—\$4.73. Motion carried to concur in communications from headquarters. Discussion held on letters written to Washington regarding 50-50 bill.

**ALCOA PIONEER (Alcoa),** March 11—Chairman, W. Anderson; Secretary, J. Pursell. Recreation room to be kept locked in port. Some disputed overtime. Motion carried to concur in communications from headquarters. Everyone asked to be quiet in passage ways. Letters to be sent to Senators regarding 50-50 law. Enough bread to be placed aboard plus chocolate milk and mushrooms.

**ALCOA RANGER (Alcoa),** March 21—Chairman, J. Bays; Secretary, C. Carpenter. Everything okay, no beefs. Little disputed overtime. Motion carried to concur in recent communications from headquarters. Brothers were reminded to keep ship clean after card games.

**ALCOA ROAMER (Alcoa),** March 18—Chairman, H. Starcky; Secretary, L. Strange. No beefs. Motion carried to accept communications as read from headquarters. Discussion held concerning captain's beef against steward. Crew in full accord to back up steward. Not enough heat in fore-cabin.

Vote of thanks to steward department.

**FEDERAL (Trafalgar),** March 14—Chairman, J. Spurny; Secretary, M. Lipkin. Ship's secretary and treasurer elected. No beefs. Some disputed overtime. Poor drinking water aboard. Cots to be brought aboard. There are no guard rails for galley stores. Messroom to be kept clean.

**ALCOA PARTNER (Alcoa),** March 25—Chairman, E. Tarrant; Secretary, A. Aaren. Discussion held on repair list. Motion carried to concur in communications from headquarters. Discussion held on delayed sailing.

**ALCOA PATRIOT (Alcoa),** February 22—Chairman, J. McCasom; Secretary, none. No beefs. Ship's fund—\$129.09. Repair list made up and turned over to ship's delegate.

**ALCOA POLARIS (Alcoa),** March 25—Chairman, C. Forrest; Secretary, C. Moore. Bosun fell while working from a float in San Juan. Balance of

ship's fund—\$10.62. No beefs. It was suggested that men getting off ship because of illness should get \$10 from ship's fund.

**ALCOA CAVALIER (Alcoa),** April 1—Chairman, E. Moyd; Secretary, L. Guillet. Advance given on Sunday, wages only and payoff. New laundry list to be posted.

**ALCOA RUNNER (Alcoa),** March 31—Chairman, L. Coffey; Secretary, A. Gonzalez. Ship's delegate reported everything is alright. Ship's fund—\$30. Motion carried to concur in communications from headquarters. Ship's delegate elected. Men to clean washing machine after use.

**ALMENA (Pan-Atlantic),** No date—Chairman, T. Toom; Secretary, J. Atchison. Some delayed sailing time. Motion carried to concur in communications from headquarters. There is too much heat.

**ANGELINA (Bull Lines),** March 17—Chairman, J. Pops; Secretary, C. Lee. To have drain installed in pantry. Ship's treasury—\$2. No beefs. Motion carried to concur in communications from headquarters. To check with New Orleans hall about transportation to port of sign-on.

**ARIZPA (Pan Atlantic),** March 26—Chairman, Ronald A. Eden; Secretary, Oscar Rayner. Motion carried to concur in recent communication from headquarters. New ship's delegate and secretary elected. Ship's delegate asked all men to go to nearest SIU hall and vote.

**BEATRICE (Bull),** March 26—Chairman, John Eddins; Secretary, M. Kaminski. Headquarters report on fight to save 50-50 shipping law and shore leave restrictions to SIU members in Korea, accepted, unanimously. Com-

plaints about water in passageway and scuppers not working. Steward requested that all hands stay out of pantry during meal hours. Steward to get another coffee percolator.

**BENTS FORT (Cities Service),** March 31—Chairman, B. Grice; Secretary, none. No beefs. Some repairs are necessary. Members not to perform unsafe work. Some disputed overtime. Motion carried to concur in communications from headquarters. Motion carried to have a nationally advertised brand of coffee put aboard. Steward to have better menus.

**CAMP NAMANU (US Petroleum),** March 17—Chairman, none; Secretary, none. No beefs. Some fellows got off in Singapore. Ship's fund—\$4.28. Motion carried to accept communication from headquarters, as read. New canvas on fantail needed. Letter to be sent to headquarters regarding 50-50 law, and seniority.

**CANTIGNY (Cities Service),** March 20—Chairman, J. Morrison; Secretary, C. MacQueen. Ship's fund—\$3.97. Washing machine needs repair. Discussion held about bread.

**CECIL N. BEAN (Dry-Trans),** March 18—Chairman, A. Hoag; Secretary, P. Jekalisch. All repair lists to be handed in. Ship's fund—\$29.00. No beefs. Recent communication from headquarters accepted unanimously. To check all deck department overtime. Donations requested for ship's fund.

**FLOMAR (Calmar),** February 26—Chairman, D. Reed; Secretary, R. Funk. Everything running okay. Ship's treasurer elected. No beefs. Crew to keep ship and messhall clean.

**CHELSEA (Amercian),** March 24—Chairman, R. Kiedindger; Secretary, P. Rubis. Ship's delegate elected.

Condition of fans to be brought to the attention of the boarding patrolman. Things are running okay. Some disputed overtime. Letter to be sent to headquarters regarding clarification on shoregang work.

**CLAIBORNE (Waterman),** March 25—Chairman, W. Sellers; Secretary, A. Dumas. No beefs. Ship has two libraries. All communications to be posted. Letter to be written to Cal Tanner, Mobile, thanking him for assistance in helping to effect a payoff.

**DEL ORO (Mississippi),** March 18—Chairman, B. Johnson; Secretary, P. Whiffow. All repairs have not been completed. No beefs. Motion carried to concur in communications from headquarters. Ship's delegate elected. Vote of thanks to steward department. Need library.

**FORT HOSKINS (Cities Service),** March 29—Chairman, M. Launey; Secretary, H. Westphall. No beefs. To check for ships at anchor in Lake Charles and see if launch service can be obtained. Vote of thanks to crew mess.

**FRANCES (Bull Lines),** April 1—Chairman, S. Carr; Secretary, E. Jimenez. Ship's fund—\$21.62. Some disputed overtime to be checked. No beefs. Motion carried to concur in communications from headquarters. To check about beef on garbage.

**LA SALLE (Waterman),** March 31—Chairman, F. McCall; Secretary, P. Mapes. Everything in good order. No beefs. Ship's fund—\$43.70. Motion carried to concur in communications from headquarters. Company should be held liable for missing property of crew, the security of ship is their responsibility. New chairs to be purchased.

## Digest Of SIU Ship Meetings



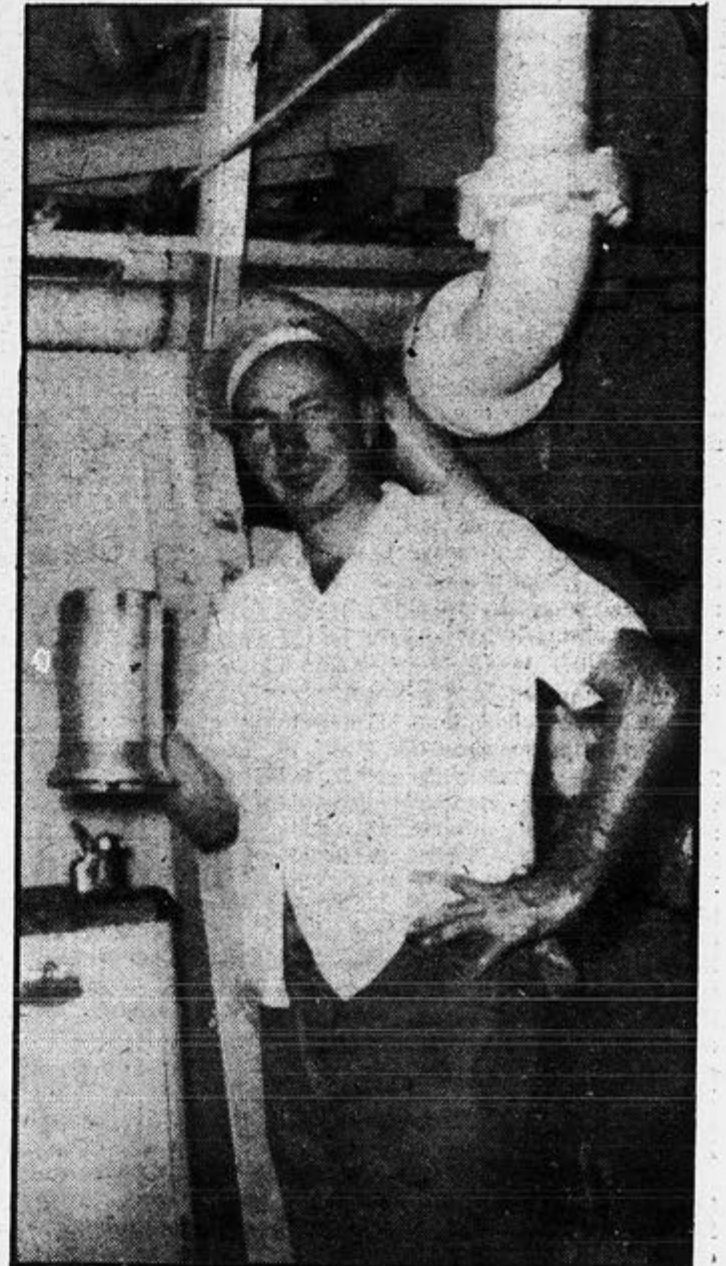
LONGVIEW VICTORY — Bosun (unnamed) smiles after completing paint spray job.



TROJAN TRADER—Homeward bound from trip to Italy, deck department lines up for shutter action. They are (l to r) Edwards, Reiman, Averill, Johnson, Bailey, Warren, Martin, Jeffcoat. Photo was taken by Seafarer R. McNeil, ship's reporter.



SALEM MARITIME—Oiler Don Addison shot this view of the gutted tanker from the Royal Oak, first ship into Lake Charles after Jan. 17 blast.



SEATRAINS TEXAS—Aside from representing the gang as ship's delegate, Seafarer Lester Moore rates as an expert brewer of coffee, the favorite shipboard beverage.



BIENVILLE—Ashore in Pusan, Korea, Seafarer Paul Tatman looks over the goods at a Pusan outdoor "supermarket." This one truly rated as low overhead operation. Photo by William Calefato.



CITY OF ALMA—Smiling crewmembers on the Far East Run gather around life-ring in traditional pose. Front and center is Richard Weiss, DM; at right, Isadore Levy. Seafarer at left is unidentified. Rear (l to r) bosun, Albert Hamm, wiper. Photo by Luis Ramirez. Ship was en-route to Formosa at the time.



## 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:

Patricia Ann Loik, born November 6, 1955. Parents, Mr. and Mrs. Peter Loik, Baltimore, Md.

Keith Gerard Kennedy, born February 22, 1956. Parents, Mr. and Mrs. John E. Kennedy, New Orleans, La.

Floyd Randolph Stevens, born January 12, 1956. Parents, Mr. and Mrs. Thomas H. Stevens, Mobile, Ala.

Steve Michael Price, born February 6, 1956. Parents, Mr. and Mrs. Samuel W. Price, New Orleans, La.

Pamela Cecilia Webb, born February 19, 1956. Parents, Mr. and Mrs. Claude Webb, Springhill, Ala.

Joseph James Logan III, born March 6, 1956. Parents, Mr. and Mrs. Joseph Logan Jr., Crichton, Ala.

Linda Reena Corder, born January 14, 1956. Parents, Mr. and Mrs. James Corder, Rockhill, SC.

Martha Ann Talbot, born February 20, 1956. Parents, Mr. and Mrs. John R. Talbot, Baltimore, Md.

Louis Lantz Van Evera, Jr., born January 30, 1956. Parents, Mr. and Mrs. Louis Van Evera, Baltimore, Md.

Nancy Jane O'Connell, born March 3, 1956. Parents, Mr. and Mrs. Edward C. O'Connell, Salem, Mass.

Glenn L. Pelayo, born February 11, 1956. Parents, Mr. and Mrs. Rodrigo I. Pelayo, Brooklyn, NY.

Phylis Mary Hampson, born March 12, 1956. Parents, Mr. and Mrs. William E. Hampson, Miami, Fla.

Ruth Elaine Gillikin, born January 28, 1956. Parents, Mr. and Mrs. Norman D. Gillikin, Tampa, Fla.

Jee Ann DeLong, born January 9, 1956. Parents, Mr. and Mrs. John DeLong, Baltimore, Md.

Michael Emanuel Caldas, born February 23, 1956. Parents, Mr. and Mrs. Manuel F. Caldas, New Bedford, Mass.

Martha Faye Gabor, born November 18, 1955. Parents, Mr. and Mrs. Bernard L. Gabor, New Llano, La.

Judy Yao Wing and Pearl Yao Wing, born February 29, 1956. Parents, Mr. and Mrs. Yao Fang Wing, San Francisco, Calif.

Sandra Lynn Craven, born February 26, 1956. Parents, Mr. and Mrs. Jack W. Craven, Savannah, Ga.

Charles Tony Bennett, born December 29, 1955. Parents, Mr. and Mrs. Charles B. Bennett, New Orleans, La.

Iris Linda Kelley, born January 10, 1956. Parents, Mr. and Mrs. J. F. Kelley, Theodore, Ala.

Catalina Karpinsky, born September 27, 1954. Parents, Mr. and Mrs. John Karpinsky, Jr., Monzaniillo, Colima, Mexico.

## Looking Over The Press Clippings



Seafarer Phil Reyes looks on as his son, Vincent, shows him his high school scrap book in Mobile home. Youngster is star athlete and honor student; dad is veteran SIU chief steward.

## MTD Begins Voice Broadcast To Ships

For the first time, beginning this Sunday, April 15, American seamen will be able to get direct short wave voice broadcasts of maritime news. The Maritime Trades Department, which has been sending out Morse code newscasts, is initiating the voice broadcasts for ships in Atlantic and Mediterranean waters. The Morse code round-the-world service will continue, as before.

The new broadcast service is the result of Federal Communications Commission approval to the MTD's request to initiate such a service. In okaying the voice broadcasts, the FCC limited the area to Atlantic, South American and European waters for the time being and will consider later allowing it to be extended to the rest of the world.

### Every Sunday

The voice broadcasts will go on the air every Sunday from 1620 to 1640 Greenwich Mean Time (11:20 to 11:40 AM Eastern Standard Time). They will be sent out on three different frequencies and will cover the Caribbean, East and West Coasts of South America,

Gulf of Mexico, US East Coast, Atlantic and Mediterranean waters. (For full details, see back page).

The MTD, of which the SIU is a member, broadcasts news of its affiliates and other important maritime developments as a service to seamen.

Seafarers with short wave radios are urged to tune in at the specified time. Ship's crews should request their radio operators to transcribe the Morse Code broadcasts as before, so that they will have a record of the news program.

## Latest LOG Libraries Go Aboard

SIU ships up and down the coast are now receiving another batch of 50-book libraries supplied by the SEAFARERS LOG. The distribution, which is handled by the Sea Chest, is the second of four library packages which will be put aboard every ship this year.

The libraries consist of paperback book assortments selected to appeal to a wide audience. The assortments include novels, mystery fiction, westerns, sports, humor and other popular material. Previous distributions have been warmly welcomed by ship's crews as filling a need for fresh reading matter, particularly on long off-shore runs.

### Eleventh Set Of Books

The current distribution is the 11th library set put aboard by the LOG since the program started in September, 1953, representing 550 titles in all to each ship. Before the LOG program got underway, seamen had to depend for reading matter on books and magazines supplied by voluntary agencies. Such reading matter was often of indifferent quality or of little interest to seamen.

Library books given to ships are in addition to the regular mailings of the SEAFARERS LOG which go out every two weeks by airmail to foreign ports.

## Union Foes Add 'Work' Bill Targets

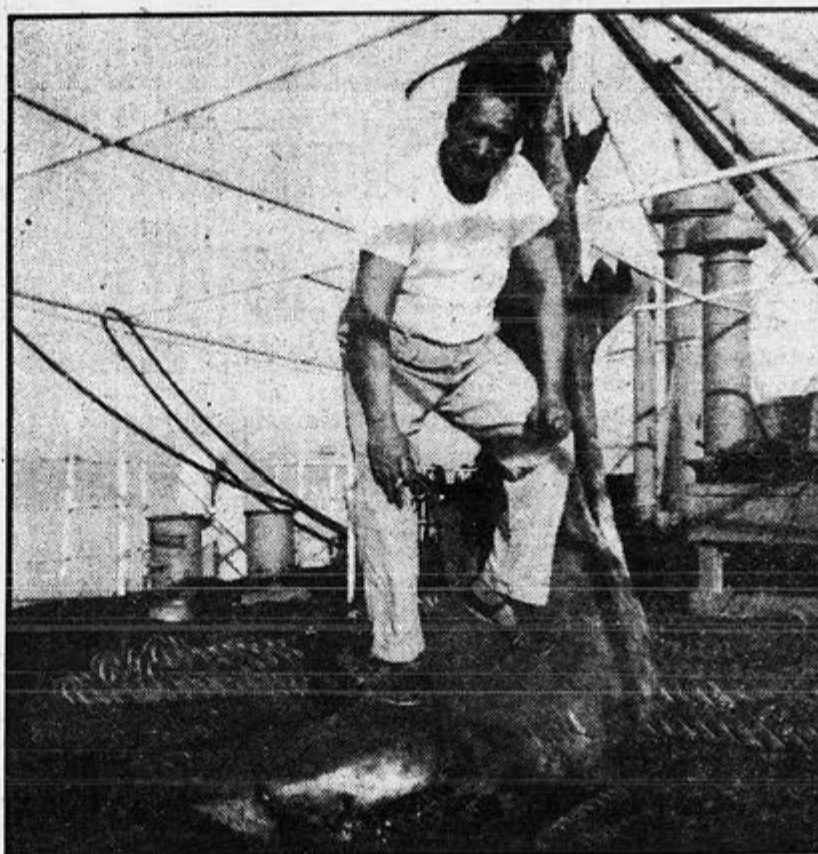
WASHINGTON—The National Right to Work Committee, spearhead and mouthpiece of the so-called "right to work" laws, is planning an extended campaign on behalf of the union-restricting legislation in 15 more states this year and next. "Right to work" laws, now operative in 18 states, outlaw any form of union security but compel unions to represent and bargain for non-union members in a plant where a union agreement exists.

### Hartley At Head

The committee is headed by former Representative Fred Hartley, co-author of the Taft-Hartley act. Among states it lists as targets for the anti-labor laws are California, Colorado, Indiana, Kansas, Maryland, Ohio, Oklahoma, Oregon, Washington and Wisconsin. Action in several other states is also planned although chances are admittedly dim in them.

In the meanwhile, AFL-CIO unions themselves are planning drives for repeal of the laws in a dozen states including Alabama, Florida, Louisiana and Texas among maritime states. Prospects are considered good for "right to work" repeal in Louisiana, where recent statewide elections resulted in substantial victories for pro-labor legislators.

## This One Didn't Get Away



Seafarer Solomon Harb stands on body of ten-foot shark caught by Joseph Wise, MM, of the Steel Recorder. Catch was made in harbor of Jeddah, Saudi Arabia.

## DIRECTORY OF SIU BRANCHES

### SIU, A&G District

- BALTIMORE ..... 1216 E. Baltimore St. Earl Sheppard, Agent Eastern 7-4900
- BOSTON ..... 276 State St. James Sheehan, Agent Richmond 2-0140
- HOUSTON ..... 4202 Canal St. C. Tannehill, Acting Agent Capital 7-6558
- LAKE CHARLES, La. .... 1419 Ryan St. Leroy Clarke, Agent HEmlock 6-5744
- MOBILE ..... 1 South Lawrence St. Cal Tanner, Agent HEmlock 2-1754
- NEW ORLEANS ..... 523 Bienville St. Lindsey Williams, Agent Magnolia 6112-6113
- NEW YORK ..... 675 4th Ave., Brooklyn HYacinth 9-6600
- NORFOLK ..... 127-129 Bank St. Ben Rees, Agent MADison 2-9834
- PHILADELPHIA ..... 337 Market St. S. Cardullo, Agent Market 7-1635
- PUERTA DE TIERRA PR Pelayo 51-La 2 Sal Colla, Agent Phone 2-5996
- SAN FRANCISCO ..... 450 Harrison St. Leon Johnson, Agent Douglas 2-5475
- Marty Breithoff, West Coast Representative
- SAVANNAH ..... 2 Abercorn St. E. B. McAuley, Acting Agent Phone 3-1728
- SEATTLE ..... 2505 1st Ave. Jeff Gillette, Agent Elliott 4334
- TAMPA ..... 1809-1811 N. Franklin St. Tom Banning, Agent Phone 2-1323

- WILMINGTON, Calif. .... 505 Marine Ave. Reed Humphries, Agent. Terminal 4-2874
- HEADQUARTERS ..... 675 4th Ave., Bklyn. SECRETARY-TREASURER Paul Hall
- ASST. SECRETARY-TREASURERS J. Algina, Deck C. Simmons, Joint J. Volpian, Eng. W. Hall, Joint E. Mooney, Std. R. Matthews, Joint

### SUP

- HONOLULU ..... 16 Merchant St. Phone 5-6777
- PORTLAND ..... 211 SW Clay St. Capital 3-4336
- RICHMOND, CALIF. .... 510 Macdonald Ave. BEacon 2-0925
- SAN FRANCISCO ..... 450 Harrison St. Douglas 2-8363
- SEATTLE ..... 2505 1st Ave. Main 0290
- WILMINGTON ..... 505 Marine Ave. Terminal 4-3131
- NEW YORK ..... 675 4th Ave., Brooklyn HYacinth 9-6165

### Canadian District

- HALIFAX, N.S. .... 128 1/2 Hollis St. Phone: 3-8911
- MONTREAL ..... 634 St. James St. West Plateau 8161
- FORT WILLIAM ..... 150 Simpson St. Ontario Phone: 4-5221

- PORT COLBORNE ..... 103 Durham St. Ontario Phone: 5591
- TORONTO, Ontario ..... 272 King St. E. Empire 4-5719
- VICTORIA, BC ..... 617 1/2 Cormorant St. Empire 4531
- VANCOUVER, BC ..... 298 Main St. Pacific 3468
- SYDNEY, NS ..... 304 Charlotte St. Phone 6346
- BAGOTVILLE, Quebec ..... 20 Elgin St. Phone: 545
- THOROLD, Ontario ..... 52 St. Davids St. Canal 7-3203
- QUEBEC ..... 85 St. Pierre St. Phone: 3-1569
- SAINT JOHN, NB ..... 85 Germain St. Phone: 2-5232

### Great Lakes District

- ALPENA ..... 1215 N. Second Ave. Phone: 715-3
- BUFFALO, NY ..... 180 Main St. Phone: Cleveland 7391
- CLEVELAND ..... 734 Lakeside Ave., NE Phone: Main 1-0147
- DETROIT ..... 1638 3rd St. Headquarters Phone: Woodward 1-6857
- DULUTH ..... 531 W. Michigan St. Phone: Randolph 2-4110
- SOUTH CHICAGO ..... 3267 E. 52nd St. Phone: Essex 8-2419

## Notify Union About Sick Men

Ship's delegates are urged to notify the Union immediately when a shipmate is taken off the vessel in any port because of illness or injury. Delegates should not wait until they send in the ship's minutes but should handle the matter in a separate communication, so that the Union can determine in what manner it can aid the brother.

It would also be helpful if the full name, rating and book number was sent in. Address these notifications to Welfare Services at headquarters.

# Crimps Even Hit By Runaways; Co's Can Import Cheaper Crews.

Once thriving centers of the crimp shipping business for the runaway flag ships, employment agency operators down on steamship row have fallen into a trap of their own making. US operators of runaway ships have found it more profitable to hire their crews overseas, en masse, than to ship men from New York, even though they were being supplied allens here for as little as \$90 or \$100 a month.

As a result, the agency operators and the gimmill owners on South Street who dabbled in shipping on the side have slow going. Their business consists largely of a handful of replacements now and then or a licensed officer or two.

The practice of hiring crews overseas has developed into a major operation in the last couple of years. Italy and Greece are two favorite sources of manpower with some of the tanker companies also getting crews out of the West Indies. The crews are usually signed on for a year and then flown to the States to be put aboard a runaway Liberty, tanker, or ore carrier.

### Low Pay, Can't Beef

The system offers several advantages to the company. They can get men overseas for about \$75 a month, sometimes even less, where in New York the cost would range between \$90 and \$125. These crews, being all composed of non-resident aliens, have little opportunity to raise a beef and not too much chance of getting off in the States since most crewmembers do not speak English and are unfamiliar with Immigration procedures.

For example, it is common practice for the skipper to tell Immigration that a man does not want to pay off here, even though the crewmember does want to. The crewman speaks no English and the Immigration man has no way of communicating with him directly. So the man gets a D-1 and has to go out with the same ship. Having the men under control that way enables the companies to keep wages down and more important, to keep Americans or aliens who



Woodcut shows the heyday of the crimps years ago when waterfront employment outfits wrote their own tickets.

have sailed on US ships from getting aboard and raising beefs.

Instances have been reported where alien crewmembers raising a beef over shipboard conditions were turned over to Immigration and immediately deported, such as on the Tradewind, a Liberian-flag passenger ship operating out of Miami. Unless the alien can get permission to pay off and go ashore, as provided under the 1915 Seaman's Act, he has very little opportunity to beef about conditions on the ship.

In fairness to Immigration, they are usually willing to grant a man a D-2 landing permit which allows him to stay ashore 29 days and get another ship, if the man can make known his desire to get ashore. Even then though, Immigration will hesitate to give D-2s out to men who have never touched a US port before. They like to wait until he comes back a second time.

### 'Crying The Blues'

The result is that the shipping agents in New York are crying the blues. One agent said that his only business consists of a handful of replacements now and then, usually

officers. He claimed that he tried to get \$127 a month for ABs, but the International Transportworkers Federation says that even that low figure is rare, with most scales running down around \$110 as an average.

Not only are the companies taking crews overseas, the shipping agency operator complained, but the alien seamen themselves bypass the agencies and go to the Panamanian and Liberian consulate. There they get a list of runaway shipping companies and can make the rounds of the company offices, bypassing the employment agency operator and his commission.

The whole situation was summed up succinctly by a sign on the door of the Harris Shipping Agency on Broad Street, once a busy center for shipping men at cut-rate wages. The door was padlocked and a sticker on it said, "Harris isn't acting as a flop any more."

## Seattle Jobs Slow, Await 5 Payoffs

SEATTLE — Schedule changes are playing tricks with job forecasts here, as a much-ballyhooed shipping boom in this port once again fizzled into thin air.

Only the City of Alma (Waterman) of four expected payoff ships showed up during the past two weeks, making a liar out of Port Agent Jeff Gillette's crystal ball.

Already two weeks late, the ships had been expected in here finally during the last period, but were scratched again. However, Gillette is persevering, and has come up with a "probable five payoffs" for the current two weeks.

### Far East Bound

The five ships due are all slated to load for the Far East on arrival, and should pep up shipping quite a bit, since job activity here has been running behind its usual pace lately.

Besides the lone payoff, six ships stopped off in transit during the period, including the Yorkmar and Calmar (Calmar), and the Maiden Creek, Raphael Semmes, LaSalle and Fairland, all for Waterman. No major beefs were reported.

## MEET THE SEAFARERS

### EDWARD HILL, MM

Having worked most of his life for the steamship industry ashore or aboard ship as a purser, Seafarer Edward Hill made the switch over to the SIU and has been well-satisfied with the move. Now like many other Seafarers he would



not sail topside under any circumstances.

Hill was chief purser on the Alcoa Cavalier when she came out in 1945 and stayed aboard her for a while, but he found a purser's job had its drawbacks when an emergency arose and he had to get off the ship. "If you're a purser or any other officer and you have to get off, there goes your job. When you sail unlicensed you can come and go as you please. There's always another job coming up on the board when you want to go back to work again."

Since starting with the SIU, Hill has worked on the Del Norte as a passenger waiter, but now he prefers to ship mostly out of New York. He likes to stick to the coastwise runs because "it's nice getting home every two weeks" and for that reason he prefers the coastwise tankers over other available runs out of headquarters.

A native New Yorker, Hill started sailing in 1941 and worked for the old Eastern Steamship passenger jobs, United Fruit and Alcoa. Before that he worked ashore in a steamship passenger traffic department.

Going to sea, he concludes, is a good way to make a living, with plenty of leisure time between trips.

### WILLIAM BISKAS, FOW

Take it from Seafarer William Biskas, there's nothing like going to sea with the SIU for making a living. "No man working on the beach can take a couple of months off like a Seafarer can," he said, "he just couldn't afford it."

Biskas has been sailing SIU for 1.1 years now ever since he came out of the Army at the end of



World War II.

He spent five years in khaki, in North Africa and elsewhere and had met quite a few SIU men who were constantly talking up the advantages of sailing SIU.

He headed for the SIU hall in New Orleans when he got back to the States and shipped out as wiper on the John Paul Jones, an Alcoa Liberty. His experience confirmed what his Seafarer-friends had told him. "I've been sailing steadily all along since then," he said, and added, "and making a good living at it."

### Tried Shoe Factory

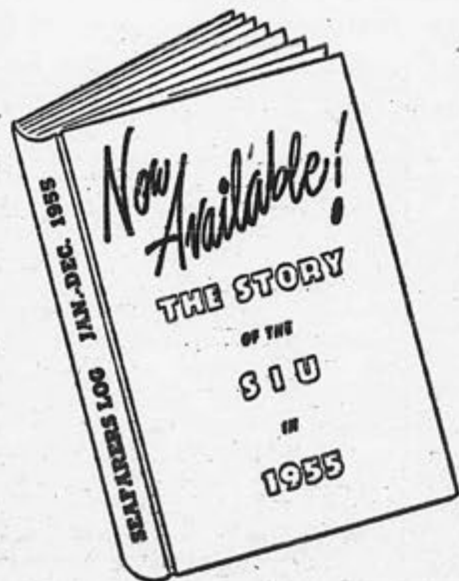
Born in Peabody, Massachusetts, once the center of the nation's boot and shoe industry, the 38-year-old Seafarer went to school in the city and worked as an embossing machine operator before World War II. Most of the time he ships from Baltimore and New York, more often from headquarters.

When it comes to ships Biskas isn't particular what he gets or where she's going. The European runs are shorter of course but he will take any good job just as long as there's an SIU payoff at the end of it.

### Meeting Night Every 2 Weeks

Regular membership meetings in SIU headquarters and at all branches are held every second Wednesday night at 7 PM. The schedule for the next few meetings is as follows: April 18, May 2, May 16.

Here now is the complete story of the SIU in 1955—all 26 issues of the SEAFARERS LOG!



The Union's day-by-day victories, the defense of our hard-won rights and the new triumphs in benefits for Seafarers and families — the full story in permanent form for ship or home.

Available at cost price of \$7.

SEAFARERS LOG  
675 Fourth Avenue  
Brooklyn 32, NY

Bound volumes for years back to 1950 also available at the same price.

## LABOR ROUND-UP

First fruit of the AFL-CIO merger on a state level is the merger of the Arkansas AFL and CIO into a single State Federated Labor Council. Meanwhile the Amalgamated Meat Cutters, formerly AFL, and the Packinghouse Workers, formerly CIO, have completed terms of their merger and expect ratification at conventions they will hold June 11.

The Committee on Political Education has opened the 1956 dollar drive asking for \$1 contributions from union members to support trade union political activity. The Committee is supported by the voluntary contributions of union members as unions themselves are

prohibited from making political contributions in national elections by provisions in the Taft-Hartley law.

Labor negotiating is getting more complicated, the Federal Mediation and Conciliation Service reports, because of the introduction of pension plans, health insurance and other fringe items into the bargaining picture. The net effect is to make negotiation of a contract more drawn out and technical in nature, requiring services of experts.

Job reclassifications agreed on between the Aluminum Company of America and the United Steelworkers Union will give 11,000 employees an average seven-cent hourly increase. The increase is retroactive to August 1, 1955. The agreement ended three years of complicated negotiations on the classification issue.

Lockheed Aircraft workers employed at the Marietta, Georgia, branch received 17-cent hourly increases in a new agreement negotiated by the International Association of Machinists. About 12,000 workers are affected.

Striking Republic Aviation workers have asked for their dispute to be submitted to a fact-finding board. About 12,000 strikers at four Republic plants are asking for 19½-cent hourly increases. The company has made an offer of five cents an hour. Strikers are members of the International Association of Machinists.

## PERSONALS AND NOTICES

Francis L. Sherwin  
I have your OT sheets dated 11/26/55 to 12/31/55 and 3/3/56 to 3/15/56 and will keep them until the payoff as you asked, unless otherwise notified. N. D. Merrick, SS Camp Namanu.

Fred Frederickson  
Get in touch with Buck Waddle at General Delivery, Walkerville, Mich.

George Van Vlanderen  
Contact John Sodofsky, 291 E. Market St., Salinas, Calif.

Wallace (Mad Bear) Anderson  
Contact Jesse R. Joy (Cherokee, Charlie) at Route 2, Tama, Iowa.

John F. Laughlin  
Emergency at home. Contact your mother at Chicago. Missed you on Robin Gray. M. G. Laughlin.

C. P. Haughey  
Your SIU book has been turned into the vault at SIU headquarters.

Augie  
Get in touch with Smokey regarding car in Baltimore. Millard E. Bryon c/o SIU, 450 Harrison St., San Francisco, Calif.

Henry Nettles  
Your son, James, is anxious to hear from you. He can be reached at 29 Washington Place, Mobile, Ala.

# 'Supply Ships? We've Got 'Em—I Think!'

# Govt Hears Proposal For Two Superliners



The Defense Department's complacent attitude towards emergency ship requirements has all the earmarks of the well-known head-in-sand ostrich. On every side the various branches of the Armed Forces are frantically pressing ahead in the race to maintain technical superiority, with the Navy throwing all its resources into early development of speedy atom-powered ships. But when it comes to the merchant ships that will be counted on to supply far flung US bases in any emergency, Defense spokesmen plan to count on 377 runaway Libertys which they believe will be "available."

Just who will guarantee the "availability" of these ships is unexplained. But even more to the point is the potential usefulness of these vessels, which are floating rustbuckets in every sense of the word.

## US Wages On Runaways?

Talking about runaways, the SIU and other American maritime unions have cause to be grateful to Representative Thomas Pelly for making the first concrete proposal for dealing with this problem. Representative Pelly has introduced a bill which would compel the runaways to pay an American wage scale whenever they are carrying US Government cargo.

Pelly argues that whenever the US Government lets out a contract it insists, under Congressional directive, that the contractor pay prevailing wage scales. Consequently,

## News To The Ships

The start of voice news broadcasts by the Maritime Trades Department to ships in Atlantic and European waters marks another first for seafarers in the drive to lift the news blackout from ships. Beginning this Sunday, the MTD news will go out on three different wave lengths which can be received on any short wave radio set. In addition, the MTD will continue its Morse code news programs beamed to all parts of the world.

For years the SIU has been striving to deal with the difficult problems of communi-

These ships have commercial usefulness for only one reason—because their owners can underman them, pay starvation wages, skip all taxes and dodge all maintenance work except that which is needed to keep them above water. Under the American flag, the Libertys must be maintained in some kind of decent working order. The runaway flag Libertys are slow-moving refugees from the scrapyards. Yet these are the ships the Defense Department is relying on in an emergency.

If Defense were genuinely interested in a sound reserve of usable ships, it would have opposed the runaways from the start. Without the cut-throat competition of the runaways, US tramp and liner operators would be able to upgrade their ships that much more rapidly and provide a genuinely usable reserve for a crisis.

when the US signs a contract with a runaway operator to carry US cargo, it should follow the same pattern.

The Pelly proposal is particularly justified in light of the fact that most of these operators are American citizens. Undoubtedly these so-called citizens, who make a profession of legalized tax dodging, will howl mightily for defeat of the bill.

Representative Pelly's proposal certainly merits the support of every maritime worker, as well as of those in the Government who profess to favor a strong merchant fleet.

cating maritime news to Seafarers through mailing of bulletins, the air mail delivery of the SEAFARERS LOG to the ships, to shoreside hotels, seamen's clubs and other places where Seafarers gather. The idea of a regular voice broadcast as the final step in the communications pipeline has long been considered but not achieved until now under the auspices of the MTD.

Seafarers on ships in Atlantic and European waters are urged to attempt to pick up these programs and let the Union know how they are coming through.

Proposals calling for construction of two huge low-rate passenger ships have reached the stage of preliminary discussion with the Federal Maritime Board. H. B. Cantor, hotel magnate, reported he has been conferring with the FMB on his plans to build 1,150-foot, 34-knot ships which would transport passengers to Europe at \$50 a head.

The proposed ships would charge for sleeping accommodations only, with food, entertainment and recreation subject to purchase from concessions aboard the ships. The vessels would be operated within a four-day schedule and run from New York to Antwerp, Belgium. Doing away with food service and other luxury aspects of passenger travel will make the

\$50 fare feasible, Cantor believes. The hotel operator, who heads the Carter chain, is seeking a Government construction loan guarantee for the ships, but he is not asking for subsidies.

The Cantor proposals were first brought to light at the last SIU of NA convention in Montreal. Cantor appeared personally at the convention and outlined his plans for the delegates.

He believes that the ships' low fare rate would tap an entirely new market for transatlantic travel on both sides of the ocean, one which has hitherto been untouched by the operators of conventional luxury liners.

# FMB Sets Rock-Bottom Prices For Mariners

WASHINGTON—In an effort to sell the 21 Mariner ships still in the reserve fleet, the Federal Maritime Board has announced a rock-bottom price on the vessels of \$4,944,666. The FMB said it will no longer allow the depreciation of the vessels to affect the sale price.

Up until now, ten of the 35 original Mariners has been sold to private operators. Two are under

charter, one was converted to a Navy auxiliary and one, the SIU-manned Cornhusker Mariner, was wrecked in Korea.

A number of companies have been interested in the ships for long run services and the FMB's action is expected to stimulate their purchases as the companies can no longer expect price reductions through depreciation.

Also interested in the Mariners is Arnold Bernstein Lines which is dickering for purchase and conversion of up to three Mariners for transatlantic passenger service.

The Mariner ships originally cost the Government approximately \$9 million each. Their high cost and large size (12,800 deadweight tons) have been handicaps to their disposal.

## Final Dispatch

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

**Hektor Murka, 45:** On June 19, 1955, Brother Murka died in the Metropolitan Hospital in New York City. Brother Murka has been a member of the Union since 1943, joining in New York and had been sailing in the engine department. He is survived by his sister, Mrs. R. Erikson, of Stockholm, Sweden.



**Hurlbut McDonald Free, 38:** Brother Free died of natural causes on December 29, 1954, in the Maimonides Hospital in Brooklyn, NY. Burial took place in Evergreen Cemetery in Portland, Maine.



**Tim Burke, 58:** Brother Burke died in the USPHS Hospital in Staten Island, New York, of natural causes on March 14, 1956. Burial took place in the Catholic Cemetery in Mobile, Alabama. Sailing as a wiper since 1941, Brother Burke joined the Union in the port of Mobile. He is survived by his sister, Mrs. Sadie Frank, of Mobile, Ala.



**Wilhelm Timmermann, 61:** A resident of San Francisco, California, Brother Timmermann died in that city on March 18. He had sailed under the SIU flag since 1953 in the deck department. Brother Timmermann joined the Union in San Francisco. He is survived by a sister living in Germany.

# Act On Racket 'Labor' Papers

CINCINNATI—A revised code of business conduct has been agreed on by the Executive Council of the International Labor Press of America to deal with the problem of self-styled "labor papers" which flourish through high-pressure advertising tactics. Most of these have no connection with a union and are out-and-out rackets. The ILPA meeting also made arrangements for this year's annual labor press contest. In the 1955 contest, the SEAFARERS LOG took first prize for general editorial excellence.

### Use Pressure

The code of conduct revision involved tightening standards in the field of advertising solicitation. It was adopted after a report on the activities of some "labor papers" who utilize their supposed connection with the trade union movement to pressure businessmen into taking "friendly to labor" ads.

Originally representing trade union publications of AFL unions, the ILPA has completed arrangements to take in CIO union papers as well and to include international and local publications of affiliates formerly not members of the organization.

Baby Beats SIU Dad Home



Seafarer W. L. Brabham, bosun, gets acquainted with daughter, Marie Elizabeth, for the first time after he returned from trip on the Steel Worker. The baby was born a few weeks before Brabham got back home to York, SC. SIU Welfare Plan check for \$200 maternity benefit is held by wife.

What Does SIU Mean? Architect Gets Lesson

What does SIU membership mean to a seaman? A case in point arose on the Steel Architect not long ago, according to Duke "Red" Hall, ship's treasurer.

It developed as the SIU crew on the Architect began taking up a ship's fund by donations from all hands, in order to get together enough dough to take care of telegrams and other necessary expenses for Union business. Hall, as treasurer, had posted a list on the bulletin board showing the amount each man had contributed, plus the total amount on hand.

Displayed in this manner, the list came to the attention of the 3rd assistant engineer, Clifford Newton, who soon after approached Blackie Ferreira, ship's delegate.

"Say, how about me?" Newton protested. "No one asked me for a donation to the ship's fund!"

Patiently, Ferreira explained that the fund was only being collected from the unlicensed personnel since it was for SIU business only.

Undaunted, Newton went on. "Hell, I am an SIU man! Maybe my book is in retirement and I'm sailing as 3rd assistant, but I still consider myself a good SIU man. I want to donate \$5 to the ship's fund!"

Not one to look a gift horse in the mouth, Ferreira gladly took the donation and it was duly accepted and recorded. "Believe it or not, his was the largest individual donation," Hall added.

"This is another way of pointing out that men who come out of

the foc'sle make better officers than the ones coming out of the Government - supported schools, such as Kings Point. The officer out of the foc'sle understands the problems of the unlicensed men."



Newton

Tide's In But Soap Battle Still Rages

Things are not quite as good nor as bad as they might be, so conditions are just about normal on the Alcoa Polaris, says Ralph "Cool Breeze" Collier.

The steward got involved in a hassle with one of the officers, who was bubbling over with hot accusations about a "two-pot system" because the steward couldn't provide him with Duz soap powder for his washing.

Stoutly defending his stores, the steward said he could readily supply Tide soap for all needs, but to no avail. You just can't please everybody, it seems. There's going to be some long, sad faces among the gray-flanneled advertising fraternity over this next washday.

Back aboard the ship, meanwhile, Collier modestly admits that while he is not "patting himself or any other member of the steward department on the back, the feeding is fine and the service is superb."

On the gloomy side, however, is the fact that the bosun, Earl De Angelo, had to be hospitalized in San Juan after he fell and broke a leg.



De Angelo

SEAFARERS IN THE HOSPITALS

- USPHS HOSPITAL BALTIMORE, MD. Harry C. Bennett, Albert Hawkins, Francisco Bueno, Edward Huizenga, Richard Buchman, Vincent S. Kuhl, Carl Chandler, James C. Mitchell, Jessie A. Clarke, W. W. Moore, Victor B. Cooper, Andrew O. Nickle, John D. Cummins, E. T. O'Mara, Frank G. Delgado, N. R. Peters, John C. Drake, Fred Pittman, Donald Forrest, Donald O. Quinn, Stanley Gelak, William E. Roberts, Joseph Gill, John Schoch, Gorman Glaze, J. T. Signon, Burt Haire, Vyrl E. Williams, Walter E. Harris

- CHARITY HOSPITAL NEW ORLEANS, LA. William Burch, Edmund Abualy, David McIlreath, Manuel Antonana, H. F. MacDonald, Eladio Aris, Michael Machusky, Fortunato Bacono, Albert Martinelli, Wm. C. Baldwin, Vic Milazzo, Frank W. Bemrick, Joseph B. Murphy, Robert L. Booker, Eugene T. Nelson, Frank T. Campbell, Joseph Neubauer, Wm. J. Connors, James O'Hare, E. T. Cunningham, Ralph J. Palmer, Walter L. Davis, George G. Phifer, Emilio Delgado, James M. Quinn, John J. Driscoll, F. Regalado, Robert E. Gilbert, Daniel F. Ruggiano, William Guenther, G. E. Shumaker, Bart E. Guranick, G. Sivertsen, Tailb Hassen, Henry E. Smith, Thomas Isaksen, Karl Treimann, Ludwig Kristiansen, Harry S. Tuttle, Frank J. Kubek, Fred West, Frederick Landry, Norman West, James J. Lawlor, John T. Westfall, Leonard Leidig, Virgil E. Wilmoth, Anthony D. Leva, Pon P. Wing, Mike Lubas, Chee K. Zai, Archibald McGuigan

Reports Mishap Aboard Traveler

To the Editor:

Here's an account of an incident that happened on Feb. 17 at 12:40 PM on The Steel Traveler during its stopover in Djibouti, French Somaliland, in Africa. I would appreciate very much if it was published in the next issue of the LOG.

It was while the Traveler was taking on a few tons of cargo at Djibouti that Agapito Acensi,

together, the better it will be for all of us in aiding us in understanding one another and in working for the good of all.

Never Discouraged

You have only to recall some of the difficulties and opposition to which this Union has been subjected to realize that if we had allowed ourselves to be discouraged, we would never have come to our present state.

Our losses, though few, often made us more courageous, for we were always confident of success. We were fighting then for the future, when we, our women and children, would be respected as human beings and have the right to live like everyone else.

Many others remember the same struggles, when we had to fight in the streets so that we could sometime enjoy better working conditions and respect from our employers.

Long Work Hours

There were the times, for example, before we began working together for the one common good through our Union, when there were no limits on the number of hours a man could be called upon to work before his day was finished. You were simply asked to do another two, three or four hours' work and at no extra pay (not to mention overtime), and if you dared refuse, you would be discharged and have nowhere to turn. It was over many of these unjust conditions that our members were beaten and sent to hospitals or worse.

It was in crises like these that we will ever remember the difference that unity meant, when we with our brother officials fought side by side for the good things of life—and got them. Let us stick together always and go further forward in the years to come.

S. L. Gordon

Fort Bridger On Smooth Trip

To the Editor:

The trip on the Fort Bridger is going along okay right now. The ship is headed for Japan and the Persian Gulf, and will shuttle between them for five or six months.

We have a good crew, with everything running SIU style. Among them are some oldtimers, such as Pablo Barrial, bosun; Ding Dong Bell, 2nd cook and baker; Jake Cucia, BR; Joe Stringfellow, steward; Joe Hansen, AB maintenance, and Butter Bean Troclair, ship's delegate.

The outlook is good, and all departments are running along smoothly with no beefs.

John B. Geissler Ship's reporter

'Thin Men' Man The Ocean Nora

To the Editor:

Well, here we are in the port of Chittagong (Pakistan), and there isn't a thing to do here. The boys are staying aboard every night.

But all in all it has been a good trip on the Ocean Nora so far with no beefs. If there are any, no one is saying anything about them anyway. We have a good baker on here who helps to keep the crew happy.

Half the guys got a "baldy" haircut, including my friend Roy Guild, and everyone is going on a diet. They want to be thin for their girl friends and wives.

Our next port of call is Vizagapatam, India, then home. We may pay off at Baltimore, but we don't know for sure yet.

Salvatore Frank, Jr. Ship's reporter

Letters To The Editor

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

utility MM, fell down the ladder from the officers' deck to the crew deck.

The accident occurred about 20 minutes before the scheduled sailing time.

I was inside the crew pantry munching a sandwich when all of a sudden I heard a deafening thud, as if a sack of flour had been dropped from a high altitude. I then saw Acensi had landed on the crew deck head first, after apparently falling from the top rung of the ladder leading to the officers' deck.

Agapito was making a moaning sound, and after a few minutes he was unconscious. Meanwhile, Charles Slanina, oiler, and I laid him flat on deck, and called Capt. Peter Walsh and Daniel Spence, chief mate.

On our arrival Agapito was motionless and the captain tried to pry open his mouth without success. We saw he had a cut on his head above the right ear and that his right eyelid was cut a little too.

Sped To Hospital

The captain called an ambulance right away and, in the meantime, summoned one of our passengers, who happened to be a doctor. Still unconscious, Acensi was laid on a stretcher, and chief steward M. Sospina, Slanina, Cortez, a dayman, and myself took him to the hospital with the chief mate and the Isthmian agent.

The examining doctor at the hospital revealed that Acensi had a cave-in wound and a gash in his head one and a half inches long, and would have to stay in the hospital for a few days. However, he assured us that the wound was not serious. The agent told us he believed Acensi would be on the next Isthmian ship which was due in Djibouti soon.

I wish to express my heartfelt thanks and those of the crew to Captain Peter Walsh for the prompt attention given to our Union brother and for seeing to it that he was well taken care of.

Fred Tampol, FWT

Gains Of Today Based On Unity

To the Editor:

It is with heart-felt gratitude that I feel bound to express my appreciation to the SIU and the members for their kindness and interest during my misfortune of a broken leg.

It is wonderful that there is so much good feeling within our Brotherhood. Though we are but human and cannot always see eye to eye on all matters, the more the brothers press

Editor, SEAFARERS LOG, 675 Fourth Ave., Brooklyn 32, NY

I would like to receive the SEAFARERS LOG—please put my name on your mailing list. (Print Information)

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AFONDRIA (Waterman), March 7 — Chairman, V. Porter; Secretary, L. Moore. Ship's fund—\$10. No beefs. A few beefs on food discussed with steward.

FELTONE (Oron), March 11—Chairman, A. Mosher; Secretary, J. Ellis. Crew advised not to sign on without consent of patrolman. No beefs. Motion carried to concur in communications from headquarters. Ship's delegate elected. Repair list to be made out and turned in.

IRENESTAR (Trifon), March 11 — Chairman, L. Tuckfield; Secretary, Gags. Some question as to delayed sailing from Philly. Motion carried to get clapper valves on both sides when we get out of the water so the showers work properly. Ship's delegate

Motion carried to concur in communications from headquarters. Boon requests that garbage be put in cans only on the stern end of the scow. Washing machine hours to be limited to 7 AM-10 PM, so that men going on watch may get some sleep.

ROBIN WENTLEY (Seas Shipping), March 11—Chairman, P. Grider; Secretary, C. Mathews. Repair list to be made up. Ship's fund—\$12.60. No beefs, few hours disputed overtime. Letter from headquarters on safety read. Motion carried to concur in communication from headquarters. Outside rack for sanitary mops suggested. Ship to be cleaned. Beef on seasoning of food. Better grade of bacon and sausages wanted.

SEATRAN SAVANNAH (Seatrains Lines), March 21—Chairman, S. Wells; Secretary, E. Hansen. No beefs, everything okay. Ship's fund—\$73.75. Motion carried to concur in communications from headquarters. Ship's delegate elected. Padeyes to be painted. Deck aft leaks badly, needs a tar job. Vote of thanks to steward department.

STEEL FABRICATOR (Isthmian), March 23—Chairman, M. Lafontaine; Secretary, none. No beefs, one man missed ship in New Orleans.

STEEL NAVIGATOR (Isthmian), March 11—Chairman, J. Garrison; Secretary, R. Fell. No major beefs. Water tanks were cleaned. Little disputed overtime. Motion carried to concur in communications from headquarters. Vote of thanks to steward department.

STEEL SEAFARER (Isthmian), March 18—Chairman, J. Jordan; Secretary, J. Atherton. No disputed overtime. Motion carried to improve quantity of food on menu. Ship's treasurer elected. Men to clean library and laundry rooms.

TEXMAR (Calmar), March 14 — Chairman, C. Quinnt; Secretary, E. Morris. Letter written to headquarters regarding hot water tank. Preparation of food is poor. A number of beefs, in the deck department. Everyone wrote to his Senator in Washington regarding the 50-50 law. Quality of meat to be checked. Discussion held about poor preparation of food and cooking. Shortage of fresh fruit.

VENORE (Ore), March 20—Chairman, H. Buckner; Secretary, A. Barry. Delayed sailing beef to be referred to patrolman in Baltimore. No other beefs. Some disputed overtime. Crew to write Senators regarding 50-50 law.

ARLYN (Bull Lines), March 18 — Chairman, J. Lincoln; Secretary, G. Walter. Radio operator was contacted and is going to try to get MTD news broadcasts. No outstanding beefs. Rooms to be sougeed. Some disputed overtime. Motion carried to concur in communications from headquarters. Everyone would be informed about payoff as soon as captain finds out about it.

EDITH (Bull Lines), March 25 — Chairman, W. Druszwski; Secretary, A. Smith. Several crewmembers wrote to Washington regarding 50-50 law. Ship's fund—\$35. Vote of thanks to steward department.

MADAKET (Waterman), March 25—Chairman, F. Boyne; Secretary, N. S. MacNeil. Motion carried to concur in recent communications from headquarters. No beefs. Some disputed overtime, to be taken up with patrolman. Got new washing machine aboard. Ventilator in galley to be cleaned. To see about alternate quarters for watch when deck gang is chipping around quarters.

MAIDEN CREEK (Waterman), March 18—Chairman, H. Meacham; Secretary, J. Widdle. Clean payoff, no beefs. Steward was able to get fresh fruit but not frozen fruit. No beefs. Motion carried to concur in recent communication from headquarters. Ship's secretary-reporter elected.

McKETRICK HILLS (Western Tankers), March 4—Chairman, W. Rhone; Secretary, S. Fulford. Two men paid off for hospitalization. No major beefs. Few minor beefs were squared away. Balance of ship's fund is \$8. Some disputed overtime. Two men from steward department were hospitalized. Discussion held on how to handle shipboard beefs.

ROBIN TUXFORD (Seas Shipping), March 4—Chairman, A. Reasko; Secretary, W. Messenger. Everything running okay. Steward department held safety meeting. Repairs to be turned in. To see captain about lifting logs. Ship's secretary-reporter elected. Ship's fund—\$17.81. Some disputed overtime. Motion carried to concur in communications from headquarters. Discussion held on penalty cargo—to be referred to patrolman.

SANTORE (Ore), March 20—Chairman, J. Long; Secretary, L. Blackenbecker. Repair list to be made up for shipyard. No beefs. Motion carried to concur in communications from headquarters. Crewmembers asked to return cups to pantry when not in use. All hands were advised to stay on the ball if they expect to stay aboard in shipyard.

CHOCTAW (Waterman), March 4—Chairman, England; Secretary, Clamboll. No beefs. Communication regarding safety read. Ship's delegate elected. Cleaning list to be made up.

DEL MAR (Mississippi), January 22 —Chairman, O. Callahan; Secretary, G. Annis. No major beefs. Some disputed overtime. Balance of ship's fund—\$526.09. Motion carried to concur in communications from headquarters. Discussion held regarding ship's fund and things needed aboard.

# Farmlife In Japan Is No Picnic

You have to have a healthy respect for any farmer who can produce life-giving food out of seemingly barren land, says Seafarer Pat Conley. Writing from the Amerocean, Conley offers some observations on the job that confronts the hard-pressed farmer in Japan.

"North of Tokyo, the train swings eastward but a spur continues, forming a tiny triangle of earth. In any other country, this insignificant soil would be weed-grown, but in Japan it is a man's farm. One one side it is 14 feet long, on the other 11 and along the base only 5. This is one

field in the three-field farm of Jiro Watanabe.

"In the spring, squat, bow-legged Watanabe-san sows his tiny fields with rice, which he tends with constant and backbreaking toil through the summer. As soon as the rice is reaped, he trenches the soil into mounds on which he grows winter wheat.

"Between the rows he plants vegetables, and once every three or four years he digs from his precious fields all the topsoil right down to the clay pan, sifting and refining each inch of soil with his hands.

"Since Japan could not possibly survive if its human sewage washed out to sea, Watanabe-san collects all he can and allows it to rot along with compost. This he ladles, a spoonful at a time, upon the growing plants. No millionaire weekend gardener on Long Island gives his prize rose bushes half the care that a stalk of rice gets from a farmer in Japan.



Conley

### Every Inch Used

"All of Japan is electrified, so poles run right through the fields. But Watanabe-san plans his rows meticulously; the poles fall between the rows, lest even these small circles of soil be wasted. There are no hedgerows nor paths in the fields. Every inch is used for the growing of food.

"Near the railroad switch which confines the triangular field there is a cemetery, the headstones of which are thin pillars of granite six inches on a side but five feet tall. Each marks a grave that is less than two feet square. In Japan, even the dead are crowded."

## Payoff: 1936-1956 —By Seafarer Robert Fink



"Then and Now," the changes in the seaman's way of life since the SIU was formed, are depicted by Seafarer Robert "Red" Fink, now aboard the Chester Harding.

## DEEFPREEZE MIX EASES JOB IN RUSH, BAKER SAYS

Urging the quick freezing of dough mixtures for bread, cakes and rolls well in advance of actual need, Seafarer Ted Schultz, baker on the Mae, invites his confreres at the bake oven to try out this recipe, which he uses for doughnuts, cinnamon rolls, coffee cake, jelly buns, twists and a variety of other baked goods. Schultz launched his campaign to aid busy bakers when the LOG published another of his recipes, for a quick-frozen soft roll mixture, a few weeks ago on February 17.

### Ingredients Listed

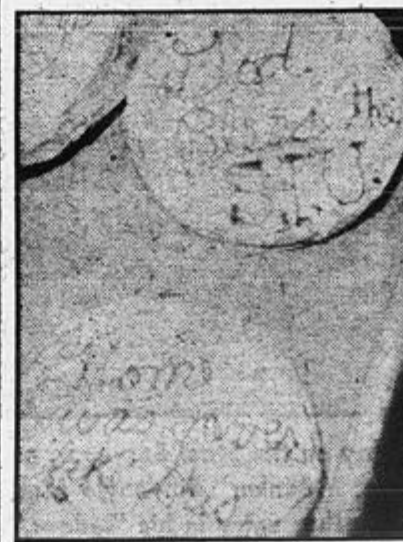
Ingredients needed for the sweet dough mix are as follows: Take 12 oz. sugar, 1 1/4 oz. salt, 1/8 oz. mace, then mix in 12 eggs; dissolve 2 lbs. of cold milk and 4 oz. yeast and add juice of 2 lemons and 2 oranges; 4 lbs. bread flour, 1 lb. pastry flour, 8 oz. shortening.

Mix ingredients well and place in a refrigerator for 12-15 hours at 50° in a cloth-covered, well-greased pan. Before using dough allow it to warm up for about 30 minutes on a floured board. Then, after forming the dough into the desired shapes, place well-greased waxed paper over everything and place in the freezer meatbox.

It can then be used as needed and thawed, proofed and handled

the same as a fresh mixture. "Experimenting by each individual in his own way of handling, proofing and baking will vary," Schultz adds, "but basically the idea of freezing dough mixtures is simple, easy and a boon to busy bakers."

## Sherwood Is Living It Up!



Good living SIU-style aboard the Robin Sherwood is the theme of these frosted testimonials (left) whipped up for the crew by baker Victor Perez the night of the captain's dinner on the trip home from South Africa. Below, Perez (center) is flanked by Serge Lomakin, chief-cook (left) and Danny Gemeiner, chief galleyman, as they show off some of the goodies prepared for the event. Walter Schlecht, AB and ship's delegate, took the photos. The stuff tasted good, too.

## Pictures???

What kind of photographs does the LOG want? Generally, "good" photos will always find a spot in the LOG. The test is mostly in an interesting arrangement of subject matter so that all vital details (like the tops of heads) are showing, and the print is bright and sharp. The type of paper from which the print is made doesn't matter. Any grade of paper is suitable.

But black and white prints and/or negatives are preferred, since color prints always lose sharpness in black and white reproduction. This should clear up some questions for shipboard lensmen, such as Frank Fullbright on the Ames Victory, who posed a recent query on the subject.



## Digest Of SIU Ship Meetings

to check on getting some mail out for crew.

STEEL VENDOR (Isthmian), December 31 — Chairman, P. Calles; Secretary, V. Orenco. Ship's delegate elected, and ship's reporter and treasurer also. Ship's fund — \$37.01. Washing machine needs new wringer. Ship's delegate to see about getting one on west coast.

ALICE BROWN (Bloomfield), February 26—Chairman, none; Secretary, none. Some men were logged. Patrolman to check stores and see if they are right before we leave. Larger sheets needed.

BRADFORD ISLAND (Cities Service), March 12—Chairman, C. Carlson; Secretary, J. Danzay. Beef in engine department was settled. No launch service. One of Cities Service tugboats to be used for launch service. No beefs. Motion carried to concur in communications from headquarters. All hands asked to write to their senators regarding 50-50 bill. If man in blackgang gets off he is to be sure that Chief Engineer knows about it.

LAWRENCE VICTORY (Mississippi), February 26—Chairman, N. Bathia; Secretary, S. Rivera. No beefs. Motion carried to concur in communications from headquarters. Repair lists to be turned in. All crewmembers are to be present at payoff.

YAKA (Waterman), March 14 — Chairman, none; Secretary, C. James. Ship's fund—\$20. Some disputed overtime. Repair list was read for the benefit of new men aboard. New washing machine needed. Water tanks to be cleaned. Repairs to be made while ship is in shipyard.

MASSMAR (Calmar), March 11 — Chairman, C. Dawson; Secretary, J. Eichenbers. No beefs. Fishing is still good. Motion carried to accept recent communication from headquarters. Each watch should take some time to clean up a little.

MICHAEL (Carras), March 19 — Chairman, J. Higgins; Secretary, Chris Carras. No beefs. Telegram was sent to Senators regarding 50-50 law. Ship's fund—\$5. Report to be turned to patrolman regarding lockers that need repair. Ship's delegate elected. All locks to be checked and repaired.

MONTEBELLO HILLS (Western Tankers), March 10—Chairman, none; Secretary, A. Issac. Few minor beefs. Some disputed overtime. Ship's delegate elected. Steward department thanks deck department for cooperating while short-handed. Vote of thanks to ship's delegate. Spare parts to be put aboard for galley range in Singapore.

ORION PLANET (Orion), March 18—Chairman, J. Davis; Secretary, J. Wunderlich. Ship's delegate, treasurer, and reporter elected. No beefs. Ship's fund to be started. Talk was given by steward about how much depends on crew's actions and unionism this voyage.

QUEENSTON HEIGHTS (Tankship), March 18—Chairman, S. Johnson; Secretary, J. Dickerson. Travelers checks requested for draw. Meat supplies are needed, and cigarettes. Some disputed overtime. A number of repairs needed. Unsafe condition existing in engine room, discussion held on same. Poop deck to be washed down every day if possible. Ship's fund—\$25.30.

ROBIN GRAY (Seas Shipping), February 25—Chairman, J. Shaugnessey; Secretary, J. Lapoint. Three men paid off due to injuries. Everything running okay. Motion carried to concur in communications from headquarters. Repair drains in laundry and galley.

STEEL ARTISAN (Isthmian), January 28—Chairman, C. Palmer; Secretary, K. Collins. No beefs. Ship's fund—\$10. Ship's delegate elected. Everything to be kept clean.

ROBIN TRENT (Seas Shipping), March 4—Chairman, J. Corcoran; Secretary, Walter Walsh. Suggestion to build up ship's fund. Everything okay.

# Catherine's A Feeder; Gulls Won't Leave Her

Catherine is a lady, and she treats the boys just right, says ship's reporter Harry H. Diddlebock, OS.

Loaded with wheat, the Drytrans freighter made her first overseas stop at Algiers, enabling the gang to get in some fine shoretime. Tops as a feeder, both at meals and coffee-time, her steward department "is sure on the ball," says Diddlebock.

## LOG-A-RHYTHM:

### Compensations

By James "Pop" Martin

The gooneys pack no seabags  
And the seagulls don't pay off,  
They follow all the ships at sea,  
Just to squawk 'n scream 'n scoff.

To watch sailors 'round the decks  
Held, in slavery, to the ship;  
These winged guys swoop out of  
skies  
Then they stare and give you lip.

And if you think it funny  
What's done to a painted mast,  
Tell your story to the mate,  
Sailor,  
Laughing, if you dast!

Seafowl have the best of it  
When we both follow the sea,  
But the set-up really changes  
With a girl upon my knee,  
A glass of suds, right close at hand,  
In N'Orleans Vieux Carre—  
Gulls and gooneys have it nice?  
Man! How do you get that way?

"The seagulls just won't quit us. They know we eat good."

"Everything is tiptop . . . Buck the headwaiter provides first class hotel service . . . Tom the baker is in the dough all the time, turning out those fine coffee time treats . . . The steaks come off the range done just right by our chief cook, Jim Resso . . . all is well, in fact."

Shifting his focus, Diddlebock said "the dishwasher still doesn't know why everybody talks about 'pearl diving' . . . He hasn't found one yet . . . (and) . . . the 3rd cook says he hates to cut the eyes out of the potatoes (he doesn't like to see them cry)."

Coming above-decks, he noted that Bob the bosun "was also getting into the act, giving out a bowl of soup with every GI haircut."

Games of chance are also keeping all hands entertained, it appears. "Buck is keeping Decker, AB, and Eddie in beer money with pinochle, but swears he'll get it back in time . . . He didn't say what it would be in time for, though . . . "On the other hand, 'Big Red' the wiper is getting his kicks playing Robin Hood with a slingshot and nobody turns his back to him these days; he almost never misses."



Diddlebock

## Urges Visits To Hospitals

To the Editor:

I take this liberty of expressing my thoughts on the necessity for Seafarers ashore to pay a visit to shipmates confined to hospitals.

It is surprising how neglectful the average Seafarer is in this respect. Most of the brothers read the SEAFARERS LOG and may look up the hospital list and see names of acquaintances, but it never occurs to

## Letters To The Editor

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them to actually visit a friend in the hospital.

Many of you go to church on Sunday. Why not make it a two-fold duty and after church go to see a pal that may be very sick and lonely at a nearby hospital? I think this would be a very fine gesture, and believe me I have every reason to know.

Recently I paid an unexpected visit to one of our brothers in a local hospital and when I walked into his ward I could see how happy it made him. I urge those who have been fortunate and never in this position, to give this letter their sincere consideration.

Remember that the patient may be and usually is without relatives in the port where he has to enter a hospital. Call on that shipmate and cheer him up. It will not only make him feel good, but you will feel better too.

Paddy Farrell

## Lauds Baltimore PHS Treatment

To the Editor:

Please print this note of appreciation to the doctors, nurses and attendants at the marine hospital in Baltimore, Md., especially the ones in Ward 5—South.

Many, many thanks to all of them there for the wonderful care I received recently.

Andrew O. Nickel

## Seafarer States Personal Creed

To the Editor:

This is my creed:  
I do not choose to be a common man. It is my right to be uncommon if I can.

I seek opportunity—not security. I do not wish to be a kept citizen, humbled and

dulled by having the State look after me.

I want to take the calculated risk; to dream and to build, to fail and to succeed.

I refuse to barter incentive for a dole: I prefer challenges of life to the guaranteed existence; the thrill of fulfillment to the stale calm of Utopia.

I will not trade freedom for beneficence nor my dignity for a handout. It is my heritage to think and act for myself, enjoy the benefits of my creations, and to face the world boldly and say, this I have done.

All this is what it means to be an American SIU seaman.

Lewis K. Gordon

## Thanks Mankato For Floral Gift

To the Editor:

I would like to have this notice in the LOG to thank the crew of the Mankato Victory for the flowers sent in the memory of my father. He passed away in Whittier, Calif., while I was on the ship out at sea.

I just moved from the East to the West Coast, but the flowers showed that even a seaman's family has unknown friends all over.

I know my father would have appreciated this, for he was an ex-seaman himself.

J. D. Howison

## Pays Own Way Via Birth Cash

To the Editor:

I would like to thank the SIU officials and brothers involved in sending us the \$25 US bond and the \$200 maternity benefit. The latter enabled my daughter,



Kim Hudson

Kim, to pay for all her own equipment.

Enclosed is a picture of her, at home in New Orleans, taken when she was two and a half months old. I'd like it to be printed in the LOG so that all my seafaring friends can see her.

James H. Hudson, Sr.

## He Misses Good Times On Arizpa

To the Editor:

Just a few lines from an old-timer in drydock here at the marine hospital in New Orleans. After coming through home

in Tampa and seeing all the old gang, I had to stop here for recuperation, even though I had intended to go back to Germany, Rotterdam and Antwerp and see my true loves. But I sent my brother instead, so at least we can keep it in the family.

The old Arizpa (Waterman) is always well looked out for over there, and the "wives" are always waiting, provided the other boy friends' ships have cleared port.

There are quite a few boys here I know so it's not too bad, and the treatment is wonderful. My best regards to all my friends. I hope someone will drop me a line while I'm here.

W. D. "Bill" Warmack

## Offers Kefauver Campaign Song

To the Editor:

I'm in Newport, South Wales, on the SS Dorothy (Bull Line) at present, and expect to be in New York in three weeks.

I'm offering this little campaign song to the campaign manager for Sen. Estes Kefauver of Tennessee with no strings attached. The song is a gift and can be changed or abbreviated in any manner to suit his campaign manager.

Here it is:

### The Coonskin Cap Campaign Song

Through the air sails a cap  
And with unerring aim  
Dead center it lands  
In the national ring,  
While hats by the dozen  
Slide over the edge  
The Coonskin Cap  
Remains a national pledge.

While candidates many  
Are touring the land,  
The people receive them with  
placid calm.  
But when they gather like  
honeybees,  
We know there is Estes of Tennessee.

The strongest power the voter  
possesses  
Has always been in the ballot  
cast,  
So, when 7-11 arrives in the fall,  
The voter will know what to do  
at the poll.

When the vote has been cast,  
When the great day arrives,  
And sun on the horizon rises,  
On that portico grand,  
Stand a woman and man  
It's the couple America loves.

For Estes and Nancy  
Took America's fancy  
They are riding the wave of  
success.  
Find the elusive path  
To America's heart  
And success is unfailing and  
sure.

Nils H. Richardson  
Riviera Beach, Md.

## Surveyor Deals In Spades



A game of cards breaks up the day on the Steel Surveyor, as the gang relaxes a bit after hours. "Banker" Bill Doyle (2nd from left) seems to be making another entry in his "ledger," while Henry Bacon (left) and "Whiskers" Eli (foreground) hold a post mortem on the last hand. Jose Rodriguez and "Cruiser" Smith, on the far side of the table, watch the goings-on. Alex Stevenson, reporter, sent in the photo.

## Burly



## Why Be Modest?



## By Bernard Seaman



# Where You Can Find The SEAFARERS LOG

## In . . . Belgium

Seafarers are urged to send the LOG the addresses of places throughout the world where SIU men congregate and copies of the LOG would be welcomed.

- Belgian Transport Workers Union
- Seamen's Section  
66 Manche Aux Chevaux  
Antwerp, Belgium
- Jenny Brabants  
Kappellestr 311 Hoboken  
Antwerp, Belgium
- Cafe Neptune  
Kaai 10-B  
Antwerp, Belgium
- Charlie's Bar  
Norderlaan 1000  
Antwerp, Belgium

- Jack Dempsey Bar  
Londonstravt 29  
Antwerp, Belgium
- Gaarkeuken  
113 Albertdok  
Antwerp, Belgium
- Gamleanker Cafe  
Schipper Straat  
Antwerp, Belgium
- The Flying Angel  
13 Plaine Van Schoonbek  
Antwerp, Belgium

## England

- American Bar  
Lime Street  
Liverpool, England
- Seamen Maritime House  
Oldtown, Clapham  
London SW 4, England
- Custom House Hotel  
277 Victoria Dock  
East Dock 16  
London, England
- Ocean Club  
James Street  
Liverpool, England

- Natl Un. Seamen, Mill Dam,  
So. Shields Co.  
Deerham, England
- Radio Off. Union  
37 Ingfearne Gardens  
Upminster, Essex, England
- Mr. G. A. Price  
34-A Kingsdown Parade  
Bristol 2, England
- Navigators & Engineers  
Off. Union  
78 Leadenhall St.  
London EC 3, England
- Natl Union Seamen  
Haverlock Club  
Southampton, England

## Germany

- American Consul  
Esso House  
Hamburg, Germany
- Zus Kuhwarder Fahre  
Hafenstrasse 108  
Hamburg, St. Pauli, Germany
- Schubert Bar  
Liegnitzstr 38  
Bremen, Germany

- Special Services  
At Ease Club  
Bremen, Germany
- United Seamens Service  
Fritz Reuter Strasse 18  
Bremerhaven-Lebe, Germany

## Africa

- United Seamen's Service  
118 Blvd. Du Chayla  
Casablanca, French Morocco
- US Consulate  
Mombasa, Kenya
- Palace Bar Restaurant  
Lourenco Marques  
Portuguese East Africa
- Casa Quaresma  
Av. 18 De Maio,  
Lourenco Marques  
Portuguese East Africa
- US Consulate  
Beira  
Portuguese East Africa
- Minerva Bar  
Beira  
Portuguese East Africa
- US Consulate  
Lourenco Marques  
Portuguese East Africa
- Boston Cafe  
Capetown, South Africa

- British Merchant Navy Club  
Durban, South Africa
- Flying Angels Seamen's  
Misson  
Alfred St.  
Capetown, South Africa
- Monasty Hospital  
Sea Point  
Capetown, South Africa
- William Cotts & Co  
Durban, Port Natal  
Union of South Africa
- Seamen's Institute  
Point Road  
Durban, South Africa
- Plantation Hotel  
Matwara, Tanganyika Terr.  
South Africa
- Hotel Splendid  
Dar-es-Salaam  
British East Africa
- Anchor Bar  
Malinchi Road  
Mombasa, Kenya  
British East Africa

## Canada & Alaska

- United Fishermen's Union,  
Kodiak Alaska.
- USO Club,  
YMCA  
Anchorage, Alaska.
- Catholic Sailors Club,  
329 Common St.,  
Montreal, Canada.

- Fishermen's Union,  
Halifax, Nova Scotia.
- Seafarers Int'l Union,  
298 Main St.,  
Vancouver, 4, BC.
- Seafarers Int'l Union,  
634 St. James St.,  
Montreal, Canada.



# 'Belly Dancers & Bazaars'

A SEAFARER SEES THE SIGHTS IN ALEXANDRIA

By Seafarer John H. Bittorf, SS Steel Director

We tie up in Alexandria in the afternoon and by seven I am ready to go ashore for my first look at Egypt. It seems that no one else is going ashore. Finally I find one intrepid crew-member—Gomez—who is going ashore with the crew's mail. We get down to the bottom of the gangway and run into a barrage of merchants. We elbow our way through this-gang to find them backed up by a team of cab drivers, but we outmaneuver them by cutting across the sand mounds and racing down the other side.

We got back on the road again only to discover that one cat has foreseen our plan and has caught up with us on the roadside. He cruises alongside of us in his cab for about a block explaining his unbeatable talents as a driver and guide.



Bittorf

Gomez shouts at him, "We are only going to the Seamen's Club to mail a few letters."

This delights the hell out of the driver, who calls himself Mau-



houta, for he gleefully informs us that the Seamen's Club has been closed. This puts us in the position of either walking three miles to town or else jumping into the cab. So we settle with Mauhouta for fifty-cents and complete our mission to the post office.

Mauhouta then explains that he will take us to any place in town for twenty five cents. So we decide to go to the Cecil Hotel, which is supposed to be the best. Here we stay until we figure it is about time for the first floorshow to start in the local nite clubs. We pay up and head out to find another cab, but this is unnecessary because good old Mauhouta is there waiting for us.

### Palace Parade

He takes us to a place called the Oriental Palace, and we sit down and watch a bunch of belly dancers go through their routine, which is not bad to watch at all. After the belly dancers come the seven veil dancers and soon there are more belly dancers back.

I have decided to stay all night, but Gomez says we will get no action here, and he grabs my arm and we go with Mauhouta to some joint called the Imperial. The pianist is playing an old Egyptian piece called "Stardust," by Mohamed Carmichael.

We go over and mount the stools and before I can open my mouth to order a drink, I feel someone's arms around my waist. I notice that I have both my hands on the bar and so it can't be me, and then I look around to see this sultry Egyptian doll playing masseuse. I play it real casual and offer her a cigarette. She says thanks and proceeds to order up a round.

We clink glasses and she says, "Here's mud in your eye!" and shoots her's to the bottom. She glances at the bartender and he refills her, and she says, "Here's

mud in your eye!" and again shoots her's to the bottom.

Before she can sling any more mud in my eye, Gomez turns around and says, "Don't keep buying that broad drinks." So I say that I am sorry, baby, that he's my keeper. She answers this one by playing masseuse again. Gomez tells her that that's enough and she gives him a foul look and goes off in a huff.

### Song And Dance Man

It seems that Gomez is a thwarted Frankie Laine, for about this time he goes over and starts warbling along with the piano player. Then he grabs a doll and starts jitterbugging around all of the Egyptians. Seeing how I do not dance too well and my singing is not appreciated, I start concentrating on talking to the heavy-set broad behind the bar who owns the joint. She's a little loaded so she gives me the story of her life which is not too pretty a picture. I weep along with her until Frankie Laine runs out of gas.

From here we hit a few more joints like this until I can no longer take the roving hands act and Gomez inserts what is left of me into the cab and sends me back to the ship. The last thing that I recall is the picture of Gomez standing in the street holding on to two dark-eyed broads all waving goodbye to me.

The next morning when I get up to go to work, the passageways of the ship are full up with Fez-topped guys from a Charles Boyer movie squatted amidst miniature



bazaars. It takes me twenty minutes to make twenty feet of passageway.

### Try, Try Again

I am off between one o'clock and four, so I get dressed and decide to see the city in the daylight. I am just about to leave the ship when one fairly well dressed Egyptian grabs me by the arm, a relief believe me, and says, "Don't you remember me? Last night in the bar you said for me to drop by the ship, that you wanted to visit my shop today."

Well, I can see that I am not going to get away from him short of murder, so I figure I'll go along with him and look at his stuff and then say that it has all been pleasant and go my way. I start down the gangway and he tells me to wait a minute that he must see somebody on the ship first.

At the end of the dock I find my cab-driving friend Mauhouta sitting there. This is my chance to cue out on the Egyptian that is still topside, so I jump in and tell

Mauhouta to make for the downtown area, and we start off. We go two feet and some guy jumps in front of the cab and spouts off some Arabic to Mauhouta and then I can not persuade him to move another foot. Just then I see my shopkeeping friend come flying down the gangway and leap into the cab.

### 'How Ya Fixed?'

About half way up town he asks me if I have any money and I tell him no that I have only travelers checks. So he stops the cab and hollers out the window to some bulbous character who just happens to be walking by. This guy hurries over and gets into the cab with us. Aly (the shopkeeper) explains that this is a friend of his who is kind enough to occasionally exchange money for prospective customers. So I slide out a ten spot and tubby goes rummaging through his suit coat and produces the biggest head of green stuff I have ever put my eyes to. He takes my check and counts out the big bills.

I count the money and find I am a wee bit short and I kind of off-handedly mention this fact to these gentlemen. They graciously explain that unfortunately the piastres were devaluated that morning.

### Just What I Needed

The cab stops in front of Aly's shop and I stoically go in with resolutions firmly in hand. Twenty minutes later I come out with a toy leather camel, one fez, one has-sock, and a camel saddle (for riding camels, naturally).

The tour consists of racing like mad past all of the principal attractions in order to make it to every shop in the city where Mauhouta has a kickback if I buy. The routine consists of pulling up in front of a store and the driver saying to the fare, "Now here, honorable sir, is one of the most interesting places to see." Then, before you are making a word, he is opening the door and taking you by the hand. My willpower holds out and I buy nothing more and at three-thirty we go back to the ship.

A short time later the ship is taking in the gangway and we are all standing along the gangway taking our last look at Egypt and the circus on the dock, which now consists of six luggage-goods stores, twelve souvenir shops, four tailors, two florists (for the female passengers), three twenty-five cent a ride camels, a handful of sword-



swallowers, several magicians performing for tossed coins, hashish peddlers, aphrodisiac vendors, whiskey merchants, and on and on endlessly into the setting sun of the blue Mediterranean. They hate us in Egypt.

## The VOICE of the MTD



# NOW -

## Direct VOICE Broadcast by short wave to ships in Atlantic and European waters!

Now, for the first time in maritime history you can receive news of your union by direct voice broadcasts over your short-wave radios aboard ship. On April 15 the Maritime Trades Department will pioneer a new "first" by bringing direct to you the up-to-the-minute news of your union and the other unions in the MTD.

Operating under permission granted by the Federal Communications Commission, the Maritime Trades Department broadcasts will go to all ships in Atlantic, South American and European waters. It is hoped the FCC will allow the MTD to extend the service to all other areas of the world in the near future.

Meanwhile, mark down the broadcast time for your area and tune in beginning April 15 and every Sunday thereafter for the latest news of all unions in the 150,000-member Maritime Trades Department.

**BEGINS APRIL 15 - EVERY SUNDAY 1620 TO 1640 GMT**  
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Ships in Caribbean, East Coast of South America, South Atlantic and East Coast of United States.

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West Coast South America  
WCO-22407 KCs

**EVERY MONDAY, 0315 GMT**  
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Australia  
WMM 25-15607 KCs

Northwest Pacific  
WMM 81-11037.5



# Contract Clarifications of SIU FREIGHTER AGREEMENT

## ARTICLE II General Rules

**Section 10. Customary Duties.** Greasing and testing reach rods in cargo holds should be performed by what rating without the payment of overtime during regular working hours?

**Answer:** It is agreed that the deck maintenance and carpenters can do the above. However, this does not include freeing up or mechanized repairs to reach rods.

**Section 10. Customary Duties. Question:** When is it 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. What ratings may be shifted without the payment of overtime for work performed during the regular working hours?

**Answer:** AB maintenance men, wipers, and engine utility men may be required to replace any unlicensed member of their respective departments when said member is sick or missing without the payment of overtime Monday through Friday. The wages shall be paid in accordance with Article II, Section 27.

**Boatswain and Carpenter Standing Watch.** Refer to Article III, Section 4 (a).

**Deck Engineer Standing Watch.** Refer to Article IV, Section 15 (i). All other unlicensed personnel in the deck and engine departments who are classed as day workers when required to stand watch due to a shortage of unlicensed watchstanders shall be entitled to overtime for all watches so stood.

**Section 12. Medical relief** will not be provided except that which is available aboard the vessel, if the cause of the illness is the fault of the member of the crew, such as venereal disease, etc.

**Section 14-A. Paragraph 2** of the supplemental agreement, dated the 7th day of June, 1954, amends section 14-A of Article II of the main contract, dated November 18, 1952. The amendment is based upon the fact that, normally, allotments cease immediately when a member of the crew leaves a vessel because of illness or injury. Except in those cases where the law sanctions a refusal to pay unearned wages (which can be established under law to be gross negligence, willful misconduct, etc.) a seaman is due such unearned wages, among other things. It is the purpose of section 2 of the supplemental agreement to provide for the automatic payment of advances—in a sum equal to the agreed-to allotment—and to do this automatically, which advances are then to be charged against any claim for unearned wages. The advances are to be paid in exactly the same time and manner and to the same person or persons that the allotment would have been paid, had not illness or injury taken place. The term "repatriation" refers to the entire period for which unearned wages are due, and "advances" are to be made during that entire period. Paragraph 2 of the supplemental agreement of June 7, 1954, refers both to earned and unearned wages.

**Section 14 (a) (b) Repatriation, Upkeep and Transportation.** The provisions of paragraphs (a) and (b) of section 14 of the main agreement shall not apply to any crewmember who shall be required to leave a vessel in a location outside the United States because of illness or injury arising out of his own misconduct.

**Answer:** This is agreed to by companies and the Union.

**Section 14 (b). Question:** What is considered the port of engagement when applying the above sections?

**Answer:** The port of engagement of a seaman is the port in the Continental United States where he was first employed by the company for the vessel involved.

**Section 13 (a). Emergency Duties and Drills.** In an emergency such as this section pertains to, must the entire crew, including watch below and men off duty, be broken out before such work is not considered to be overtime or may the watch on deck and part of the watch below, as may be required, be broken out without the payment of overtime?

**Answer:** In an emergency such as this section deals with it is not necessary to call out all hands unless the master of the vessel feels that it is necessary.

**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 cir-

cumstances where the law permits such sailing, the wages of the absent members shall be divided among the men who perform their work, that no overtime shall be included in such payments.

Where one AB is missing and the other AB's stand watch and work is in excess of eight hours standing this watch, do we pay overtime or division of wages without overtime? What about cases where AB is missing and only one AB and OS on watch and no one else assigned to watch?

(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.

What is the difference between (b) and (c) and why is the word "only" added in sub-section (c)? Is not a clarification necessary?

**Answer:** Article II, Section 27 deals with deck and engine departments. Article V, Section 7 governs the steward department.

The answer to the first question under 27 (a) is that overtime and not wages is payable. The answer to the second question under 27 (a) is that wages of the missing AB shall be divided. The committee agreed that Article II, Section 27 (b & c) would be rewritten to clarify both sub-sections.

**Section 30. Penalty Cargoes.** When holds have been cleared after carrying penalty cargo, no penalty rate for cleaning will be paid for subsequent cleaning of holds unless another penalty cargo is carried.

**Section 31. Standby Work.** Clarify the meaning of "Unless they shall be required to keep steam in the boilers or oil winches," in fourth sentence.

**Answer:** When the men are required to keep steam in the boilers or oil winches, they are no longer considered as standby crew, but will then be considered crewmembers and therefore work under the provisions of the agreement that applies to such ratings of the crew.

**Section 34. Port Time.** A vessel shall not be deemed to be "in port" or on "port time" within the meaning of Section 34, Article II of the main agreement when it is moored or anchored in or outside the Port of San Pedro for the purpose of taking on bunkers.

**Answer:** This is agreed to by companies and the union.

**Section 34. Termination of Port Time.** Vessel leaves dock to proceed to anchorage to secure before going to sea. First bell at 2105 leaving dock for anchorage. On the following day vessel is secured and proceeds to sea. First bell at 0130 leaving anchorage for sea. When does port time terminate? At 2105 of first day leaving dock or at 0130 of following day leaving anchorage?

**Answer:** 0130 the following day. The reason being that the vessel did not depart for sea on the first day but departed for anchorage to secure for sea.

**Section 35. Shifting Ship.** What is considered a shift in regards to Hawaiian Island ports?

**Answer:** A move of the vessel from Honolulu to Pearl Harbor or vice versa shall be considered a shift under Article II, Section 35.

**Section 35. Shifting Ship.** Is a move between Galveston and Houston considered to be a shift of the vessel?

**Answer:** A move between Galveston and Houston is a shift of the vessel.

**Section 35 (b). Shifting Ship.** (A vessel is to move via the C & D Canal from Baltimore to Philadelphia on a Saturday afternoon and the crew is called back for a 6 PM move. It is about a ten hour steaming between the two ports. The vessel arrives at Philadelphia anchorage and anchors at 4 AM awaiting berth or daylight to dock. Watches have not been set for the move as per agreement even though the men stood their regular watches. At 6 AM the men are again called out to dock the ship.)

4-8 WATCH	12-4 WATCH
4 hrs. call back	4 hrs. call back
1 hour for docking	4 hrs. watch
	1 hr. docking
5 hrs. claimed	9 hrs. claimed
3 hrs. actually worked	6 hrs. actually worked

8-12 WATCH	DAY MEN
4 hrs. call back	Bosn. carp. dk. maint.
4 hrs. watch	4 hrs. call back
1 hr. docking	1 hr. docking
9 hrs. claimed	5 hrs. claimed
6 hrs. actually worked	2 hrs. actually worked

The following are clarifications agreed to as of March 31, 1956.

**Question:** How many hours are the men entitled to?

**Answer:** This problem could not be cleared up. We will hold for negotiation. The union did agree that the men were not entitled to two call back guarantees.

**Section 36. Restriction to Ship.** When a vessel has been in a foreign port where the crew was restricted to the ship and the company claims that this restriction was enforced by the government of the port visited, the company will produce a copy of the government restriction order when the crew is paid off. A letter from the company's agent 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.

**Question:** What is necessary for the company to get from government, when restriction is because of quarantine, immigration or custom procedure?

**Answer:** A letter from such government agency involved.

**Section 38. Sailing Board Time.** The overtime described 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.

Sailing board posted for 2:00 PM, it starts raining at 11:00 AM, the stevedores knock-off and unable to complete cargo, is crew entitled to delayed sailing overtime under the provisions of this sub-section? Company's position is no overtime payable because Act of God prevented completion of discharge and therefore of sailing.

**Answer:** No overtime is payable provided the sailing board time was changed in accordance with the agreement.

**Section 38. Sailing Board Time.** All members of the unlicensed personnel shall be aboard the vessel and ready for sea at least one 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 two days' pay, which two days' pay shall be paid by the member who was late in reporting for duty.

Does this provision excuse a seaman from being on board at 8:00 AM and from working from 8:00 AM to 12:00 Noon, the sailing board being posted for 2:00 PM?

**Answer:** This provision does not excuse a seaman from being on board at 8:00 AM and from working from 8:00 AM to 12:00 Noon.

**Section 38 (e).** Full complement, as used in this section shall be interpreted to mean the full complement as required by the vessel's inspection certificate.

**Section 40. Launch Service. Problem:** Vessel is anchored and the men request launch service. The weather conditions are such that the master feels that it is not safe for men to go ashore. What is necessary to show that the master kept the men aboard because of unsafe conditions and not that he refused launch service or restricted men aboard vessel?

**Answer:** The master shall use his own judgment and if in his opinion, the conditions are not safe, he shall not provide launch service. However, he shall as usual make his entries in the log as to the weather conditions and advise ship's delegate accordingly. He shall get other data if possible, such as, weather reports to further back his decision.

**Section 41. Rest Periods.** Does the last sentence of subparagraph (a) "This shall not apply when sea watches are set the same day and before the rest period is completed" apply to watch standers and they are not entitled to the completion of the rest period due or overtime in lieu thereof unless in excess of eight hours?

**Answer:** This subparagraph (a) applies to watch standers and they are not entitled to the completion of the rest period and no overtime in lieu thereof. However, they are entitled to as much of the rest period as can be given before sea watches are set.

**Section 41. Rest Periods. Problem:** On Saturdays,

Sundays, and Holidays, when watches are broken, the crew is working continuous overtime from 4:00 AM to 5:00 PM. The local union maintains that all work after 8:00 AM in this instance would be double overtime because the men did not receive their rest period.

**Answer:** Saturdays, Sundays, and Holidays, as stated in the problem, is not double overtime.

**Section 41. Rest Periods.** (a) When ship is under port working rules and sea watches have not been set and members of the unlicensed deck and engine personnel off duty are required to work overtime between midnight and 8 AM, they shall be entitled to one hour of rest for each hour actually worked. Such rest period shall be given at any time during the same working day. The rest period shall be in addition to cash overtime allowed for such work. If such rest period is not given, men shall be entitled to overtime at the regular overtime rate in lieu thereof. This shall not apply when sea watches are set the same day and before the rest period is completed.

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

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

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

**Situation:** A vessel, having been in port for a number of days, is scheduled to sail on a weekday, say, Tuesday, at 2 PM. Sea watches are set at noon on Tuesday and vessel sails as scheduled at 2 PM. The boatswain was called out at midnight and worked until 7 AM Tuesday, was turned to again at 8 AM until noon and again at 1 PM until 5 PM.

Is the boatswain entitled to overtime payment in lieu of rest period for seven hours starting at 8 AM or is he entitled to overtime payment in lieu of rest period only until sea watches were set, 12 noon, a total of four hours or is he entitled to overtime payment in lieu of rest period until the termination of port time, 2 PM, a total of five hours?

Under the agreement in effect prior to the present one, rest periods were applicable only "if ship is under port working rules and sea watches have not been set." In the current Agreement, Article II, Section 41, paragraph (a) restricts the rest period to the same extent as the previous Agreement; that is, "when ship is under port working rules and sea watches have not been set" and paragraph (b) is within the same restricted period but paragraph (c) states that "on days of departure, the rest period provision herein shall apply to day workers only" and I do not understand fully whether "the rest period provision herein" carries the same restriction as did the old agreement and as does paragraph (a) of the current agreement; that is, "when ship is under port working rules and sea watches have not been set."

**Answer:** The boatswain is entitled to seven hours as per agreement since he is a day worker. The lunch period should not be included in the rest period.

**Section 41. Rest Period. Problem** It is understood that any time worked during a rest period will be paid as overtime in lieu of the rest period.

We had a case where the deck department was entitled to a rest period from 8:00 AM to 11:00 AM, at 10:00 AM it was necessary to shift the vessel and the men were broken out for this purpose. In other words they were turned to one hour before they would have been normally required to return to work. We maintain that the men should receive one hour overtime in lieu of rest period but the crew maintains that they should be paid a two hour minimum call-back, which is correct?

**Answer:** The men are entitled to the one hour's overtime but not to the two hour minimum call-back.

**Section 41 (b). Rest Periods.** Men standing 12-4 AM watch at sea, docked vessel from 6:00 AM to 8:00 AM, sea watches broken at 8:00 AM turned to and worked the deck from 1:00 PM to 5:00 PM same day. How many hours overtime are men entitled to?

**Answer:** Two hours payable from 6 AM to 8 AM. No overtime from 1 PM to 5 PM.

**Section 41 (b). Rest Periods. Problem:** Men standing 12 to 4:00 AM watch at sea, docked vessel from 6:00 to 8:00 AM, sea watches broken at 8:00 AM turned to and worked the deck from 1:00 PM to 5:00 PM, same day. When is two hour rest period for men to be given?

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

**Section 42 (b). Fresh Provisions.** 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.

**Question:** What is the definition of sailing day within the meaning of this paragraph?

Is a vessel proceeding along the east and west coasts and calling at several ports located less than two days run apart obligated to provide forty gallons of milk on sailing from each port?

**Answer:** Fresh milk shall be provided in all ports as specified in the agreement and when vessel sails from final port of departure forty gallons shall be on board.

This quantity of milk is for the crew's consumption only. If milk is provided for passengers, additional milk must be supplied for such use.

**Section 44. Meal Hours.** According to this clause the supper hour is set from 5:00 PM to 6:00 PM.

**Question:** Is it permissible to change the meal hour to 4:30 PM to 5:30 PM in continental United States ports?

**Answer:** Yes.

**Meal Hours and Oiler.** (Also see Article IV Section 17). **Question:** If an oiler relieves the fireman-watertender at 4:30 PM in US continental ports in order that the FWT may eat his supper between 4:30 PM and 5:00 PM, is the oiler entitled to overtime?

**Answer:** No overtime is payable under the above condition.

**Section 45. Midnight Lunch.** (a) If the crew works as late as 9 PM coffee and night lunch shall be provided. If work continues after 9 PM fifteen minutes shall be allowed for the coffee and night lunch, which time shall be included as overtime.

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

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

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

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

**Section 45. Midnight Lunch. Situation:** Entire deck crew called to secure and undock and pass through locks 6 PM to 12:10 AM. Overtime paid: 6½ hours. Each man claimed in addition one hour penalty meal hour. Entire crew except 12-4 watch knocked off and sent below at 12:10 AM.

**Claim:** The deck claimed that a penalty meal hour is due because the work was continuous until midnight and they were not knocked off at midnight for the specified midnight lunch period, starting at midnight. Article II, Section 45 reads in part:

"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."

**Company Contention:** While the payment of this penalty meal hour was successfully resisted, a strict interpretation of the agreement gives merit to the claim. In this instance, it would have meant the payment of 1½ hours overtime or ten minutes work for each man. It is suggested, a clarification be obtained or the agreement amended to authorize the shifting of the midnight lunch period not to exceed one hour as is provided in Section 44 for the breakfast, dinner and supper meal hours.

**Answer:** It is agreed that no penalty meal hour is due under the above conditions. We will discuss the change at negotiations.

**Section 47. Crew's Quarters.** Room allowance as provided in Section 43 shall be allowed when vessel is in port and: 1—heat is not furnished in cold weather.

What is definition of cold weather in degrees?

**Answer:** It was agreed that in the Winter Zone and the temperature was 65 degrees or lower the cold weather provision would apply under this section.

**Section 49. Crew equipment. Problem:** The paragraph regarding fans should be classified in such a manner as not to apply to air-conditioned vessels.

**Answer:** It is agreed that the section covering fans does not refer to air-conditioned vessels.

**Section 51. Mess Room.** The provisions of Section 51, Article II, of the main agreement do not require any change or alteration of any vessel of the company, inasmuch as the company's vessels already comply with such provisions.

**Answer:** This is agreed to by companies and the union.

**Section 57. Transportation and Paying Off Procedure.** The provisions of sub-section 1 of Section 57, Article II of the main agreement do not apply to the vessels of the company. The provisions of sub-section 3 of said Section 57 shall not be deemed to qualify, modify, change or diminish in any way the obligations and duties of the union and of the unlicensed personnel under Section 4, Article II, and any group or concerted action of unlicensed personnel in signing off articles under the provisions of said sub-section 3 shall be deemed to be a violation of the provisions of said Section 4.

**Answer:** This is agreed to by the companies and the union. \*This applies to Calmar lines only.

**Section 57—1(b) and 1(c). Transportation and Paying Off Procedure.**

(b) It is also agreed that the articles shall terminate at the final port of discharge in the continental United States of America. If the final port of discharge is located in an area other than the area in the continental United States in which is located the port of engagement, first-class transportation shall be provided to only those men who leave the vessel, plus wages and subsistence to port of engagement in continental United States. At the seaman's option, cash equivalent of actual cost of first-class rail transportation shall be paid.

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

The union contends that if vessel terminates articles in port A and departs coastwise within the 10-day period to the area wherein is located the port of engagement and doubles back to port A for cargo or any other reason, the days spent in doubling back should be limited to two or three days.

**Answer:** It is agreed between the union and the company that the final port of discharge of the inbound cargo shall be the port where the 10-day period shall commence. It is further agreed that the 10-day period shall commence at 12:01 AM the day following the last place of inbound cargo is discharged.

**Section 57. Transportation and Paying Off Procedure.**

Any member of the unlicensed personnel will be allowed to pay off the vessel in any port in continental United States or Puerto Rico upon 24 hours' notice to the master, prior to the scheduled sailing of the vessel. In like manner, the master shall be allowed to discharge any member of the unlicensed personnel upon 24 hours' notice. If the seaman exercises his rights to be paid off, as provided for in this paragraph, transportation provisions shall not be applicable. If the master exercises his right to discharge a seaman as provided for in this paragraph, transportation provisions shall be applicable. However, a member may be discharged in Puerto Rico for just cause and shall not be entitled to transportation. Should the union object to the discharge, the matter shall be handled in accordance with grievance procedure.

Believe this clause should be clarified as follows: "Excluding Saturdays, Sundays and holidays." No shipping commissioner.

**Answer:** When crewmembers wish to exercise their rights under Article II—Section 57 (3) and a shipping commissioner is required, Saturdays, Sundays, and holidays shall be excluded for the purpose of paying them off.

**Section 57. Transportation and Paying off Procedure.**

**Problem:** What is the status of a seaman who is entitled to transportation but makes one or more voyages and then pays off in an area other than the one where he is originally engaged?

**Answer:** The unlicensed crewmember would be entitled to transportation regardless of the number of voyages he made once transportation had been due him as long as he paid off in an area other than the port of engagement.

**Section 57-58. Question:** What is considered the port of engagement when applying the above sections?

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

**Section 58. Return to Port of Engagement. Problem:** A ship is laid up and the men are laid off at a port other than the port of engagement, what money are they entitled to?

**Answer:** When a ship is laid up in the continental United States and the crew is laid-off in a port where transportation is payable, they shall also receive travel pay and subsistence at the time of payoff back to the original port of engagement in the United States.

**Section 60. Vessels in Idle Status.** The provisions of Section 60 of the main agreement do not require the company to replace on a vessel, which is inactive for any period, any member of the unlicensed personnel who shall have left the vessel on his own accord or whose employment shall have been terminated by the company because he was unsatisfactory.

**Answer:** This is agreed to by the companies and the union.

## ARTICLE III Deck Department

**Section 2. Division of Overtime. Problem.** This section has been interpreted to mean that a bosun on a port payroll, over a long week-end holiday when there is no work going on a vessel, should receive the equivalent of overtime of a man standing gangway watch, while the company feels that this clause was not intended to cover such an occurrence and that such an occurrence would be in

the same category as routine sea watches as specified in the agreement.

**Answer:** It is agreed that the bosun has the right to stand week-end gangway watch in turn with the rest of the deck department. If he fails to exercise such right, he has no claim for overtime as per Section 2, Article III.

**Section 6 (a). Breaking Watches and Work in Port.** When watches are not broken in port and the vessel's stay exceeds 24 hours in port, overtime shall be paid for all watches stood after 5:00 PM and before 8:00 AM after 24 hours. If watches are broken in a port after having been maintained for a period of time, overtime shall be paid for all watches stood between time of arrival and breaking of watches. This shall not apply when the crew is being paid overtime for standing watches.

**Section 7. Men Standing Sea Watches.** When watches are not broken in port and the vessel's stay exceeds 24 hours in port, overtime shall be paid for all watches stood after 5:00 PM and before 8:00 AM after 24 hours. If watches are broken in a port after having been maintained for a period of time, overtime shall be paid for all watches stood between time of arrival and breaking watches. This shall not apply when the crew is being paid overtime for standing watches. This excludes seamen standing donkey watches.

**Section 10. Gangway Watches.** Raising and lowering the ensign shall be considered routine duty for gangway watch.

**Section 10. Gangway Watches.** The following companies will be considered in compliance with Section 10, Article III of the main agreement, when they maintain their own shoreside gangway watchmen in only the ports as listed below:

Calmar steamship—Sparrows Point, Philadelphia, San Francisco.

Isthmian Lines—Baltimore, Long Beach, Boston, New York, San Francisco, Philadelphia.

Mississippi Shipping—New Orleans.

Robin Line—Boston, Philadelphia, New York, Baltimore.

Waterman Steamship—New York, Philadelphia, Baltimore, Mobile.

**Section 10. Gangway Watches.** What hour of watch constitutes a gangway watch? How shall the changeover from a sea watch to a port watch, or vice versa, be accomplished?

**Answer:** The gangway watch shall consist of eight hours on duty and sixteen hours off duty.

On day of arrival sea watches for men who are to stand gangway watches shall be broken at midnight when stay of vessel is to exceed 24 hours.

On day of departure sea watches for men standing gangway watch shall be set at midnight prior to scheduled sailing time.

**Section 11. Day Workers (b).** The working hours at sea and in port for all men classified as day workers shall be from 8:00 AM to 12:00 noon, and from 1:00 PM to 5:00 PM, Monday through Friday. Any work performed by daymen outside of these hours shall be paid for at the regular overtime rate, except for such work as defined in Article II—Section 18.

Sub-section (b) above conflicts with Article II—section 44 (c) whereby lunch hour may be varied one hour. Which section governs, 44—(c) or Section II—(b)?

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

**Section 12. Carpenter's Duties.** The repairing and maintaining of blocks, whether made of steel or wood, is part of the regular work of carpenters, within the meaning of the provisions of paragraph 5 of Section 12, Article III of the main agreement.

**Answer:** The repairing and maintaining of blocks, whether made of steel or wood, is part of the regular work of the deck department, including carpenters.

**Section 12. Carpenter's Duties.** A carpenter has signed on for a voyage but during the voyage he becomes unfit for duty for several days. Under these conditions shouldn't sub-Section 12 be interpreted as no carpenter being carried?

**Answer:** While a carpenter is on board and due to sickness or injury he is incapacitated for three (3) days or more, one day man shall perform the carpenter's work in addition to his own normal duties, and for this additional work he shall get the difference in pay for the time he is performing the carpenter's work.

**Section 12 (g).** If carpenter is required to do light sanding and varnishing on rails, etc., without removing old varnish, is that payable as overtime according to Article III, Section 12 (g)?

**Answer:** It is the routine duty of the deck department to sand and varnish all outside rails and storm and screen doors provided they do not use carpenter's tools. If the carpenter does this work, it is overtime.

**Section 14. Docking and Undocking.** This section requires that all hands, when available, will be used to dock or undock vessel. In a recent case, all hands were used to undock, but because a vessel was using a tug boat on the bow, the forward gang worked an hour longer than

after gang. The work involved consisted of letting go of the tug. Should the after gang receive the 1 hour's additional time under these conditions?

**Answer:** No! The after gang is not entitled to any extra overtime. When a gang at either end finished docking or undocking, such gang may be knocked off at that time, although the other gang has more work to do. In such case the gang knocked off is not entitled to time worked by the other gang.

**Section 15. Topping or Lowering Booms.** Because of the unique cargo gear on vessels of the company, the handling of cargo gear by members of the unlicensed personnel shall be governed by the following provisions, in lieu of the provisions of Section 15, Article III of the main agreement.

"The rigging up or securing of cargo gear shall be done by the watch on deck without the payment of overtime during straight time hours. When more than two sets of gears are being rigged, at least the two watches below and the day workers shall be used for this work."

**Answer:** This is an individual company problem.

\*The above applies to Calmar line only.

**Section 16. Unsafe Working Conditions.** The provisions of Section 16, Article III of the main agreement do not apply to or prohibit the cleaning of between-deck spaces by members of the unlicensed personnel, while cargo is being worked in the lower cargo holds.

**Answer:** This is agreed to by the companies and the union.

**Section 17. Shifting Ship. Problem:** Under our procedure of loading at the mines, it is sometimes necessary to haul the vessel several times during loading. The local union maintains that, for instance, a man is called back at 8:00 AM Sunday to haul ship, and works twenty minutes, he is entitled to 4 hours minimum (which is correct), but they maintain that if you break him out again at 10:00 AM to work another 20 minutes, you have to pay him another 4 hour minimum.

**Answer:** (a) When men are called back on Saturdays, Sundays, or Holidays, and work less than the 4 hour guarantee, they may be turned to one or more times without the payment of additional overtime, except where the time exceeds 4 hours, in which case they will be paid for the hours actually worked.

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

**Section 17. Call-Back to Shift or Haul Vessel.** (a) Shall all deck department personnel be used, when available, for hauling ship?

**Answer:** The company and union agree that the past practice of the individual company shall govern this.

(b) Shall all deck department personnel be used, when available, for shifting ships?

**Answer:** The same number as used in docking and undocking.

(c) When can stevedores be used for hauling or shifting without the payment of overtime to unlicensed deck department personnel?

**Answer:** (a) When deck crew is not available.

(b) When hauling ship and charterer pays expenses for hauling. In the event the crew is used for this purpose during regular working hours, they shall also be used for this work during overtime hours.

(d) What is a call-back? If men are actually aboard the ship outside their regular working hours and it develops that ship is to be hauled or shifted immediately, and such men are turned to, are they entitled to the 4 hour minimum on Saturdays, Sundays, or holidays?

**Answer:** Yes!

**Section 17. Situation:** A vessel under port working rules is scheduled to shift from one dock to another or to haul from one hatch to another at 11:00 AM on a Saturday, Sunday or Holiday. The vessel hauled between 11:00 AM and 12:00 Noon. The haul or shift took approximately twenty-five minutes. The vessel sailed at 5:00 PM. Sea watches were set at 12:00 Noon according to Article III, Section 5. The 12 to 4 watch claimed four hours overtime for a call back on Saturday. Also one hour penalty because they were not knocked off at 11:00 AM to go on watch at 12:00 Noon, also four hours overtime for standing their 12:00 PM to 4:00 PM watch, a total of nine hours. The 12 to 4 watch actually worked twenty-five minutes between 11:00 AM and 4:00 PM. This claim for nine hours by the 12-4 watch was upheld by the local patrolman.

**Question:** Actually, according to the clarifications, Article III, Section 17, paragraphs (a) and (b), how many hours is the 12 to 4 watch entitled to in this instance?

**Answer:** If the call-back had been at 12 Noon, the 12 to 4 watch would not have been entitled to the 4-hour call-back due to the fact that sea watches had been set at 12 Noon. They would be entitled only to the additional overtime for the actual time spent in shifting the vessel.

**Section 17. Call-Back To Shift Or Haul Ship. Problem:** Vessel shifts from 5:00 to 5:35 PM from one berth to another. The meal hour is changed to 4:00 to 5:00 PM for the entire crew. Are the men entitled to a two-hour call-back?

**Answer:** The crewmembers who are on the vessel and are working would not be entitled to the call-back. Those men who have completed their day's work prior to 5:00 PM, and were called back would be entitled to the two-hour call-back.

**Section 24. Vessels' Stores.** Under the provision of Section 24, Article III of the main agreement, sailors may be required to handle radio batteries and equipment during their regular working hours without the payment of overtime.

**Answer:** This is agreed to by the companies and the union.

**Section 24. Vessels' Stores.** (c) Daily supplies under this section shall include such items as meat, eggs, vegetables and other requirements for port consumption.

(b) Under this section galley coal shall be considered steward dept. stores.

**Section 24 (b) Problem:** The deck department men let go of lines on fuel oil barge during their regular working hours. Is this penalty work or not?

**Answer:** It is not penalty work.

**Section 32 (a) Tank Cleaning. Problem:** The watch below is required to clean tanks during weekdays. What rate of overtime shall they be paid?

**Answer:** It was agreed that for the watch below cleaning tanks from 8:00 AM to 5:00 PM, Monday through Friday would be for straight overtime rate, and between the hours of 5:00 PM and 8:00 AM, the overtime rate for the watch below would be time and one-half.

**Section 33. Cleaning Steering Engine.** Does the overtime provision contained in this section apply to both watch on deck and watch below?

**Answer:** Yes! Straight overtime is payable to both the watch on deck and the watch below.

**Section 34 (b) Problem:** This provision states that non-permanent transient or irregular foreign shore labor shall not be employed to perform any of the work in the licensed or unlicensed quarters, store rooms, passageways, galleys and mess room, except in those instances where the company uses established shore labor. What was the intent of this provision?

**Answer:** Intent was that companies on regular trade routes who prior to June 7, 1954, used established shore labor in foreign ports could continue such practice.

**Section 35. Chain Locker.** In lieu of the two-way bell or voice tube provided for in Section 35, Article III of the main agreement, the company may provide the able seaman who shall be sent into the chain locker with an adequate whistle with which signals can be made.

**Answer:** This is agreed to by the companies and the union.

## ARTICLE IV Engine Department

**Section 3. Hours of Work.** (a) Working hours in port and at sea for all men classified as day workers shall be from 8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM Monday through Friday. Any work outside these hours or on Saturdays, Sundays, or Holidays to be paid for at applicable overtime rate except as provided in Article II—Section 18.

The sub-section (a) conflicts with Article II—Section 44 (c) whereby lunch hour may be varied one hour. Which section governs, Section 44—(c) or Section 3—(a)?

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

**Section 6. Setting Watches.**

**Section 38 (f) Sailing Board Time. Situation:** On Wednesday ship is scheduled to sail the next day, Thursday, at 6:00 PM; fireman-watertenders on donkey watch go on sea watches midnight Wednesday. Article V, Section 6, second paragraph—

"Sea watches for men standing "donkey watch" shall be set at midnight prior to scheduled sailing time."

On Thursday, because of weather, cargo or some other reason, it is necessary to change sailing time and day to n on Friday.

**Claim:** Firemen-watertenders claim overtime wages for sea watches stood in port on Thursday.

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

**Section 7.** When watches are not broken in port and the vessel's stay exceeds 24 hours in port, overtime shall be paid of all watches stood after 5:00 PM and before 8:00 AM after 24 hours. If watches are broken in a port after having been maintained for a period of time, overtime shall be paid for all watches stood between time of arrival and breaking watches. This shall not apply when the crew is being paid overtime for standing watches. This excludes seamen standing donkey watches.

**Section 9. Paragraph 12. Electricians' Tools. Problem:** When the vessel furnishes the electricians' tools, the union maintains that he cannot be held accountable for the loss of same and does not have to sign a receipt for same.

**Answer:** The committee agrees that it is not practical to have electricians sign for tools.

**Section 9. Electricians.** This section provides that

overtime shall be paid for all electrical or mechanical work by the electricians on any of the following equipment: gyro compass, gyro repeaters, gyro batteries, and gyro MG sets, radio communication batteries, and motor transmitter, radio direction finder equipment, Fathometer equipment and Loran system equipment.

This section provides for overtime for the electricians working on MG sets connected with navigation which are normally located on the bridge.

On a ship that has two independent MG sets, both located in the emergency generator room and which sets supply electricity for the entire vessel, would overtime be applicable to the electrician for working on these AC generators?

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

**Section 15. Deck Engineer.** (a) This will not include mast lights, navigation lights and cargo lights permanently installed.

**Answer:** The intent of this is to prevent deck engineer from working aloft on lights.

**Section 17. Call-Back to Shift or Haul Vessel.** This section is in deck department rules although union feels that it should cover engine department personnel when they are called back for same purpose.

**Answer:** It is agreed between the company and the union that anyone in the engine department that is called back for the purpose to shift and haul a vessel shall be entitled to provisions of Section 17, Article III of the deck department.

**Section 18. Oilers On Sea Watches—Steam. Problem:** On C-2 vessels the oiler shall oil the steering engines as routine work, however, on a Chickasaw type C-2 vessel the steering engine is greased and not oiled. Shall greasing the steering engine be routine work for the oiler?

**Answer:** It was agreed that this work shall be the routine duty of the deck engineer.

**Section 19. Oilers on Day Work—Steam.** The ice machine room shall be deemed to be part of the engine room for the purpose of Section 19, Article IV of the main agreement.

**Answer:** This is agreed to by the companies and the union.

**Section 19. Oiler. (Relieving FWT for Supper). Question:** If an oiler relieves the fireman-watertender at 4:30 PM in US continental ports in order that the FWT may eat his supper between 4:30 PM and 5:00 PM, is the oiler entitled to overtime?

**Answer:** No overtime is payable under the above condition.

**Section 28. Wipers.** The wiper who shall be assigned to sanitary work for two hours on Saturdays, Sundays, and Holidays, under the provisions of paragraph (d) of Section 28, Article IV of the main agreement, shall be required to pump up the galley fuel tank during these hours without the payment of any additional overtime.

**Answer:** This is agreed to by the companies and the union.

**Section 28. Wipers. Problems:** In a great many ports there is no necessity for the wiper to stand by on water and fuel oil lines since they are hooked up by the shore personnel and are disconnected by shore personnel, and the wipers are actually not aware that water and oil is being taken aboard. There are some ports where the water lines are hooked up and the vessel takes ballast water for as much as 15 or 16 hours at a stretch. These lines do not need attention. What is the wiper entitled to under these conditions?

**Answer:** When taking on fuel oil or water and the hoses are connected and disconnected by shoreside personnel, the wiper shall not be required to assist. When the ship's personnel handle the connections, the wiper shall be used to assist in connecting and disconnecting and putting hoses away but should not be required to standby.

**Section 31. Using Paint Spray Guns. Background:** This section was negotiated with the thought in mind that small hand spray equipment only was used in the engine department of such a size (quart or 1 gallon) as not to require the services of two men. The present problem deals with equipment which includes the standard 5 gallon or larger tanks and ordinarily requires the services of two men, each of which actually handle the paint spray gun.

**Answer:** It is agreed that the second paragraph of Article III, Section 25, shall apply to this section. "When spray guns, other than small hand type, are being used for painting, two men shall operate same and both shall receive the overtime."

is payable to the steward department under this section?

**Example:** Vessel pays off in the Port of New York and then sails to Albany, NY. Should overtime be payable under this section while vessel is in the Port of Albany?

**Answer:** (a) No overtime is payable for steward department in Albany under the above conditions.

(b) In determining the boundaries of a port for the purpose of applying Article V—Section 3 (c) it is agreed between the union and company committee that the following shall apply:

If a vessel proceeds from one city to another city and (always assuming that the vessel is under Register and a Custom clearance or permit to proceed is required), then those cities are to be considered two separate and distinct ports. If a Custom clearance or permit to proceed is not required the two cities are to be considered the same port for the purpose of applying the overtime provisions of Article V—Section 3 (c).

The above clarification shall also apply to vessels under enrollment.

**Section 3 (c) Hours of Work. Situation:** A vessel arrives from a foreign voyage and terminates the articles and pays off in New York. The vessel then proceeds to Baltimore, where it discharges the rest of the cargo and starts loading for the next voyage. The vessel then proceeds to New York to finish loading.

**Question:** Is the "port of payoff" provision still in effect when the vessel returns to New York from Baltimore?

**Answer:** Yes.

**Section 4. Working Hours.** In all ports, the night cook and baker may work on a schedule between 6 AM and 6 PM as set forth by the steward.

**Answer:** The company and the union agree on above.

**Section 4. Working Hours. Problem:** When the meal hour for the deck and engine department is shifted in accordance with Article II, Section 44, the working hours of the steward's department should be shifted accordingly.

**Answer:** It is agreed that when meal hours are changed for deck and engine departments in accordance with Article II, Section 44, the steward department's working hours may be changed accordingly provided, however, that they be given 2 hours' notice prior to the time necessary to prepare meals.

**Section 5. Manning Scale. Problem:** When shall a child be considered a passenger for the purpose of determining what meal money shall be paid to the steward department under this section.

**Answer:** It was agreed that when the company receives passenger fare for a minor child, such child shall be considered the same as a grown passenger. When the company does not receive passenger fare for such minor child, the steward department will not be entitled to extra compensation.

**Section 5. Manning Scales.** If a vessel commences the voyage with passengers and a passenger utilityman, and

the passenger utilityman, due to illness or otherwise, pays off during the voyage, do we have to pay a division of wages for the missing passenger utilityman on the return voyage or can we pay \$2.50 per day per passenger on the return trip as we would have been able to do if the vessel had originally sailed without passengers and passenger utilityman from the States?

**Answer:** \$2.50 per passenger day regardless of the number of passengers, such money to be paid to the individuals doing the work.

**Section 8. Routine Work.** The duties of the steward department, as defined in Section 8 of Article V of the main agreement, shall include the cleaning and maintaining of toilets and the enclosed passageways.

**Answer:** This is agreed to by the company and the union.

**Section 8. Routine Work. Problem:** The dining rooms, messrooms and Officers' quarters have tile flooring. Shall waxing these floors be considered routine work for the steward department?

**Answer:** On vessels where the saloon messman is required to wax and polish decks, it shall be among his routine duties to maintain same daily. When he is required to remove old wax preparatory to re waxing, and re wax same, he shall be paid overtime for such work performed.

**Section 12. Shifting Meals. Question:** If the meal hour is advanced from 5:00 PM to 4:00 PM in the home port or port of payoff when a shift or haul of the vessel is scheduled for 5:00 PM, would the steward's dept. port time be reduced accordingly?

**Answer:** Yes! If the steward's dept. finishes one hour earlier.

**Section 13. Meals in Port.** The provisions of paragraph (a) of Section 13, Article V of the main agreement shall not require the payment of any additional amount to members of the steward department for serving meals to port engineers and supercargoes, port captains, when they are assigned to a vessel.

**Answer:** This is agreed to by the companies and the union.

**Section 14. Extra Persons Sleeping Aboard.** The provisions of Section 14, Article V of the main agreement shall not require the payment of any additional amount to members of the steward department for taking care of rooms provided for supercargoes and pilots.

**Answer:** This is agreed to by the companies and the union.

**Section 16. Midnight Meals and Night Lunches.** When not more than the equivalent of one department is served at 9 PM or 3 AM night lunch, one cook and one messman shall be turned out to perform this work. When serving the midnight hot lunch, one cook and two messmen shall perform this work.

**Answer:** The company and the union agree on above.

**Section 27 (b). Day Work.** Members of the steward department on day work may be required to work in iceboxes without the payment of overtime, under the provisions of paragraph (b) of Section 27, Article V of the main agreement.

**Answer:** This is agreed to by the companies and the union.

**Section 27 (e). Day Work.** At the time the agreement was negotiated, it was agreed between the negotiating committees that passenger utilities on vessels between continental US ports, when no passengers were aboard would not receive the week-end or holiday overtime unless they were required to work. We are now faced with a problem where we might like to carry a passenger utility on vessels between continental US ports, when no passengers are aboard, but then we find the week-end overtime makes it prohibitive. Can this clause be clarified to conform with the verbal understanding at the time the contract was negotiated?

**Answer:** The committee felt that this request should be handled during negotiations.

## PASSENGER VESSELS Deck Department

**Section 1.** This states that the quartermaster is to rig the flags, which he has been doing ever since the operation of the passenger vessels, by being relieved by the AB.

The union now feels that another quartermaster should be broken out to handle the flags which, of course, would be on overtime, while the company maintains that this is a normal occurrence, something which happens every day and is the duty of the quartermaster on passenger vessels and that this chore, therefore, should be done without the payment of overtime.

**Answer:** It is agreed between the union and the company that an AB who may be on watch can relieve the quartermaster when he is called to rig flags without the payment of overtime for either rating. No double overtime will be paid for Saturdays, Sundays, or holidays, for the above work.



## ARTICLE V Steward Department

**Section 3 (c). Hours of Work.** What are the boundaries of a port for the purpose of determining when overtime