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# The Earnings and Employment of Seamen on U. S. Flag Ships

- Daily earnings, May 1957
- Employment patterns, July 1956 — June 1957
- Annual earnings, July 1956 — June 1957
- Fringe benefits

in cooperation with  
FEDERAL MARITIME BOARD  
Clarence G. Morse, Chairman  
MARITIME ADMINISTRATION  
U. S. DEPARTMENT OF COMMERCE  
Sinclair Weeks, Secretary

Bulletin No. 1238  
UNITED STATES DEPARTMENT OF LABOR  
James P. Mitchell, Secretary

BUREAU OF LABOR STATISTICS  
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## Preface

This report on the earnings and employment of seamen in the United States Maritime Industry was prepared by the U. S. Department of Labor's Bureau of Labor Statistics at the request of and in cooperation with the Federal Maritime Board and the Maritime Administration, U. S. Department of Commerce.

The collection of data on daily earnings, annual employment, and annual earnings was made by field representatives of the Bureau's Division of Wages and Industrial Relations. James F. Walker of the Division's staff directed the survey and prepared the sections of the report dealing with earnings and employment.

The text for the sections on the American Merchant Marine, labor force, collective bargaining, and income security and vacation benefits, as well as technical advice for the planning and conduct of the study, were furnished by staff members of the Statistics and Special Studies Office, Maritime Administration.



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# The Earning and Employment of Seamen on U.S. Flag Ships,

July 1, 1956—June 30, 1957

## Introduction

In 1956, the Congressional Committee on Merchant Marine and Fisheries issued a report on the subject of the labor-management problems of the American merchant marine. Among the recommendations in the report was a suggestion to the Maritime Administration to—

" . . . institute at once a job evaluation study designed to appraise the existing level of wages for officers and crews aboard American-flag vessels. The study should include all types of oceangoing vessels. It should take into account: The hours per week worked at sea, the annual take-home pay of the average officer or crew member, the fringe benefits received or to which the individual may become entitled, the skill required for each classification, the laboriousness of the work, the fact that much of the time is spent at sea, and other pertinent factors."

The Maritime Administration, after discussions with the Bureau of Labor Statistics, requested funds for a basic study of earnings in the industry designed to provide part of the desired information. Before any comparisons with other industries could be made or for job evaluation purposes, it was necessary to develop the basic data sought in this study. It was hoped that this study would provide a basis for the exploration of other aspects of the question of seamen's wages outlined by the Committee.

Funds for a study were provided in the Maritime Administration budget for fiscal 1958. A contract was entered into with the Bureau of Labor Statistics to conduct a study of current wage levels, annual employment, and annual earnings for licensed officers and unlicensed seamen. The study was to provide information on gross earnings and supplementary payments resulting from specific provisions in the labor contracts under which most of the seamen are employed.

Representatives of the Maritime Administration and the Bureau of Labor Statistics called on many people in the industry to obtain advice and help in compiling the most useful type of data that could be secured with the funds available.

Among those visited were regional representatives of the Maritime Administration, officers in all of the major maritime unions, representatives of individual companies and of the major shipping associations representing the employers, and administrators of the several vacation and welfare funds which are maintained jointly by trustees representing management and labor in the industry.

The cooperation of these groups was excellent. After reviewing their suggestions and a record of the types of data available, it was decided to base the study of current earnings on a sample of actual ship payrolls. Ship payrolls typically cover varying periods of time depending on the length of the trip; therefore, in order to avoid payrolls which contained general wage changes, it was decided to study the latest trip payroll ending prior to June 1, 1957, for each of the ships selected in the sample.

For each seaman in each rating on the ship payrolls studied, Bureau representatives obtained information on the number of days paid for, gross earnings for the trip, penalty and overtime hours and earnings, and the amounts of any supplementary types of payment. When separate port payrolls covering time in home port or adjacent coastal trips were maintained, data were collected for both the sea and port payrolls and these were later combined to reflect average earnings.

In the study of annual employment and annual earnings, the best sources of basic data readily available were the vacation fund records. These records generally showed the dates and number of days of employment for each individual seaman, his rating on the specific voyage, the name of the ship, and the company of employment. Since the employment reports to the funds were often delayed because of the length of the voyage or for other reasons, it was necessary to select a period for which it was hoped that the data would be complete. It was also desirable to select a year containing a minimum of wage changes. The year selected was the period from July 1, 1956, through June 30, 1957. Trips extending before or beyond the year of study were prorated to reflect only the employment and earnings within the year.

Records of the Coast Guard were checked for those seamen whose records in the vacation funds were not complete. Samples of other seamen's records were also checked at the Coast Guard to determine the accuracy of the data collected.<sup>1</sup>

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<sup>1</sup> An analysis of the results of the added data obtained from Coast Guard records indicated that the understatement of employment which was due to omissions in the source records amounted to less than 1 percent of the total employment for the year. Companies are not required to report seamen's employment to the Coast Guard except when the seamen are under articles (provisions of maritime employment). The Coast Guard records, therefore, do not always include short-term employment on port payrolls or relief work.

In contrast with the data on daily earnings and annual employment, the annual earnings data were obtained for only 6 key ratings selected to represent various wage levels and degrees of responsibility. Such data were obtained from the social security records of the various companies that employed the seamen selected in the sample. These 6 ratings represented over 40 percent of the total labor force available.

The survey was intended to establish the average daily gross earnings of seamen when employed, the number of days they were employed, and the amount of money the average seaman, employed in a given rating, earned during the year. The amount of vacation time earned or paid for was excluded from both the annual employment and annual earnings estimates.<sup>2</sup> Differences in the estimates for seamen's earnings developed for various segments of the industry are not necessarily indicative of relative labor costs since many other factors affect such costs.

<sup>2</sup> The vacation time earned or paid for could not be immediately determined, since future employment could affect the amount of vacation benefits. See table C-1 for vacation provisions.

The year of study was one of the peak peacetime years for the industry. Both imports and exports during that period were high, among the best since 1950. Coal and ore shipments were heavier than normal. Since 1950, in fact, the period selected for study, July 1, 1956—June 30, 1957, was exceeded in activity only by the Korean War years of 1951 and 1952, as shown in the following tabulation of cargo tonnage carried by American flag vessels:

<u>Date</u>	<u>Total</u>	<u>Imports</u>	<u>Exports</u>
<i>(In millions of long tons)</i>			
1950 -----	28.0	13.2	14.8
1951 -----	50.1	15.9	34.2
1952 -----	39.8	16.5	23.3
1953 -----	29.7	15.4	14.3
1954 -----	28.7	14.7	14.0
1955 -----	35.3	17.7	17.6
1956 -----	40.3	18.8	21.5
July 1, 1956—June 30, 1957 -----	39.0	16.4	22.6

The annual employment and earnings of individual seamen are affected by the number of ships actively employed in any given year.

### Summary

Seamen (excluding masters and cadets) on United States flag vessels in May 1957 had average daily earnings of \$20.19. Average daily base pay amounted to \$13.75, with nearly all of the remainder accounted for by premium (overtime and penalty) pay practices in the industry.

Licensed officers as a group averaged \$29.80 a day, including \$8.21 premium pay for 2.8 hours and 21 cents in other supplementary pay.

Seamen in unlicensed ratings, accounting for nearly four-fifths of the 45,000 employees within scope of the survey, averaged \$17.56 a day. This included \$5.66 premium pay for 2.8 hours and 24 cents in other supplementary pay.

Average daily earnings ranged from \$12.77 for wipers to \$39.14 for chief engineers and \$35.94 for chief mates. Frequently, the highest individual daily earnings exceeded the lowest earnings in the same rating by 100 percent—largely because of differences in the amount of premium pay.

Unlicensed seamen on the West Coast averaged about 10 percent more than those working out of eastern ports. For licensed officers, intercoast differences in pay were minor.

The study also developed estimates of earnings in various ratings by type of ship, by number of port stops, by trade areas, and by subsidy status. Seamen employed on tankers generally had a higher average number of premium hours and therefore had higher average earnings than those on other types of vessels. Seamen rating-by-rating on passenger ships generally averaged slightly higher earnings than their counterparts on dry-cargo vessels.

Differences in average earnings between the various types of dry-cargo ships were small, except that earnings on liberty ships were generally 5 percent higher than on other type vessels.

Because of lower average premium hours, the daily earnings of seamen on subsidized dry-cargo vessels averaged slightly lower than those on non-subsidized dry-cargo vessels.

The various penalty and overtime provisions which become effective when ships are in port appear to have little effect on average earnings for the seamen when they are in port.

No significant differences in seamen's earnings were noted in comparisons of several trade routes, except that seamen on intercoastal ships generally had the highest average earnings among dry-cargo vessels.

Seamen who were employed both prior to and after the year of study (July 1, 1956—June 30, 1957) averaged 243 days of employment during the year. Officers (licensed seamen) averaged about 8 percent more employment than unlicensed seamen, 258 and 239 days, respectively.

Seamen in both the higher-paid licensed and unlicensed ratings generally had higher average days of employment than those in the lower ratings.

Unlicensed seamen on the Atlantic and Gulf Coasts averaged slightly more employment than those on the West Coast. On the other hand, licensed officers as a group averaged slightly greater employment on the West Coast.

About 78 percent of the officers and 75 percent of unlicensed seamen could be considered industry connected for the whole year in that they had worked both prior to and after the year of study. When all seamen who had worked at any time during the year were included, the average employment of licensed officers dropped to 233 days and of unlicensed seamen to 207 days.

The combined effect of higher average daily earnings and higher average annual employment of licensed officers was reflected in the results of the study of annual earnings for 6 selected ratings. Among seamen who were industry connected during the year, second mates averaged almost  $2\frac{1}{2}$  times as much annually as messmen, \$8,110 compared with \$3,285. Cooks, however, had comparatively high employment and averaged \$5,345 during the year. Able-bodied seamen, who represent about one-sixth of the work force, averaged \$4,607. A summary of results is presented in table 1.

TABLE 1. AVERAGE EARNINGS AND EMPLOYMENT

(Average daily earnings, May 1957, annual employment and earnings, July 1, 1956—June 30, 1957, for selected ratings in the United States Maritime Industry)

Rating	Average daily earnings <sup>1/</sup>	Average daily premium <sup>2/</sup>		Average annual employment <sup>3/</sup>	Average annual earnings <sup>4/</sup>
		Hours	Earnings		
<b>Licensed deck department:</b>					
Chief mates .....	\$35.94	3.3	\$10.59	276	\$8,110
Second mates .....	29.43	3.3	9.48	264	
Third mates .....	27.64	3.3	9.19	254	
Fourth mates .....	26.13	3.3	9.17	235	
Radio officers .....	27.61	3.1	9.08	261	
Chief pursers, passenger .....	30.39	2.7	8.61	(5/)	
Pursers, dry-cargo and tanker .....	23.04	1.5	4.54	(5/)	
Assistant pursers, passenger .....	26.03	3.5	11.17	(5/)	
<b>Licensed engine department:</b>					
Chief engineers .....	39.14	.5	1.87	276	7,032
First assistant engineers .....	35.09	3.1	9.64	257	
Second assistant engineers .....	29.17	3.1	8.90	253	
Third assistant engineers .....	26.87	2.9	8.16	253	
Junior third assistant engineers .....	25.06	2.8	7.71	235	
Licensed junior engineers .....	23.10	2.2	5.90	246	
<b>Unlicensed deck department:</b>					
Bosuns .....	22.44	3.1	6.97	250	4,607
Carpenters .....	21.48	2.9	6.85	228	
Deck maintenance .....	18.96	2.6	5.88	233	
Able-bodied seamen .....	19.50	3.3	7.30	240	
Ordinary seamen .....	14.83	3.1	5.41	226	
<b>Unlicensed engine department:</b>					
Unlicensed junior engineers .....	16.94	1.2	2.51	(5/)	4,315
Electricians .....	24.23	2.6	6.15	257	
Second electricians .....	22.97	2.6	6.36	229	
Engine maintenance .....	16.38	1.5	3.18	(5/)	
Oilers .....	17.38	2.9	5.93	244	
Firemen, water tenders .....	17.56	3.0	6.13	237	
Wipers .....	12.77	1.2	2.02	230	
<b>Stewards department:</b>					
Chief stewards, passenger .....	32.04	4.0	8.64	273	5,345
Chief stewards, dry-cargo and tanker .....	22.94	3.2	6.99		
Second stewards, passenger .....	26.19	4.7	10.18	(5/)	
Chefs, passenger .....	31.54	4.6	10.38	269	
Cooks, passenger .....	24.39	3.8	8.39	264	
Cooks, dry-cargo and tanker .....	20.59	2.8	6.01	235	
Cooks and bakers, dry-cargo and tanker .....	19.86	2.7	5.94	247	
Assistant cooks, passenger .....	21.79	3.8	8.10	264	
Assistant cooks, dry-cargo and tanker .....	18.49	2.7	5.85	219	
Stewards, passenger .....	14.78	2.9	4.77	243	
Waiters, passenger .....	15.51	3.3	5.50	224	
Messmen, all ships .....	14.10	2.6	4.31	229	
Bellboys, passenger .....	14.04	3.1	5.06	238	

<sup>1/</sup> Includes all wage payments and allowances, such as nonwatch allowances, tool and uniform allowances, pay for serving extra meals, passenger allowances, payments for division of work, and war-risk bonuses in addition to premiums shown separately. Does not include any value for board and lodging or gratuities. Data relate to May 1957.

<sup>2/</sup> Total of overtime and penalty time.

<sup>3/</sup> Data on annual employment relate to seamen employed sometime in the period 6 months before and also after the year of study.

<sup>4/</sup> Data on annual earnings were collected for only 6 ratings and relate to seamen employed sometime in the period 6 months before and also after the year of study.

<sup>5/</sup> These ratings were not studied in this phase of the study.

## The American Merchant Marine

A large number of ships of many types comprise the oceangoing merchant fleet of the United States. The majority of these ships are owned by the Government and, for the most part, are inactive. Most of the ships in active service are privately owned. They may be operated as common carriers on scheduled service over established trade routes or as contract carriers in irregular or tramp trades. Others may be employed as industrial carriers of raw materials for manufacturers of steel, aluminum, building materials, and petroleum products or for producers of lumber, fruit, or other products for parent organizations. A relatively small number of Government owned ships are on charter to shipping companies for private operation or are operated for Government account by private operators under various types of agreements.

### Size and Characteristics of United States Flag Fleet

There were 2,984 merchant type ships, 1,000 gross tons and over, of 32,398,000 deadweight tons, under American registry on June 30, 1957 (table 2). About one-third of these ships, accounting for 13,032,000 deadweight tons, were privately owned; with relatively few exceptions, these vessels were actively employed. Government owned vessels accounted for 1,968 ships totaling 19,366,000 deadweight tons, all but 161 of these ships were inactive and laid up at reserve fleet sites.

Of the 1,151 actively employed ships, 798 were freighters, 312 were tankers, and 41 were combination passenger and cargo vessels.

Freighters are of various types, such as general cargo vessels, bulk carriers, refrigerator ships, roll-on-roll-off, container, trailer, and other special-purpose type ships. They range in size from 1,500 deadweight tons for small general cargo ships operating in the nearby foreign trades to almost 30,000 deadweight tons for a bulk carrier. The average size of all types of freighters (dry-cargo ships), however, was about 10,900 deadweight tons.

Tankers are used, primarily, to carry liquid cargoes in bulk. They are generally of greater leadweight tonnage than freighters, and, with few exceptions, are employed to carry petroleum products from one port of lading to one port of discharge, returning in ballast to the port of lading. Average size of the 312 tankers was about 17,365 leadweight tons, although the range was from 1,500 to 37,800 deadweight tons.

The 41 combination passenger and cargo vessels (passenger ships) had accommodations for as few as 52 passengers, on the SS. SANTA BARBARA

and its 8 sister ships, to as many as 1,982 passenger accommodations on the superliner SS. UNITED STATES. In size, they ranged from 7,900 gross tons to 53,300 gross tons, with most of the vessels falling within the 7,900 to 10,000 gross-ton group. Four Government owned passenger ships were in active service. Two, which were on bareboat (without crew) charter to a private operator, had a total gross tonnage of 41,400 and 1,030 passenger berths. Each of the other two, which were owned and operated by the Panama Canal Co., had a gross of 10,000 tons and accommodations for 216 passengers.

### Employment of United States Flag Ships

Labor costs for seamen, as well as other operating costs, are affected by the conditions of the trade route and the service in which a ship is employed. Costs vary with the type, size, and speed of the ship; length of the voyage; number of ports served; the type and volume of cargo and passengers to be handled at each port; the condition of a given port; and the availability of modern equipment and adequate longshore personnel at ports to facilitate cargo handling operations.

American flag ships are employed on about 66 foreign trade routes, of which 35 trade routes and 3 services that are not confined to individual trade routes have been declared essential by the Federal Maritime Board.<sup>3</sup> They are also operated in the coastwise, intercoastal, and noncontiguous domestic ocean trades. Table 2 shows, in summary form, the foreign and domestic trades in which United States flag combination passenger-cargo vessels, freighters, and tankers were employed on June 30, 1957.

### Subsidized Operations of the United States Flag Ships

On June 30, 1957, there were 300 vessels eligible for Federal Government subsidy, of which 295 were privately owned and 5 were chartered from the Government. Included among the latter number were 2 combination passenger-cargo vessels and 3 freighters.

It should be noted that, as of June 1957, fewer than one-third of the privately owned vessels were eligible for subsidy from the Maritime Administration.

<sup>3</sup> Essential United States Foreign Trade Routes—U. S. Department of Commerce, Maritime Administration, May 1957: U. S. Government Printing Office, Washington 25, D. C.

TABLE 2. UNITED STATES FLAG SEAGOING MERCHANT FLEET

(Vessels of 1,000 gross tons and over by status and area of employment, June 30, 1957)

(Tonnage in thousands)

Status and area of employment	Total			Vessel type								
				Combination passenger and cargo			Freighters			Tankers		
	Number	Gross tons	Dead- weight tons	Number	Gross tons	Dead- weight tons	Number	Gross tons	Dead- weight tons	Number	Gross tons	Dead- weight tons
Total 1/.....	2,984	23,038	32,398	221	2,048	1,520	2,426	17,396	25,194	337	3,594	5,684
Active vessels .....	1,151	9,895	14,271	41	538	393	798	5,934	8,561	312	3,423	5,418
Foreign trade .....	709	5,878	8,209	38	483	363	611	4,643	6,649	60	753	1,196
Nearby foreign .....	95	909	1,288	10	90	83	41	286	361	44	534	845
Overseas foreign .....	614	4,969	6,921	28	393	281	570	4,357	6,289	16	219	352
Foreign to foreign .....	12	124	197	-	-	-	-	-	-	12	124	197
Domestic trade .....	399	3,642	5,595	3	56	30	161	1,125	1,675	235	2,462	3,891
Coastwise .....	262	2,585	4,082	-	-	-	41	257	398	221	2,329	3,684
Intercoastal .....	59	451	674	-	-	-	55	412	615	4	39	60
Noncontiguous .....	78	607	839	3	56	30	65	457	662	10	94	147
Other United States agency operations .....	31	251	371	-	-	-	26	166	237	5	85	134
Inactive vessels .....	1,833	13,143	18,027	180	1,510	1,127	1,628	11,462	16,634	25	171	266
Temporarily inactive .....	37	293	433	-	-	-	26	177	246	11	116	187
Merchant type .....	37	293	433	-	-	-	26	177	246	11	116	187
Converted to military types .....	-	-	-	-	-	-	-	-	-	-	-	-
Laid-up (privately owned) .....	1	2	4	-	-	-	1	2	4	-	-	-
Maritime Administration Reserve Fleet .....	1,795	12,848	17,590	180	1,510	1,127	1,601	11,283	16,384	14	55	79
Merchant type .....	1,528	10,826	15,836	1	20	16	1,523	10,774	15,770	4	32	50
Converted to military types .....	267	2,022	1,754	179	1,490	1,111	78	509	614	10	23	29

1/ Excludes vessels on the inland waterways, Great Lakes, Army and Navy vessels, and special types such as cable ships, tugs, etc. Also excludes Government owned tonnage transferred to foreign flag under lend-lease.

"An American operator receiving operating subsidy aid must agree to—

1. The recapture of profits in excess of 10 percent of capital necessarily employed to the extent of subsidy paid to him;
2. The establishment of reserve funds to provide for (a) replacement and acquisition of ships, (b) prompt payment of his obligations to the United States, (c) continued maintenance and operation of subsidized vessels; and
3. The use of articles, materials, and supplies produced in the United States, and the repair of subsidized vessels within the continental limits of the United States.

"Operating-differential contracts stipulate the minimum and maximum number of voyages to be made by the subsidized operators in each of the designated services covered by the contract. All sailings are made on the basis of sailing schedules (including vessels, dates,

ports of call, and other particulars as required) approved by the Maritime Administration. Sailings in excess of the maximum number specified can be made only with the prior approval of the Maritime Administration and no subsidy is paid for such voyages. Failure of an operator to make a voyage is not deemed a breach of the operator's obligation under the contract if the cause of such failure is an Act of God, force majeure, accident, strikes or other labor disturbances, war, insurrections, weather conditions, loss or damage of vessels, or any other cause not within control of the operator with the understanding that the cause of any interruption insofar as it may be under the operator's control shall be remedied by the operator with all reasonable dispatch and performance resumed at the earliest practicable time."<sup>4</sup>

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<sup>4</sup> Maritime Subsidy Policy, pp. 94 and 95; prepared by the U. S. Department of Commerce, Office of the Under Secretary of Commerce for Transportation and Maritime Administration, April 1954.

#### The Labor Force

It has been estimated that there are about 100,000 qualified men available for work in the oceangoing maritime industry of the United States. In early 1957, the industry provided approximately 60,000 jobs.

This does not mean that 40,000 men were looking for work at any one time. Ocean voyages are generally long and confining, and, following a well-established custom, many seamen leave their ships at the termination of a voyage; some take vacations; others take temporary shoreside jobs; some require hospitalization; others have shoreside jobs and are available only for an occasional voyage. Some of these practices are endorsed by the unions, which encourage a share-the-work program, especially when jobs are scarce and union halls are filled with members seeking employment.

A ship at sea resembles a community. Numerous skills are required for its operation. Most of the 40-odd seamen aboard a typical dry-cargo vessel must regularly perform more than one duty and must also be able to do other tasks in case of emergency, generally within their respective departments (see page 85). Nearly all of the maintenance skills called for in a community are required in addition to the special skills peculiar to shipboard employment. The board and lodging requirements of a ship are equivalent to those of a small hotel.

There are no specific professional requirements for most of the entry ratings in the deck, engine, and stewards departments, but when an

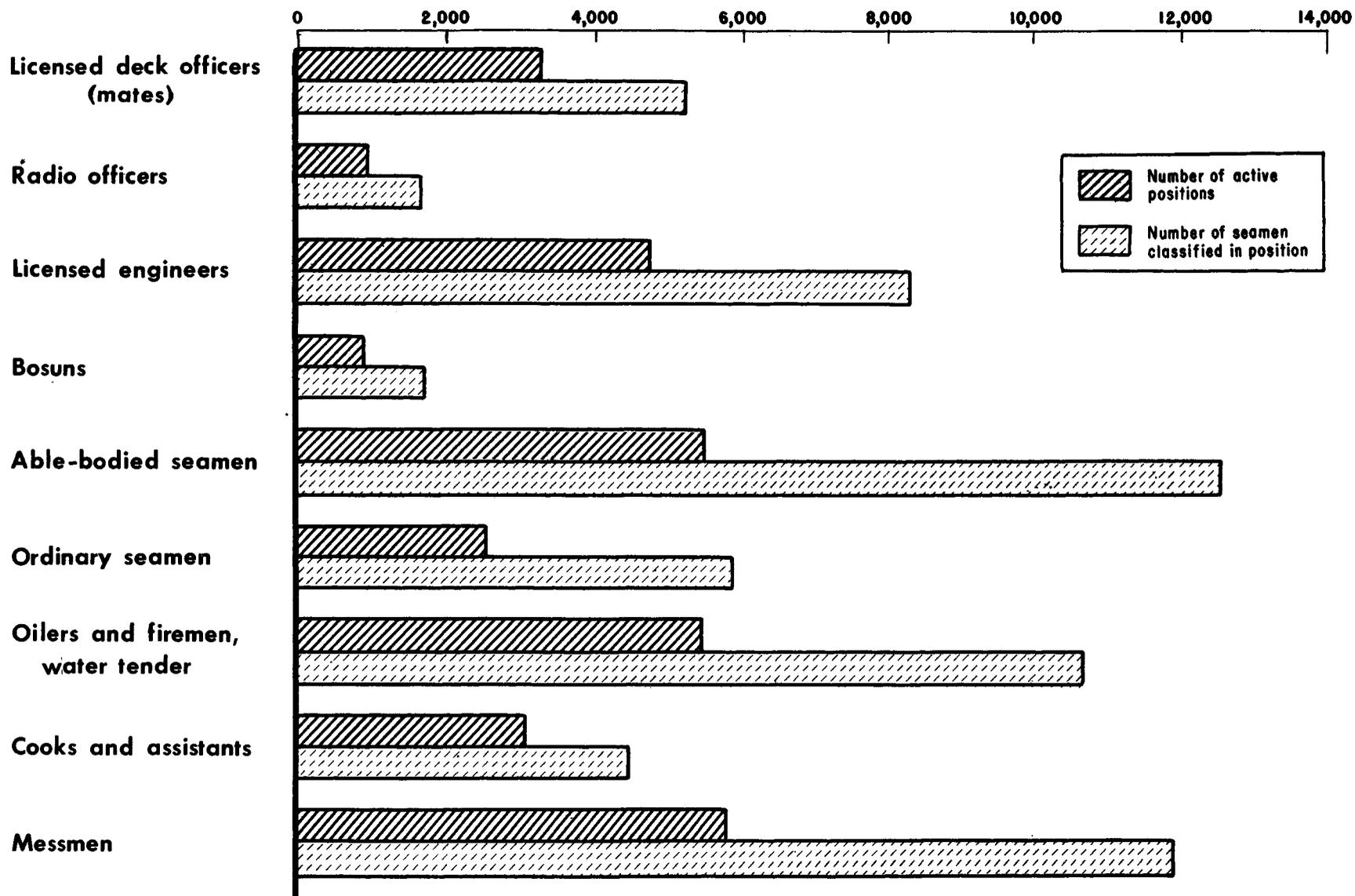
applicant wants employment in one of these ratings, he must obtain security clearance from the United States Coast Guard and a merchant mariner's document for purposes of identification. An applicant for such a document is required to produce satisfactory proof that he has a commitment of employment from a steamship company or union official in the capacity for which documentation is sought, as well as acceptable evidence of United States citizenship (or evidence of legal entry for permanent residence), and a passport type photograph. As seamen gain experience, they may take written examinations from the United States Coast Guard and receive certification of qualification for higher ratings or licenses for officer ratings.

About one-fifth of the available labor force are licensed as officers. The others are unlicensed seamen, most of whom have been issued United States merchant mariner's documents. After an applicant has received this document, he may sail in any of the entry ratings (ordinary seaman, wiper, messman). When he qualifies for a higher rating, it is noted on his document, and he may then be employed in a "qualified" rating (able-bodied seaman; fireman; oiler; water tender; assistant cook; etc.).

Some of the ratings above that of an able-bodied seaman do not require special qualifications. For example, an able-bodied seaman may be hired as a carpenter without certification as such. A seaman's document, however, shows the ratings at which he

# Chart 1. MARITIME POSITIONS AND AVAILABLE SEAMEN

Number of Selected Maritime Positions <sup>1</sup> as of May 1957 and Number of Seamen Classified in Those Positions During the Year July 1, 1956—June 30, 1957



UNITED STATES DEPARTMENT OF LABOR  
BUREAU OF LABOR STATISTICS

<sup>1</sup> See scope and method of survey p. 81 for types of ships included in estimate of positions and source of estimates of seamen available during the year.

**Chart 2. DEPARTMENTAL EMPLOYMENT  
By Type of Ship**

Percent Each Department Is of the Total Ship's Complement on the Average Ship, May 1957



has been employed and is, therefore, indicative of his qualifications. Most seamen are qualified for ratings above those at which they most frequently sail. For example, a man classified as a chief mate in this study may be qualified to hold a master's position,<sup>5</sup> and an able-bodied seaman may be fully qualified as a maintenance man or bosun.

Although authority on vessels largely rests with the licensed officers, they are not merely supervisors. They perform many tasks in addition to their supervisory and navigational duties. Engineering officers, for example, frequently are required to make parts in the machine shop. Moreover, much work on board ship is done without direct supervision. Many of the duties relate to normal operating practices or are in direct compliance with standing orders and stipulated procedures.

The crew complement and order of authority of a typical cargo ship is shown on page 11.<sup>6</sup>

#### Operation of Seafaring Employment Centers

The hiring of seafaring personnel has become a well-regulated procedure during the past two decades. Until the mid-1930's, the average seaman was hired in a manner similar to that used for recruiting casual labor. The average applicant had to seek his own job opportunities—which sometimes entailed some form of gratuity for the chance to join a ship's crew.

The unionization of seafaring personnel resulted in the development of concepts of seniority for seamen to safeguard the employment rights of those having the longest membership and, usually, the most experience. Continuous refinements have been made in the "shipping rules" of maritime unions during recent years to provide added security in an everchanging employment situation.

Current employment practices in the industry can only be reviewed in general terms since differences in employment conditions at the several ports result in considerable flexibility in hiring procedures.<sup>7</sup>

Seamen are typically employed through hiring halls operated by the unions in the industry. Each of the hiring halls has employment procedures which give preference to experienced seamen and require

<sup>5</sup> A recent study by the Maritime Administration—Survey of Licensed Officers of the American Merchant Marine—indicated that over 80 percent of chief mates were qualified to sail as masters and over 70 percent of first assistant engineers were qualified to sail as chief engineers.

<sup>6</sup> For descriptions of the duties of ratings, see appendix B.

<sup>7</sup> For the more specific employment rules in individual unions, see Employment Procedures, appendix C.

new seamen to apply for union membership within 30 days after date of employment. Some of the unions provide for the issuance of temporary working permits. All union contracts provide that the shipping company may reject, for certain specified reasons, a seaman who has been sent from a hiring hall.

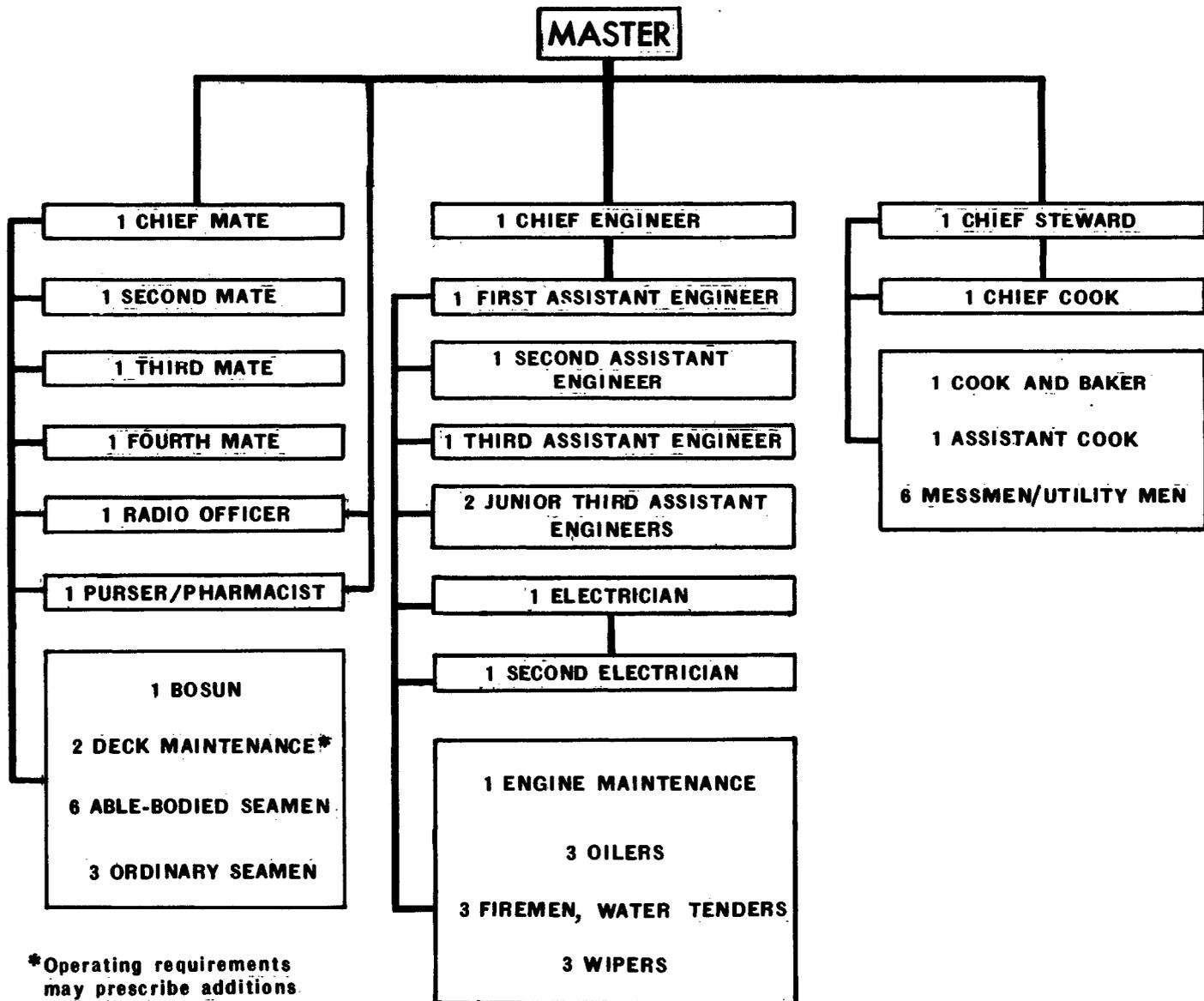
Licensed Ship's Officers.—Of the 10 navigating and engineering officers carried by the average cargo ship, the master, chief officer, chief engineer, and first assistant engineer may be selected and engaged by the employer, although membership in an organization representing deck and engineering officers is usually required under a collective bargaining agreement. Employers may usually make promotions from within the company's roster of officer employees, as the nature of the duties and responsibilities of ship officers requires indoctrination into company policies and procedures that affect both ship and cargo operations. When such promotions are neither feasible nor desirable, the employer must refer personnel requirements to the labor organization representing the deck or engine officers, as the case may be. Many steamship operators maintain a group of junior officers on a standby basis for placement in temporary vacancies. As this standby group can be maintained only when frequent vacancies occur, the size of a company's fleet is usually the determining factor in an arrangement of this type.

The organization representing the licensed deck and engineering officers maintains branch offices at almost every port along the Atlantic, Gulf, and Pacific Coasts and in some Great Lakes ports. As need arises, whether for a full voyage or for the relief of regular officers while the ship is in port, the employer arranges with the organization's local office to hire personnel. Many deck and engineering officers specialize in relief assignments while awaiting a particular ship or a preferred voyage itinerary. Once employed in a permanent status, an officer signs on and off shipping articles for subsequent voyages for as long as the employee-employer relationship remains satisfactory.

Deck and engineering officers advise their department heads when planning to take leave or change ships, and, after leaving the vessel, may elect to utilize their accrued vacation credits before registering at the company's or union's employment center for reassignment. The date of such application becomes the controlling factor affecting priority for reassignment. Such priority may be advanced rapidly when prior applicants turn down assignments. The more selective an officer may be regarding his preference for higher ratings or specific ships or trade routes, the longer his wait for employment.

Radio officers are employed in a manner quite similar to that of deck or engineering officers. The average cargo ship requires but 1 radio officer, and a standby status with an employer for substitution of radio officers on leave is not general practice.

ILLUSTRATION:

**CREW COMPLEMENT OF A TYPICAL CARGO SHIP**

\*Operating requirements may prescribe additions of a carpenter or deck maintenance.

**DECK DEPARTMENT TOTAL, 19  
(INCLUDING MASTER, RADIO OFFICER, AND PURSER)**

**ENGINE DEPARTMENT TOTAL, 18  
TOTAL SHIP'S COMPLEMENT, 47**

**STEWARDS DEPARTMENT  
TOTAL, 10**

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The registration date governs the rotation which determines the extent of the waiting period. The desire to change ships entails the same procedure of registering at the employment office in the home port to await assignment.

Pursers (or purser/pharmacists) are not required on every ship. Less than half of the United States flag cargo ships carry this rating owing to company operating policy. The duties of this rating are such that an employer may select his own personnel, although the employer is bound to give consideration to those registered at the employment centers of the 2 purser organizations. Selection is most frequently based on an individual's experience, personality, appearance, and character rather than on the time he registered for employment. Employers with sizable fleets utilizing purser personnel frequently maintain additional, rotating personnel in their employment to cover vacations or leaves of absence.

**Unlicensed Seafaring Personnel.**—The employment of unlicensed ship personnel is generally regulated by the principal seamen's unions. The placement of personnel tends to be governed by seniority in the maritime industry and by length of membership in the union concerned. Registration for employment does not automatically confer eligibility upon an applicant. Heavy influxes of short service seafaring applicants are often discouraged by prolonged waiting periods, whereas those with seniority rotate through the hiring center with little or no delay. The seniority requirements for groups or classes as shown in Employment Procedures, appendix C are generally flexible enough to allow for such modifications as circumstances may dictate.

One seamen's organization recently initiated a fixed sailing rule which prescribes a 210-day limit for continuous employment after which a seaman

must leave his ship the next time he is in home port, apply for his accrued vacation credits and, upon termination of his vacation, register if he wishes reemployment. A shipboard assignment is made not only according to the applicant's seniority, his period of registration and certified rating are also factors. A similar procedure, which has functioned for a considerable period of time, is practiced by another organization which prescribes a limit of 180 days of continuous employment.

Under the rotary hiring system, no man can keep his spot on the registration list. A fixed period is usually defined, after which the applicant must go to the bottom of the list. When a seaman becomes too selective and turns down several job opportunities, he also must go to the bottom of the list. When job opportunities become scarce, regulations are adjusted as necessary to cope with the lack of job openings.

Employers submit manpower requirements to the hiring center, identifying the ratings required for a particular ship. At appointed hours, all men qualified for specific ratings submit their registration cards to a dispatcher, who determines the one eligible for each opening. The name of the successful applicant and his date of registration are then announced over the public address system and an opportunity is given the remaining applicants to challenge the decision. Once dispatched to a ship, a seaman is not permitted to reconsider the job opening and withdraw.

The employer is generally permitted to make promotions aboard ship, and an applicant, when firmly established, can usually plan on furthering his career by preparing himself for more responsible and better paying positions.

### Collective Bargaining

The history of employee organization in the maritime industry goes back to the middle of the 19th century when seamen first attempted to organize. Their efforts were local in nature, and failed.<sup>8</sup>

The oldest seafaring union was organized by the marine engineers in 1875 on a national basis. West Coast sailors started their first union in 1885. The first organization on the Great Lakes was

formed in 1878. The pilots and deck officers organized in 1887 and claimed jurisdiction over the whole United States and the Panama Canal Zone. They were followed by the Pacific Coast firemen. On the Atlantic Coast, a concerted effort in the organization of seamen began in 1888.

The unlicensed seamen's unions functioned largely as independent locals until 1892, when a national convention was called in Chicago and the National Seamen's Union was formed. In 1893, this organization affiliated with the American Federation of Labor, and in 1895, the union's name was changed to International Seamen's Union of America. The major unions in existence today are an outgrowth of these early efforts of organization.

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<sup>8</sup> For a complete history of collective bargaining in the industry, see Joseph P. Goldberg, *The Maritime Story*, Harvard University Press, 1958.

After a long struggle for employer recognition, collective bargaining became the means for determining wages and working conditions for labor in the maritime industry. The first agreement between the Sailors Union of the Pacific and coastwise operations was negotiated in 1902. In August 1917, a collective bargaining agreement, the "Atlantic Agreement," was signed by the shipowners, the United States Shipping Board, and the International Seamen's Union.

In March 1918, another agreement empowered the United States Shipping Board to determine wage rates and working conditions on an industrywide basis.

In May 1920, the International Seamen's Union (unlicensed seamen) signed an agreement with the American Shipowners' Association, which was approved by the Shipping Board. However, with the return to peacetime shipping operations, wages were reduced, working conditions deteriorated, and a number of strikes occurred. In 1921, the ship operators severed relations with the unions. From then until 1934, the United States Shipping Board issued operational orders stipulating wages and working conditions for Government owned ships. Private operators did not necessarily follow the conditions established by the Government.

From 1920 until late in the 1930's, there was nothing approaching industrywide collective bargaining in the shipping industry. In the mid-1930's, many long strikes occurred. After the 101-day strike on the West Coast in 1936-37, the employers agreed to call the unions when in need of unlicensed personnel. Following this, on the East Coast, unions negotiated agreements with ship operators which provided that unlicensed personnel would be obtained from the unions. By the end of 1938, organized labor in the shipping industry had become a strong and important force for seamen on the West Coast and for the majority of seamen on the East Coast.

By 1941, the union hiring hall was well established and had become an important feature in hiring procedures under collective bargaining contracts affecting unlicensed seamen. Those agreements also established wages and working conditions on both the East and West Coasts and covered a substantial majority of unlicensed seamen in the industry.

The major organizations in the maritime industry are:<sup>9</sup>

1. International Organization of Masters, Mates and Pilots (MMP).—This organization represents ships' masters and deck officers. Collective

bargaining agreements between the MMP and ship operators are maintained on an industrywide basis for the Atlantic, Gulf, and Pacific Coasts, covering about 5,000 jobs on ships operated by some 200 steamship companies.

2. National Marine Engineers' Beneficial Association (MEBA).—The Association represents ships' engineering officers. Collective bargaining agreements between MEBA and ship operators are also maintained on an industrywide basis for the Atlantic, Gulf, and Pacific Coasts, covering about 5,500 jobs on ships operated by some 190 steamship companies.

3. Brotherhood of Marine Officers (BMO).—The BMO represents both deck and engineering officers and has agreements with 2 large companies covering more than 600 positions on the Atlantic Coast.

4. American Radio Association (ARA).—The ARA represents ships' radio officers. Collective bargaining agreements cover more than 600 jobs aboard ships operated by steamship companies on the Atlantic, Gulf, and Pacific Coasts.

5. Radio Officers Union of the Commercial Telegraphers Union (ROU).—The ROU also represents ships' radio officers. Collective bargaining agreements cover about 400 jobs aboard ships operated by steamship companies on the Atlantic, Gulf, and Pacific Coasts.

6. American Merchant Marine Staff Officers Association (AMMSOA).—The Association represents personnel of the purser's department. Collective bargaining agreements cover about 150 jobs on ships operated by some 8 steamship companies, primarily along the Pacific Coast.

7. Staff Officers' Association of America (SOA).—This Association also represents personnel of the purser's department. Collective bargaining agreements cover about 220 jobs on ships operated by 7 steamship companies out of Atlantic and Gulf Coast ports.

8. National Maritime Union of America (NMU).—The NMU represents unlicensed personnel of the deck, engine, and stewards departments. Collective bargaining agreements cover approximately 195 steamship companies in the Atlantic and Gulf Coast District who operate merchant ships having an employment potential in excess of 24,000 unlicensed jobs.

9. Seafarer's International Union of North America (SIU).—The SIU Atlantic and Gulf District represents unlicensed personnel of the deck, engine, and stewards departments. Collective bargaining agreements are maintained with some 60 steamship

<sup>9</sup> Estimates of number of positions represent vessels engaged in the various deep sea trades only.

companies operating from the Atlantic and Gulf Coasts with more than 8,500 jobs on approximately 225 ships. The affiliates of the SIU on the Pacific Coast are described below. Interchange of personnel from the membership of the various SIU affiliates provides an employment potential aboard ships other than those directly under contract to the SIU. Field offices and employment centers are administered jointly by the SIU affiliates on the Atlantic, Gulf, and Pacific Coasts.

10. Sailors Union of the Pacific (SUP-SIU).—The SUP represents unlicensed personnel of the deck department on dry-cargo and passenger ships and all 3 departments on some tankers, while its affiliated labor organizations, the Pacific Coast Marine Firemen, Oilers, Watertenders and Wipers Association (MFOW-SIU) represents unlicensed personnel of the engine department and the Marine Cooks and Stewards Union (MCS-SIU) represents the stewards department personnel. Each of these affiliated seafaring unions retains its identity and autonomy while maintaining collective bargaining agreements with approximately 35 Pacific Coast steamship companies which operate about 200 ships with an employment potential close to 10,000 jobs in the 3 departments.

These unions represent their members in dealing with various employer groups. Most of the employing companies are represented by 2 large employer associations.

1. The American Merchant Marine Institute, Inc. (AMMI).—The AMMI represents the majority of the shipping companies on the Atlantic and Gulf Coasts in their negotiations with maritime labor unions. Several committees have been established within the AMMI to represent various employer groups around the bargaining table; they are not, however, empowered to bind a company represented to a contract. Each company must concur and sign a final agreement individually. Any company may refuse to ratify a final settlement and is not legally bound to accept a contract agreed to by groups with the AMMI.

2. The Pacific Maritime Association (PMA).—The PMA represents American flag companies on the West Coast in collective bargaining with various seafaring unions. Unlike the AMMI, the agreements negotiated by PMA are binding on all companies authorized by PMA to bargain in their behalf and contracts are executed by PMA officials rather than by each authorizing company.

A third group, an informal Atlantic and Gulf Association, also exists to negotiate with the Seafarers' International Union, Atlantic and Gulf District. Originally, the companies in this group were members of the AMMI, but bargaining difficulties caused the companies under contract with SIU to

withdraw from the AMMI; until the end of World War II, these companies then bargained individually with the SIU.

In 1945, 10 of the companies having contracts with the SIU organized the Atlantic and Gulf Ship Operators Association to bargain with the SIU. The Association was dissolved in 1948. Even though the formal bargaining group went out of existence, group bargaining with the SIU has continued on an informal basis. When a union contract is reopened, the SIU invites all companies to join in the negotiations, and most companies send representatives for consideration of union demands and selection of a subcommittee to carry on negotiations. After the negotiating committee has met with the union, the full committee reconvenes to develop bargaining strategy. The negotiating subcommittee then resumes bargaining with the union. This committee has no power to bind any company to settlement. After the group agreement, the union concludes negotiations with each company separately.

Generally, current collective bargaining agreements in the industry stipulate that, upon request, unions dispatch qualified and competent men from the top of the rotary hiring list; that these employees must be satisfactory to the operators, who may turn down or discharge them, provided bona fide reasons are given for the action taken; and that neither the operators nor the unions may discriminate against anyone for union or nonunion affiliation.

The collective bargaining agreements, entered into by the different unions, for all practical purposes, are closely related, stipulating approximately the same wage scales, hours of labor, and other working conditions for the respective licensed and unlicensed seamen covered by the contracts. The basic difference among the various agreements relates to types of ships; i. e., cargo, passenger, or tanker. Benefits gained by any one union are often incorporated in the other union agreements.

One important exception to the standardization of terms is found in the current Sailors Union of the Pacific (SUP) contract affecting hours of work and certain premium pay practices. In the 1955 negotiations, the SUP established a wage pattern unique in maritime history, which incorporated certain premium pay in the basic monthly wages. The previously established working hours at sea and in port were maintained, based on 56 hours at sea and 40 hours in port for watchstanders and 40 hours a week both at sea and in port for dayworkers, hours which are similar in all union contracts. Until this time, watchstanders were paid a penalty rate for all hours worked on Saturday and Sunday. The new contract eliminated the penalty pay for Saturday and Sunday as such and incorporated the average amount earned by watchstanders and dayworkers in a month

into the basic monthly wage scale. The result was the elimination of the penalty pay rate from the agreement, and this pay was reflected in the new wage rates. This new wage pattern did not actually affect the workweek, since all watchstanders work 56 hours at sea. What it did do was eliminate the extra-pay provision for Saturdays and Sundays while retaining the extra pay. This agreement, however, still contains provisions for a special rate for certain specified items. Other agreements in the seafaring industry still provide premium pay for all hours over 40 per week, and all unions stipulate that watchstanders at sea work 56 hours per week.

### Negotiated Rates and Premium Pay Practices

The minimum contract rates in effect at the time of the study (May 1957) and in May 1958, are presented in table 3. In many contracts, the base rate varies according to the size or type of ship. On passenger ships where several seamen are required in a rating, the responsibilities may be clearly divided and the contracts frequently provide for different rates for each individual position. For example, most passenger ships carry several radio officers and the contract may specify a different rate for each such position on a given ship.

In addition to the base rates, all contracts provide for additional payments for certain conditions or activities. Additional payments are largely the result of provisions found in maritime labor agreements for overtime or penalty payments. These provisions prescribe extra compensation for a wide variety of activities and specify the special pay rates applicable to various types of overtime work by personnel in different pay categories, or under different time situations. A stipulated hourly overtime rate of 40 cents for unlicensed personnel first appeared in the Atlantic Agreement of August 1917, and in 1918, this rate was increased to 60 cents. Until 1935, even though overtime payments were stipulated, they were optional and, therefore, meager because ship operators could either pay cash or grant compensatory time off. In 1937, the agreement signed by the West Coast operators at the conclusion of a major strike excluded the optional provision. Overtime rates of 70 cents an hour for unlicensed seamen and \$1 for licensed officers were incorporated in the labor agreements.

Since 1937, the premium pay provisions have become an important part of all seafaring collective bargaining agreements. An increase in basic wages applies generally to existing overtime, penalty pay, and special rates as well. A summary of the various premium earning provisions covering overtime and penalty payments is presented in table 4. Such payments are on a stipulated hourly basis. Usually

these payments are for specific hours of employment, but in a few cases the contracts provide for the payment of 1 or 2 hours of penalty or overtime pay for the performance of a specified job and is not dependent upon the actual time taken to perform the job.

The contracts also have numerous provisions for supplementary payments for specific tasks or for specific situations. Some examples of these provisions follow:

War-risk bonuses of specified amounts per day are provided for when a ship is in a designated war-risk area.

Division of work payments are provided for when, in specific situations, a ship does not have a full complement. Such payments are made to seamen who must perform some of the tasks of the missing crew members.

Passenger pay is provided when cargo ships are carrying passengers and are not staffed for passenger service. Those seamen engaged in serving passengers are then given supplementary pay for their extra duties.

Extra meal payments are made to members of the stewards department who serve extra meals to guests or maintenance workers who are temporarily aboard when the ship is in port. Such payments are generally a flat amount per meal for each person served.

Penalty cargo payments are provided when a ship is carrying dangerous or disagreeable cargo. The nature of these payments varies by contract.

No clean linen payments may be made when seamen are not provided with clean linen at specified intervals.

In addition to the above examples of supplementary pay, contracts provide for board and lodging allowances when seamen are forced to go ashore for specified reasons. Transportation pay is provided also under certain conditions. These latter 2 types of payment are considered expense allowances and are not included in the study of earnings.

Other types of pay, such as tool allowance for carpenters and uniform allowances for certain passenger ratings, are provided for in some contracts. These were considered as part of the base pay. Pay in lieu of overtime is provided for some non-watchstanding officer ratings, and it was considered as part of the base pay for purposes of this study.

TABLE 3. MINIMUM RATES — MAY 1957 AND MAY 1958

(Minimum daily base rates, <sup>1/</sup> and hourly overtime and penalty rates for seamen manning seagoing dry-cargo ships in the United States Maritime Industry by rating and by coast)

Rating	Atlantic and Gulf Coasts						West Coast					
	Base rate		Overtime rate		Penalty rate		Base rate		Overtime rate		Penalty rate	
	May 1957	May 1958	May 1957	May 1958	May 1957	May 1958	May 1957	May 1958	May 1957	May 1958	May 1957	May 1958
Chief mates .....	\$24.55	\$26.02	\$3.49	\$3.70	\$2.32	\$2.46	\$24.57	\$26.04	\$3.49	\$3.70	\$2.32	\$2.46
Second mates .....	18.25	19.34	3.49	3.70	2.32	2.46	18.27	19.37	3.49	3.70	2.32	2.46
Third mates .....	16.57	17.56	3.49	3.70	2.32	2.46	16.58	17.57	3.49	3.70	2.32	2.46
Fourth mates .....	15.10	16.01	3.49	3.70	2.32	2.46	15.12	16.03	3.49	3.70	2.32	2.46
Radio officers .....	17.89	18.97	3.49	3.70	2.32	2.46	17.89	18.97	3.49	3.70	2.32	2.46
Chief engineers .....	33.75	35.78	3.49	3.70	2.32	2.46	33.75	35.77	3.49	3.70	2.32	2.46
First assistant engineers .....	24.57	26.04	3.49	3.70	2.32	2.46	24.57	26.04	3.49	3.70	2.32	2.46
Second assistant engineers .....	18.27	19.37	3.49	3.70	2.32	2.46	18.27	19.37	3.49	3.70	2.32	2.46
Third assistant engineers .....	16.58	17.58	3.49	3.70	2.32	2.46	16.58	17.57	3.49	3.70	2.32	2.46
Junior third assistant engineers .....	15.12	16.03	3.49	3.70	2.32	2.46	15.12	16.03	3.49	3.70	2.32	2.46
Licensed junior engineers <sup>2/</sup> .....	15.53	16.47	3.49	3.70	2.32	2.46	15.53	16.46	3.49	3.70	2.32	2.46
Boatswains .....	14.30	( <sup>3/</sup> )	2.10	( <sup>3/</sup> )	-	-	16.23	17.13	2.81	2.98	-	-
Carpenters .....	13.39	( <sup>3/</sup> )	2.10	( <sup>3/</sup> )	-	-	15.17	16.00	2.81	2.98	-	-
Deck maintenance .....	12.28	( <sup>3/</sup> )	2.06	( <sup>3/</sup> )	-	-	14.27	15.05	2.81	2.98	-	-
Able-bodied seamen .....	11.11	11.78	2.06	2.18	-	-	<sup>4/</sup> 15.10	<sup>4/</sup> 15.93	2.81	2.98	-	-
Ordinary seamen .....	8.63	9.15	1.60	1.70	-	-	<sup>4/</sup> 11.97	<sup>4/</sup> 12.63	2.12	2.25	-	-
Unlicensed junior engineers .....	12.76	13.53	2.10	2.23	-	-	14.48	15.28	2.81	2.98	1.81	1.92
Electricians .....	17.64	18.70	2.10	2.23	-	-	17.70	18.67	2.81	2.98	1.81	1.92
Second electricians .....	16.43	17.42	2.10	2.23	-	-	16.57	17.48	2.81	2.98	1.81	1.92
Engine maintenance .....	11.94	( <sup>3/</sup> )	2.06	( <sup>3/</sup> )	-	-	13.73	14.48	2.81	2.98	1.81	1.92
Oilers .....	11.11	11.78	2.06	2.18	-	-	11.68	12.33	2.81	2.98	1.81	1.92
Firemen, water tenders .....	11.11	11.78	2.06	2.18	-	-	11.68	12.33	2.81	2.98	1.81	1.92
Wipers .....	10.40	11.02	1.60	1.70	-	-	11.20	11.82	2.12	2.25	1.45	1.54
Chief stewards .....	14.50	15.37	2.10	2.23	-	-	<sup>4/</sup> 17.97	<sup>4/</sup> 18.95	2.81	2.98	-	-
Cooks .....	13.07	( <sup>3/</sup> )	2.10	( <sup>3/</sup> )	-	-	<sup>4/</sup> 16.87	<sup>4/</sup> 17.80	2.81	2.98	-	-
Cooks and bakers .....	12.76	13.53	2.10	2.23	-	-	<sup>4/</sup> 15.80	<sup>4/</sup> 16.67	2.81	2.98	-	-
Assistant cooks .....	11.49	12.18	2.06	2.18	-	-	<sup>4/</sup> 14.03	<sup>4/</sup> 14.80	2.81	2.98	-	-
Messmen .....	8.56	9.08	1.60	1.70	-	-	<sup>4/</sup> 11.97	<sup>4/</sup> 12.63	2.12	2.25	-	-

<sup>1/</sup> Rates shown are minimum daily base rates on dry-cargo vessels. They include pay in lieu of overtime or nonwatch standing allowance where applicable. Rates for passenger and tanker vessels were frequently higher. On the Atlantic and Gulf Coasts, when the rates were different in the 2 unions representing unlicensed seamen the lowest rates are shown. The differences were generally very small.

<sup>2/</sup> Licensed junior engineers were not carried on the smaller types of vessels.

<sup>3/</sup> In negotiation at time of preparation, rate is same as May 1957.

<sup>4/</sup> Rate is for a 56-hour week at sea and a 40-hour week in port.

TABLE 4. PRINCIPAL PREMIUM PAY PROVISIONS

(Contract provisions specifying payment of overtime (OT), penalty time (PT), or a special rate (SR) in contracts in effect in May 1957)

Selected premium pay provision	Licensed personnel								Unlicensed personnel									
	Deck department		Engine department		Radio officers				All				Deck department		Engine department		Stewards department	
	MMP		MEBA		ARA		ROU		NMU		SIU		SUP		MFOV		MCS	
	At sea	In port	At sea	In port	At sea	In port	At sea	In port	At sea	In port	At sea	In port	At sea	In port	At sea	In port	At sea	In port
<b>WATCHSTANDERS (56-hour workweek)</b>																		
All hours in excess of 8 per day .....	OT	OT	OT	OT	OT	OT	OT	OT	OT	OT	OT	OT	OT	OT	OT	OT	OT	OT
Watches on Saturdays, Sundays, and holidays .....	PT	PT	PT	PT	PT	PT	PT	PT	PT	PT	PT	PT	PT	PT	PT	PT	PT	PT
Bed and bath linen not changed 1/ .....	PT	PT	PT	PT	PT	PT	PT	PT	PT	PT	PT	PT	PT	PT	PT	PT	PT	PT
Supervising tank cleaning .....	PT	PT	PT	PT	PT	PT	PT	PT	PT	PT	PT	PT	PT	PT	PT	PT	PT	PT
Supervising tank cleaning (in overtime hours) .....	SR	SR	SR	SR	SR	SR	SR	SR	SR	SR	SR	SR	SR	SR	SR	SR	SR	SR
Duties outside regular work .....	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Work between 9 p. m. and 9 a. m. ....	-	-	-	-	OT	OT	OT	OT	OT	OT	OT	OT	OT	OT	OT	OT	OT	OT
Entering and cleaning tanks .....	-	-	-	-	-	-	-	-	2/	2/	2/	2/	2/	2/	2/	2/	2/	2/
Tending livestock .....	-	-	-	-	-	-	-	-	2/	2/	2/	2/	2/	2/	2/	2/	2/	2/
Paint spraying and shelling .....	-	-	-	-	-	-	-	-	2/	2/	2/	2/	2/	2/	2/	2/	2/	2/
Handling mail or baggage .....	-	-	-	-	-	-	-	-	2/	2/	2/	2/	2/	2/	2/	2/	2/	2/
Breaking out mooring lines .....	-	-	-	-	-	-	-	-	2/	2/	2/	2/	2/	2/	2/	2/	2/	2/
Rigging or securing gear after 5 p. m. ....	-	-	-	-	-	-	-	-	2/	2/	2/	2/	2/	2/	2/	2/	2/	2/
Cleaning radio room .....	-	-	-	-	OT	OT	OT	OT	OT	OT	OT	OT	OT	OT	OT	OT	OT	OT
Restricted shore leave .....	-	OT	-	OT	-	OT	-	OT	-	OT	-	OT	-	OT	-	OT	-	OT
Handling cargo .....	-	PT	-	PT	-	PT	-	PT	-	PT	-	PT	-	PT	-	PT	-	PT
Cleaning holds (penalty cargo) .....	-	-	-	-	-	-	-	-	OT	OT	OT	OT	OT	OT	OT	OT	OT	OT
Sailing delayed in excess of 1 hour .....	-	OT	-	OT	-	OT	-	OT	-	OT	-	OT	-	OT	-	OT	-	OT
<b>DAYWORKERS (40-hour workweek)</b>																		
All hours in excess of 8 per day .....	OT	OT	OT	OT	-	-	-	-	OT	OT	OT	OT	OT	OT	OT	OT	OT	OT
Work on Saturdays, Sundays, and holidays .....	PT	PT	PT	PT	-	-	-	-	OT	OT	OT	OT	OT	OT	OT	OT	OT	OT
Entering and cleaning tanks .....	PT	PT	PT	PT	-	-	-	-	OT	OT	OT	OT	OT	OT	OT	OT	OT	OT
Entering and cleaning tanks (in overtime hours) .....	SR	SR	SR	SR	-	-	-	-	2/	2/	2/	2/	2/	2/	2/	2/	2/	2/
All work between 6 p. m. and 6 a. m. (stewards department) .....	-	-	-	-	-	-	-	-	OT	OT	OT	OT	OT	OT	OT	OT	OT	OT
Cleaning bilges .....	PT	PT	PT	PT	-	-	-	-	OT	OT	OT	OT	OT	OT	OT	OT	OT	OT
Cleaning bilges (in overtime hours) .....	OT	OT	OT	OT	-	-	-	-	SR	SR	SR	SR	SR	SR	SR	SR	SR	SR
Handling cargo .....	-	PT	-	PT	-	PT	-	PT	-	PT	-	PT	-	PT	-	PT	-	PT
Handling cargo (in overtime hours) .....	-	OT	-	OT	-	OT	-	OT	-	OT	-	OT	-	OT	-	OT	-	OT
Handling mail or baggage .....	-	-	-	-	-	-	-	-	2/	2/	2/	2/	2/	2/	2/	2/	2/	2/
Handling mail or baggage (in overtime hours) .....	-	-	-	-	-	-	-	-	2/	2/	2/	2/	2/	2/	2/	2/	2/	2/
Sailing delayed in excess of 1 hour .....	-	OT	-	OT	-	OT	-	OT	-	OT	-	OT	-	OT	-	OT	-	OT
Restricted shore leave .....	-	OT	-	OT	-	OT	-	OT	-	OT	-	OT	-	OT	-	OT	-	OT
Bed and bath linen not changed 1/ .....	PT	PT	PT	PT	-	-	-	-	OT	OT	OT	OT	OT	OT	OT	OT	OT	OT
Tending livestock .....	-	-	-	-	-	-	-	-	OT	OT	OT	OT	OT	OT	OT	OT	OT	OT
Preparing holds for cargo .....	-	-	-	-	-	-	-	-	OT	OT	OT	OT	OT	OT	OT	OT	OT	OT
Cleaning holds (penalty cargo) .....	-	-	-	-	-	-	-	-	OT	OT	OT	OT	OT	OT	OT	OT	OT	OT
Spraying and shelling .....	-	-	-	-	-	-	-	-	OT	OT	OT	OT	OT	OT	OT	OT	OT	OT
Gangway watch (stewards department) .....	-	-	-	-	-	-	-	-	OT	OT	OT	OT	OT	OT	OT	OT	OT	OT
All work between 5 p. m. and 8 a. m. on week days, Saturdays, Sundays, and holidays ....	OT	OT	OT	OT	-	-	-	-	OT	OT	OT	OT	OT	OT	OT	OT	OT	OT

1/ On weekly basis.

2/ Overtime rate and one-half during overtime hours.

3/ Double overtime during overtime hours.

4/ Overtime to wipers for painting during overtime hours; penalty is paid to wipers for spraying during straight-time hours and a special rate is paid during overtime hours.

## Seamen's Daily Earnings

In the early history of the United States Merchant Marine, the method and amount of payment to seamen manning United States merchant ships varied greatly among vessels. Frequently, officers were given a share of the profit of a voyage without any guaranty of minimum pay. Living and working conditions on board ship were frequently bad, and the seamen were more or less at the mercy of the ship's captain.<sup>10</sup> Today, minimum standards are maintained and pay scales are specified in union agreements which cover practically all shipboard employees.

Union contracts in the maritime industry provide monthly pay scales according to crew ratings. These scales are translated into daily rates by dividing the monthly rate by 30.<sup>11</sup> In many cases, seamen are paid a full day's base pay regardless of time actually worked. For this reason, an hourly rate for base pay is seldom used. Premium pay, both overtime and penalty, is paid on a stipulated hourly basis. Under certain conditions, seamen can earn overtime or penalty pay during his regular work periods. In most cases, the premium pay is for hours of work not covered by his base pay. Since actual hours employed were not readily available, it was impractical to determine average hourly earnings for seamen. It is also sometimes argued that a seaman, since he is not free to leave the ship, is on duty at all times.

Supplementary pay, as studied, is not provided on the basis of time worked. War-risk bonus payments are made for each day the ship is in a designated risk area. Payment for serving extra meals is on the basis of number of meals served, and "passenger pay" is provided for seamen who have extra duties when passengers are carried on a cargo ship that has not been specifically manned to accommodate them. Other supplementary pay provisions such as "penalty cargo" or "no clean linen" also cannot be associated with hours of work.

Because of the above pay conditions, seamen's earnings in this study are presented on the basis of

daily rather than hourly earnings, and hence differs from most wage studies made by the Bureau of Labor Statistics. Data are presented for gross daily earnings and for the premium pay component of gross earnings. Data on supplementary pay, which is also included in the gross pay, are presented in a separate tabulation.

From the operators viewpoint, most of the premium pay resulting from provisions in the collective bargaining contracts is made necessary by conditions which are unavoidable, i. e., work on weekends for certain members of the crew while at sea is necessary for a 24-hour day, 7-day week operation. The variable in average daily earnings of seamen among vessels and voyages is therefore attributable to the premium pay provisions which might be avoidable, such as maintenance work that can be delayed until the ship is in port, or the avoidance of many minor penalties, such as those resulting from the serving of extra meals. However, many types of premium pay provisions which are theoretically controllable are necessary to the orderly day-to-day operation of a ship.<sup>12</sup>

The base wage rate for seamen accounted in May 1957 for about two-thirds of their average daily earnings. Nearly all of the remainder was the result of the premium pay practices for overtime or for work considered hazardous or disagreeable. Only about 1 percent of seamen's average earnings in early 1957 was attributable to supplementary payments such as war-risk bonus payments, serving extra meals, or for division of work when the ship had less than a full complement.

The average daily pay for men (except masters and cadets) who went to sea in United States flag vessels in May 1957 was \$20.19 a day. (See table A-1.) Of this, \$6.21 was payment for an average of 2.8 hours of work calling for premium pay, and 23 cents was for supplementary pay provisions. The balance, \$13.75, was the average daily base pay, for all seamen.

#### Earnings of Licensed Officers

In addition to their base rate, officers generally received two types of premium pay, \$3.49 per hour for time classed as overtime and \$2.32 for time classed as penalty time. These rates were the same for all officer ratings regardless of their base rate. Nonwatchstanders were paid a monthly rate

<sup>10</sup> For an account of conditions for seamen in the industry from the turn of the century to modern times, see Joseph P. Goldberg, "The Maritime Story," op. cit.

<sup>11</sup> If the voyage lasts over 1 month, however, the seaman is paid on the basis of his monthly rate plus the daily rate for all days over the complete months. Therefore, the pay per actual number of days for a voyage may vary depending on whether the time involved is a 28-, 30-, or 31-day month. Data are presented in this report on the basis of days paid for rather than days worked. Using days worked, however, would have had very little effect on the data presented.

<sup>12</sup> For the classification of controllable and automatic (noncontrollable) overtime, and the relative proportions, see Seafaring Overtime on Privately Operated United States Flag Merchant Ships, U. S. Department of Commerce, Maritime Administration, October 1954.

"in lieu of overtime" and these payments for purposes of this study were considered part of base pay. Officers were also eligible for some types of supplementary pay, such as war-risk bonuses or extra payments when the ship was carrying explosives or other forms of penalty cargo. Most officers ratings are represented by unions which have contracts on all coasts and the contracts with individual companies or associations are basically the same. Difference in daily earnings in the same rating, therefore, are almost entirely due to the amount of premium or supplementary pay earned.

Licensed officers (excluding masters) as a group averaged \$29.80 a day. This included 2.8 hours of premium pay amounting to \$8.21 (table A-1) and 21 cents in supplementary pay. Officers were almost evenly divided between the deck and engine departments, with each group representing about one-ninth of the total working crews. Officers in the engine department had slightly higher average earnings, even though they averaged less premium pay per day. Averages of \$29.04 gross, including 3.2 hours and \$9.22 of premium pay, were recorded for deck officers (excluding masters) and \$30.56 gross, including 2.5 hours and \$7.19 of premium pay, for engineering officers.

Chief engineers averaged \$39.14 a day, including an average of \$1.87 a day of extra vacation allowance which was considered as premium pay for purposes of this study.<sup>13</sup> The base pay for chief engineers varied by size and type of vessel and averaged (including pay in lieu of overtime) about \$37.

In general, the average daily earnings of the chief mates were comparable to those of the first assistant engineer (\$36); second mates to second assistant engineers (\$29); third mates to third assistant engineers (\$27); and fourth mates to junior third (or fourth) assistant engineers (\$25-\$26). As noted earlier, officers in the deck department generally averaged slightly higher premium earnings.

Radio officers averaged \$27.61 a day, including \$9.08 for 3.1 hours of premium pay. Pursers, who were carried on only part of the vessels, averaged about \$23 a day. Passenger pursers generally earned more than pursers on other types of vessels, largely owing to more premium time.

The average for officers was 1.6 hours of overtime pay and 1.2 hours of penalty pay per day, with the higher ratings having higher proportion of overtime and the lower ratings generally having a higher

<sup>13</sup> Chief engineers are not paid a regular overtime rate on the regular payroll but are given credit in some cases for certain types of overtime when they report it, and are later reimbursed at their regular hourly rate, generally at the time of their vacation.

proportion of penalty time, as shown in the following tabulation:

Rating	Overtime		Penalty	
	Hours	Earnings	Hours	Earnings
Chief mates -----	2.7	\$9.20	0.6	\$1.39
Second mates -----	1.8	5.91	1.5	3.57
Third mates -----	1.7	5.48	1.6	3.71
Fourth mates -----	1.3	4.53	2.0	4.64
Radio officers -----	1.8	5.96	1.3	3.12
Chief engineers -----	.5	1.85	( <sup>1</sup> )	( <sup>1</sup> )
First assistant engineers -----	2.4	7.91	.7	1.73
Second assistant engineers -----	1.6	5.42	1.5	3.48
Third assistant engineers -----	1.4	4.61	1.5	3.55
Junior third assistant engineers -----	1.0	3.51	1.8	4.20
Licensed junior engineers -----	.8	2.65	1.4	3.25

<sup>1</sup> Less than 10 cents per day.

Considerable variations in daily earnings among individual officers in the same rating were noted, (table A-2). The highest daily earnings for a particular rating were frequently double the lowest earnings for the same rating. The majority of officers within a rating, however, had daily earnings which fell within a range of \$5 or less. For example, two-thirds of the third mates earned between \$25 and \$30 a day and over three-fourths of the radio operators had daily earnings within that range. The widest variation in daily earnings within each rating was noted among chief mates and pursers.

Most licensed officers received an average of from \$6 to \$11 premium pay per day. In a few cases, premium pay represented half of the individual total earnings (tables A-1 and A-8).

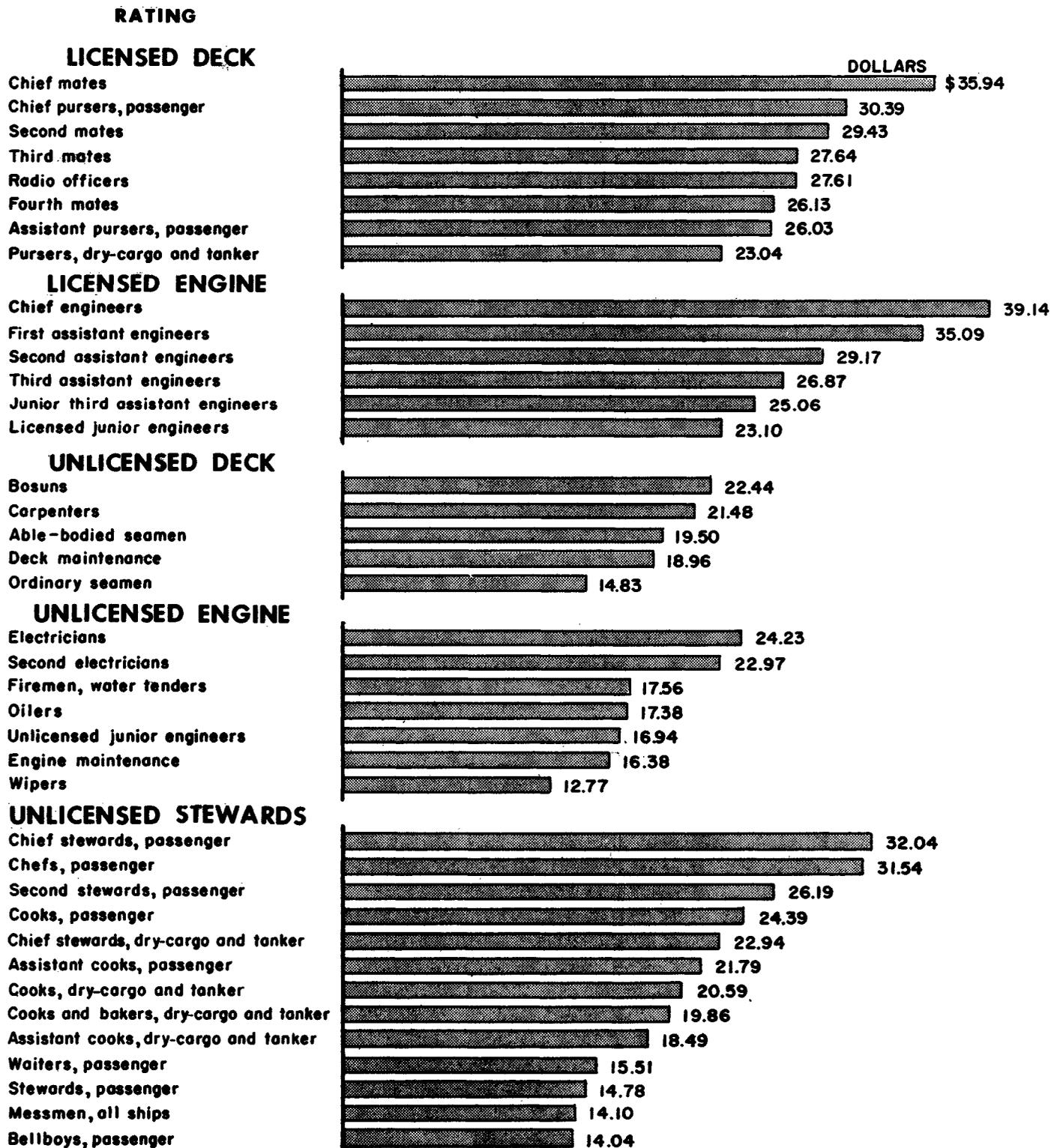
Supplementary pay for officers at the time of the study averaged 21 cents a day, of which 19 cents was attributable to war-risk bonuses. The other 2 cents was practically all due to penalty cargo payments (table A-11).

#### Earnings of Unlicensed Seamen

Nearly four-fifths of the seamen surveyed were classified as unlicensed. In addition to their base pay, they received premium pay for overtime and for certain types of work. Unlike the licensed officers, their overtime rate differed by rating, ranging from \$1.60 an hour for ordinary seamen and messmen on the Atlantic and Gulf Coasts to \$2.81 an hour for the higher unlicensed ratings on the West Coast. Under certain conditions, these rates were increased by 50 percent or doubled.<sup>14</sup>

<sup>14</sup> The unlicensed seamen in the engine department on the West Coast also have a "penalty" rate in addition to the overtime rate. See table 4 for specific premium pay practices.

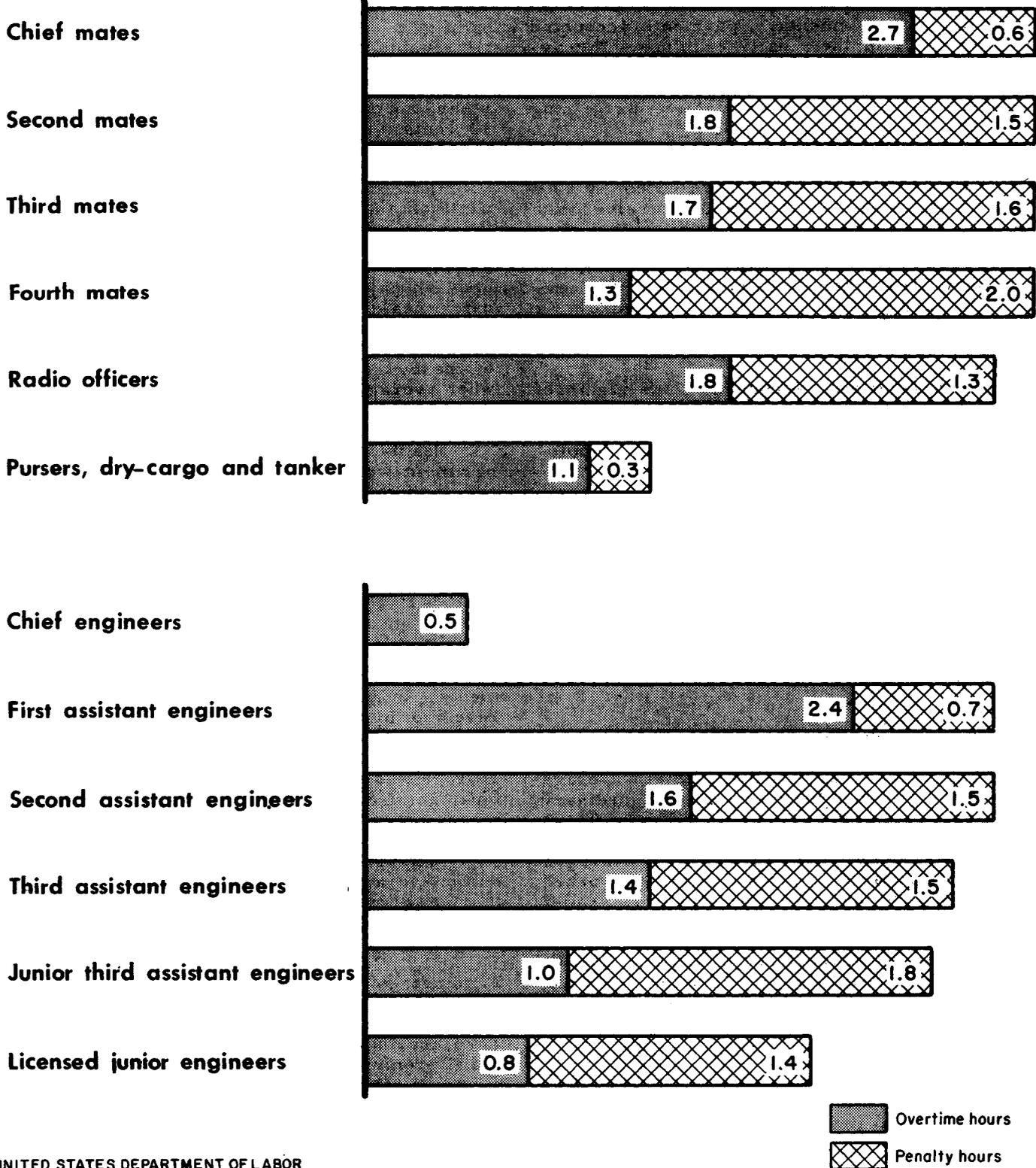
**Chart 3. AVERAGE DAILY EARNINGS  
By Rating, May 1957**



UNITED STATES DEPARTMENT OF LABOR  
BUREAU OF LABOR STATISTICS

### Chart 4. OVERTIME COMPARED WITH PENALTY HOURS

Average Number of Daily Overtime and Penalty Hours  
For Selected Licensed Ratings, May 1957



 Overtime hours  
 Penalty hours

As a group, unlicensed seamen averaged \$17.56 per day, including \$5.66 for 2.8 hours of premium pay (table A-1). In general discussions of seamen's earnings, reference is usually made to the rating of able-bodied seamen. Men classified in this rating represent about one-eighth of the crew and their average pay of \$19.50 per day was just below the average for all seamen. Able-bodied seamen averaged \$7.30 for 3.3 hours of premium pay per day. Supplementary payments accounted for only 16 cents of their daily earnings. The average base pay for able-bodied seamen was therefore about \$12. Provisions relating to base pay varied among the 3 major collective bargaining units covering this rating.

Watchstanding seamen represented by the Sailors Union of the Pacific (SUP) receive base pay which, since 1955, includes part of the regular premium pay in base wages and is paid on the basis of 56 hours a week at sea and 40 hours when in port. The other 2 major agreements covering AB's provide for pay scales based on a 40-hour week and for overtime pay for hours in excess of 40.

Messmen, who also account for one-eighth of the crew, averaged \$14.10 a day, of which \$4.31 was pay for an average of 2.6 hours of premium work and 38 cents was accounted for by supplementary pay provisions.

Oilers and firemen, water tenders, had almost equal earnings and each represented about one-sixteenth of the crew. They averaged about \$17.50 per day, of which \$6 represented 3 hours of premium pay and 15 cents supplementary pay. Base pay for these ratings was about equal in the 3 major bargaining agreements that determine wages for these ratings. None of these agreements has incorporated premium pay in base wages.

Wipers, representing 5 percent of the crew, were the lowest paid seamen studied, with an average of \$12.77 per day. Although their average base pay exceeded that for messmen and ordinary seamen, their premium pay averaged only \$2.02 for 1.2 hours per day, and they earned only 13 cents in supplementary pay. Ordinary seamen averaged over \$2 more per day than wipers since they worked an average of 3.1 hours at premium pay. Chief stewards and chefs were the highest paid unlicensed ratings on passenger ships; they averaged over \$30 a day exclusive of gratuities. Electricians with daily earnings of \$24.23, including \$6.15 for 2.6 hours of premium pay and 28 cents of supplementary pay, were the highest paid unlicensed rating on ships other than passenger.

As in the case of licensed officers, the difference between lowest and highest earnings for individual unlicensed seamen in the same rating was frequently 100 percent. Nearly all of the difference was due to variations in the amount of premium

pay. The majority of seamen in most of the unlicensed ratings, however, had average daily earnings within a \$2- to \$4-range. In general, the higher the rating, the wider the range of earnings. The widest dispersion was noted among bosuns and electricians. More than half of the firemen, wipers, cooks, and their assistants, passenger stewards, and messmen were within a \$2-range in their daily earnings (table A-3).

Supplementary payments for unlicensed seamen averaged 24 cents a day, almost half of which was attributable to war-risk bonuses. Nearly all of the other supplementary payments, which averaged 13 cents for unlicensed seamen as a group, was earned by seamen in the stewards department.

Unlicensed seamen in the deck and engine departments averaged only 3 or 4 cents in supplementary pay other than that for war-risk. In the stewards department, the similar average was 28 cents. This amount was almost equally divided between payments for division of work, serving of extra meals, and pay for extra work relating to the carrying of passengers when the ship's complement did not provide for such service (table A-11). Each of these provisions amount to 8 or 9 cents a day when averaged over all the seamen in the stewards department.

Nearly all of the ratings in the stewards department were eligible for division of work pay if they had to do extra work because the department did not have a full complement. Nearly all were also eligible for extra pay if they had to prepare or serve extra meals. The highest average supplementary pay was received by cooks and their assistants because of the division of work provisions.

Despite the fact that nearly all ratings in the stewards department were eligible for such payments, division of work payments were actually received by only 9 percent of the ratings in the department, but the payment for those receiving it was generally high, averaging 95 cents a day. Extra meal payments were more general. Almost a third of those employed in the department received some extra meal payment, but the amounts were usually small and averaged only 26 cents a day. Passenger pay on cargo vessels was received on the average by about one-tenth of all seamen in the stewards department, mostly cooks and messmen, and those receiving it averaged 84 cents a day.

#### Earnings by Coast

Earnings of licensed officers, on the average were approximately the same on all coasts. Average premium hours were sometimes identical for the same ratings (table A-1).

Unlicensed seamen from West Coast ports averaged \$1.81 more per day than those sailing from Atlantic and Gulf Coasts. Seamen on the eastern

coasts averaged 3.0 hours of premium pay per day, compared with 2.4 hours for West Coast seamen, but they had a lower premium pay rate. Their base rates also averaged \$2 less than on the West Coast, where some of the premium pay since 1955 had been incorporated in the base pay of most of the West Coast contracts.

Able-bodied seamen from Atlantic and Gulf ports averaged \$18.56, including \$7.17 and 3.4 hours at premium pay. From West Coast ports, they averaged \$21.61 including \$7.60 for 3.1 hours at premium pay.

West Coast averages for unlicensed seamen were consistently higher in the deck and engine departments. West Coast averages for unlicensed seamen in the deck and engine departments were about 10 percent higher than for comparable ratings on the Atlantic and Gulf Coasts (table A-1). Average premium hours in the engine department were frequently higher on the West Coast and premium hours in the deck department were almost as high, even though watchstanders on the West Coast were paid for a 56-hour week, compared with a 40-hour week on the Atlantic and Gulf Coasts.

In the stewards department, average daily earnings were about the same on all coasts. Although base rates on the West Coast were generally for a 56-hour week and therefore higher, the Atlantic and Gulf Coasts had a higher average number of premium hours and consequently higher average premium pay.

Some indication of the dispersion of earnings within the same rating can be given by the range of earnings of the middle 50 percent of the seamen within that rating. On this basis, the dispersion of earnings for licensed personnel is about the same on all coasts. The middle 50 percent generally fell within a \$5-range on both the West Coast and the Atlantic and Gulf Coasts (tables A-4 and A-6).

For unlicensed ratings, the dispersion of earnings on the West Coast was generally greater. In the deck department ratings, the ranges (middle 50 percent) on the West Coast were \$4 or \$5, compared with \$2 to \$4 on the Atlantic and Gulf Coasts. In the engine department, the ranges were only slightly larger on the West Coast, and in the stewards department the Atlantic and Gulf Coasts ranges were generally as large and sometimes larger (tables A-5 and A-7).

Seamen on the West Coast Alaskan run frequently handle cargo in place of longshoremen and consequently have high premium earnings which make earnings for some able-bodied seamen range beyond \$30 a day.

Supplementary pay for unlicensed seamen, exclusive of war-risk bonus, was higher on the Atlantic and Gulf Coasts—15 cents compared with 9 cents on the West Coast. Nearly all of the supplementary pay, exclusive of war-risk bonuses, was earned in the stewards department, averaging 32 cents on the Atlantic and Gulf Coasts and 19 cents on the West Coast. Most of the supplementary pay in the stewards department on the West Coast was for division of work, averaging 12 cents. On the Atlantic and Gulf Coasts the major supplementary pay items were for serving extra meals and for passenger pay, averaging 11 and 10 cents a day, respectively. Nearly 40 percent of the seamen in the stewards department received payments for serving extra meals on ships from those ports (tables A-12 and A-13).

War-risk bonus payments for all seamen (except masters and cadets) averaged 11 cents on the West Coast and 13 cents on the Atlantic and Gulf Coasts.<sup>15</sup>

#### Subsidized Trips

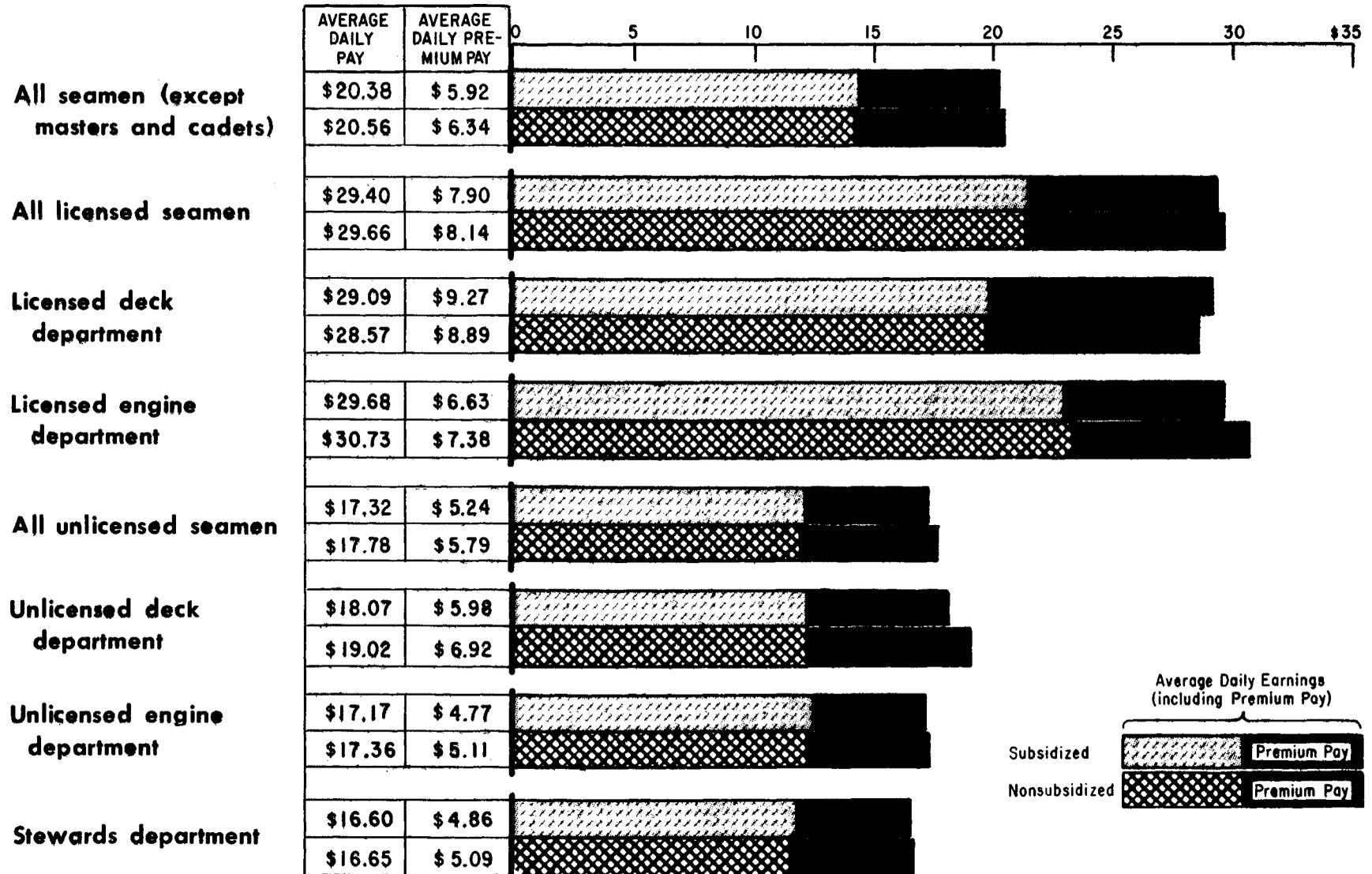
Under Title IV of the Merchant Marine Act, 1936, as amended, the Federal Maritime Board, upon approval of application for subsidy, may enter into a contract with the applicant, for a period not to exceed 20 years, in which it will agree to pay no more than the excess of the fair and reasonable cost of insurance, maintenance, repairs not covered by insurance, wages and subsistence of officers and crew, and other items of expense in which the Board finds the applicant is at a disadvantage in competition with vessels of a foreign country. The voyages for which the subsidies are paid must be on routes and services designated by the Maritime Administration to be essential to the foreign commerce of the United States.

Whether a vessel is subsidized appears to have little effect on the average earnings of seamen (chart 5). Men on subsidized dry-cargo vessels averaged slightly less than those on nonsubsidized operations. Nearly all unlicensed ratings averaged more premium pay per day on nonsubsidized trips. This relationship was also maintained when the comparison was limited to specific types of ships. Seamen on C-2 and C-3 dry-cargo ships under subsidy averaged \$20.21 per day, including 2.6 hours of premium pay. On the same type of nonsubsidized ship, the average was \$20.40, including 2.8 hours of premium pay. When comparisons by subsidy status were made for each coast the relationship was not consistent. Officers on West Coast ships had higher average daily earnings than those on nonsubsidized ships (tables A-15 through A-18).

<sup>15</sup> During part of the period studied, the Suez area was designated as a war-risk area.

## Chart 5. EARNINGS BY SUBSIDY STATUS OF SHIPS

Average Daily Earnings Including Premium Pay of Seamen on Subsidized and Nonsubsidized Dry-Cargo Vessels, May 1957



### Earnings by Type of Ship

Union agreements frequently specify rates by type of ship, particularly differentiating between passenger, dry-cargo, and tankers. Average daily earnings for all seamen within the scope of study by type of ship ranged from \$18.53 for passenger ships to \$21.87 for tankers. Seamen on dry-cargo vessels averaged \$20.49.

These pay relationships appear to result in part from differences in the staffing requirements of passenger and cargo ships. The number of higher-paid ratings are proportionately greater, for example, on tankers than on passenger ships. Hence, the overall pay relationships are not necessarily reflected in comparison of earnings for individual ratings. Seamen on passenger ships, rating-by-rating, generally averaged slightly more than those on dry-cargo ships—largely if not entirely due to a slightly higher average number of hours at premium pay (table A-19).

Nearly all ratings on tankers averaged a higher number of hours at premium pay and greater earnings than did comparable ratings on dry-cargo or passenger ships. Daily premium hours worked aboard tankers exceeded daily premium hours reported for dry-cargo ships by 30 percent. The increase in premium time is primarily caused by discontinuation of maintenance work while a tanker is loading or discharging its cargo in port, which necessitates doing the essential maintenance work after the tanker returns to sea.

Comparisons of average daily earnings among 5 types of dry-cargo ships show that Liberty ships had the highest average premium hours in most of the ratings and highest average daily earnings, particularly among the unlicensed ratings. Liberty ships generally carried smaller crews than the other types compared. Moreover, they were constructed as expendable vessels and have reached an age where maintenance is higher than on most other dry-cargo vessels (table A-21).

Comparisons between coasts, when limited to specific types of dry-cargo ships, reflected almost the same earnings differences as those for all ships combined, with the West Coast ports averaging \$1 to \$3 more per day for all unlicensed seamen in 4 of the 5 type-of-ship categories. On bulk carriers, averages were almost the same (tables A-22 and A-23). Intercoast differences in earnings were greatest for unlicensed seamen in the deck department and for electricians.

### Port Provisions

Labor agreements contain many provisions dealing with time in port. Since many shipping

companies keep separate payroll records for home port time and sea time, it was possible to compare daily earnings while in home port with average earnings for combined time in port and at sea. Both licensed and unlicensed seamen as groups average slightly less per day on port payrolls; however, the fact that the ratio of licensed to unlicensed ratings was greater on port than on sea time resulted in a slightly higher daily average for seamen as a whole on port payrolls. When sea watches are broken in port, deck and engine department watch officers become dayworkers. Shipboard responsibilities in these departments during night hours are then delegated to relief officers, 2 of whom are assigned to each department and perform duties normally carried out by deck and engineering officers (table A-14).

Almost all ratings had a smaller average number of hours at premium pay on port payrolls than they averaged generally. It would therefore appear that, even though there are many provisions in the contracts for premium pay while in port, in actual practice those provisions do not add substantially to the average daily earnings of seamen.

In order to examine further the effect of special port provisions in contracts, dry-cargo ships were grouped according to the number of port stops made on the trips studied. Vessels were classed in 4 groups: 5 or less, 6-10, 11-15, and 16 or more port stops. In many ratings, there was no more than two-tenths of an hour spread in the amount of premium hours per day when ships were grouped by number of port stops; average daily earnings generally were within a spread of \$1 (table A-24). Additional port stops apparently did not add to average daily earnings.

### Trade Route Comparisons

Average daily earnings of seamen on dry-cargo vessels were also tabulated by trading areas. Of the 6 broad areas selected for comparison, 4 had almost the same daily averages. These 4 were areas served from the Atlantic and Gulf Coast. The Pacific area served from the West Coast averaged about \$1 a day higher and the highest daily average among the 6 areas was that for the intercoastal group (table A-25). Differences in average daily earnings for licensed officers as a group in these 6 selected areas fell within the narrow range of \$1. The differences for unlicensed ratings among these areas were larger, with averages ranging from \$16.47 in the Atlantic Europe and United Kingdom area to \$18.78 on intercoastal runs.

## Annual Employment and Earnings

Typically a seaman is hired for a specific trip on a specific ship. He usually may sign on for the trip and frequently does. If he wants to visit his family for more than short periods between trips, he generally must "sign-off" the ship's payroll which is in effect quitting his job. When he is ready to return to work, he then must seek a new job. The length of time required to find a new berth varies greatly and seamen are, therefore, faced with an occupational type of unemployment which is unique to this industry.

The economic position of seamen can best be evaluated if knowledge of daily earnings is supplemented by information on employment and earnings over a longer period of time. In this study, the employment experience and earnings of seamen in maritime work were traced over a 1-year period. The analysis is necessarily limited by the source materials to seagoing time (including port time) and earnings. The data do not, therefore, reflect possible employment and earnings of seamen at intervening shoreside jobs.

The year of employment studied was from July 1, 1956, through June 30, 1957. This was a period of relatively high activity for American flag ships. Although actual employment estimates are not available, the number of ships in active service and their normal complement provide a rough measure of the job potential as of specific periods. In the following tabulation Maritime Administration reports indicate the following employment potential for June of each year beginning with 1950:

<u>June</u>	Number of active American flag vessels	<u>Total complement</u>
1950	1,145	57,250
1951	1,414	70,700
1952	1,386	69,300
1953	1,358	67,900
1954	1,123	56,150
1955	1,101	57,510
1956	1,091	57,190
1957	1,153	60,730
1958	937	51,430
Average	1,190	60,910

Comparison of the above tabulation with the one on cargo tonnages carried by American flag ships in U. S. foreign trade for the same years on page 2 shows that employment potential does not necessarily follow total tonnage. Subsidized ships are required to make agreed-upon trips even if cargoes are not available. Employment aboard ship, therefore, is not necessarily closely correlated with the tonnage carried.

When employment is rising and more man-days of work are required, the additional labor can be obtained in two ways. Additional men can come into the industry (or return to the industry) or those in the industry can work a higher proportion of the total days in the year. There may be a tendency for average days worked to fluctuate less closely with volume of activity than might be expected. Industry spokesmen report that when jobs are plentiful seamen will take more frequent leave without pay, knowing that job opportunities will be available when they are ready to ship out. When shipping is scarce, the seamen aboard ships are hesitant to leave their jobs because of the number of eligible seamen on the beach waiting to ship out. Since the time of the study, unemployment in the industry has led some of the unions to revise their shipping rules to require that men leave a ship at the first opportunity after so many days of continuous work; e. g., 180 or 210 days, in order to spread work among a greater number of members.

During the course of the present study, it was observed that many seamen who had left the industry shortly after World War II were returning for varying periods of time. This was also reflected by the substantial difference between the number of seamen who had worked sometime during the year (85,541) and the much smaller figure (64,583) representing those seamen classified as "industry connected" for the whole year. Seamen were considered industry connected if they had been employed at anytime during the 6 months preceding July 1, 1956, and during the months following June 30, 1957 (i. e., before, during, and after the survey year). It appeared that the major portion of the 21,000 seamen during the survey year who were not considered industry connected were ex-seamen who had returned to the industry for one or more trips. It is also safe to assume that many industry connected seamen could have shipped out for even a higher proportion of the year if they had so desired. For example, several times during the year of study, union papers urged members to register for trips because they were having to ship out men without seniority or with low seniority.

### Annual Employment

During the year studied, industry connected seamen averaged 243 days of employment (table B-1). This average, however, conceals wide variations in the number of days worked by industry connected seamen. Thus, over 8 percent worked less than 120 days and over 30 percent worked less than 210 days. On the other hand, 27 percent worked more than 300 days during the year. This study verified the common belief that licensed officers more frequently stay with the same employer and have fewer periods of unemployment than do

unlicensed personnel.<sup>16</sup> They might, therefore, be expected to average many more days of employment than unlicensed seamen. During the period of study, however, this difference was surprisingly small (chart 6).

The fact should be kept in mind that the year of employment studied was one of the peak peacetime years for shipping and that many seamen were able to secure all the work they wanted during the year. The average licensed officer, in fact, was employed for as many or more days as the fully employed shoreside worker on a 5-day week. If earned vacation time, which is not included in the employment or earnings estimates in the study, is added to the average employment of unlicensed seamen, they also would have had, on the average, total employment almost equal to a fully employed 5-day week shoreside worker. The average unlicensed seaman would have earned 9 days' vacation at base pay for his 239 days of employment.<sup>17</sup>

The great majority of seamen, both licensed and unlicensed, worked at more than 1 rating during the year of study. Men classified (according to the rating in which they spent the most time) as able-bodied seamen frequently had been employed both at higher ratings, such as bosun, and also lower ratings, such as ordinary seamen, for a minor part of their time. Licensed officers generally had some time at a higher or lower rating than the rating in which they were classified, especially those employed at the middle levels, such as second and third mates or assistant engineers. These changes of ratings naturally affected their annual earnings.

### Employment of Licensed Officers

Industry connected officers averaged 258 days of employment during the year of study. As might be assumed, the higher ratings had the highest number of days of employment. Masters, chief mates, and chief engineers all averaged about 275 days. Second mates averaged 264 days and radio officers, 261. Third mates and first, second, and third assistant engineers all averaged slightly over 250 days. Fourth mates and junior third (or fourth) assistant engineers averaged 235 days (table B-1).

A fifth of the licensed officers worked from 300 to 330 days a year and a slightly smaller proportion worked 270 to 300 days (table B-2). This

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<sup>16</sup> See data under Employment by number of trips, ships, and companies on p. 30.

<sup>17</sup> The amount of vacation pay was generally 14 days after 360 days of employment but greater if the seaman was employed by 1 company for a whole year. See p. 35 for details of vacation plans. It should be noted that seamen's vacation benefits are computed on base pay only and are therefore equal to about two-thirds of their average daily earnings.

concentration of officers employed from 9 to 11 months was typical of each of the licensed ratings which are carried on all ships. Some of the lower ratings not carried on all vessels had concentrations at lower levels in the distribution by days of employment.

One out of 6 industry connected officers worked less than 180 days during the 12-month period. There were indications during the survey that some of those with low employment were in the hospital for varying periods. A more general factor is that some seamen also take seasonal shoreside employment and are not available for sea duty at certain periods during the year.

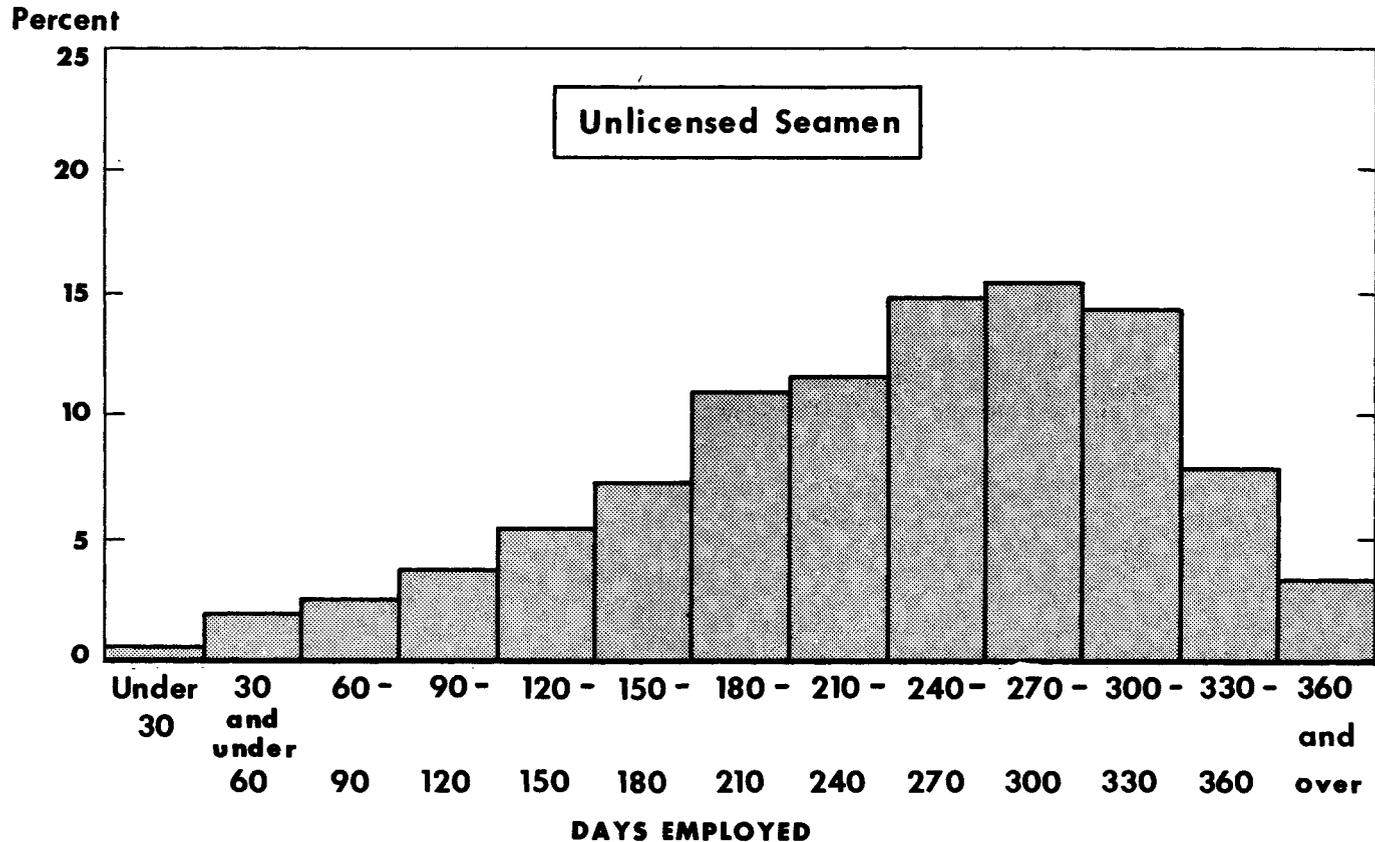
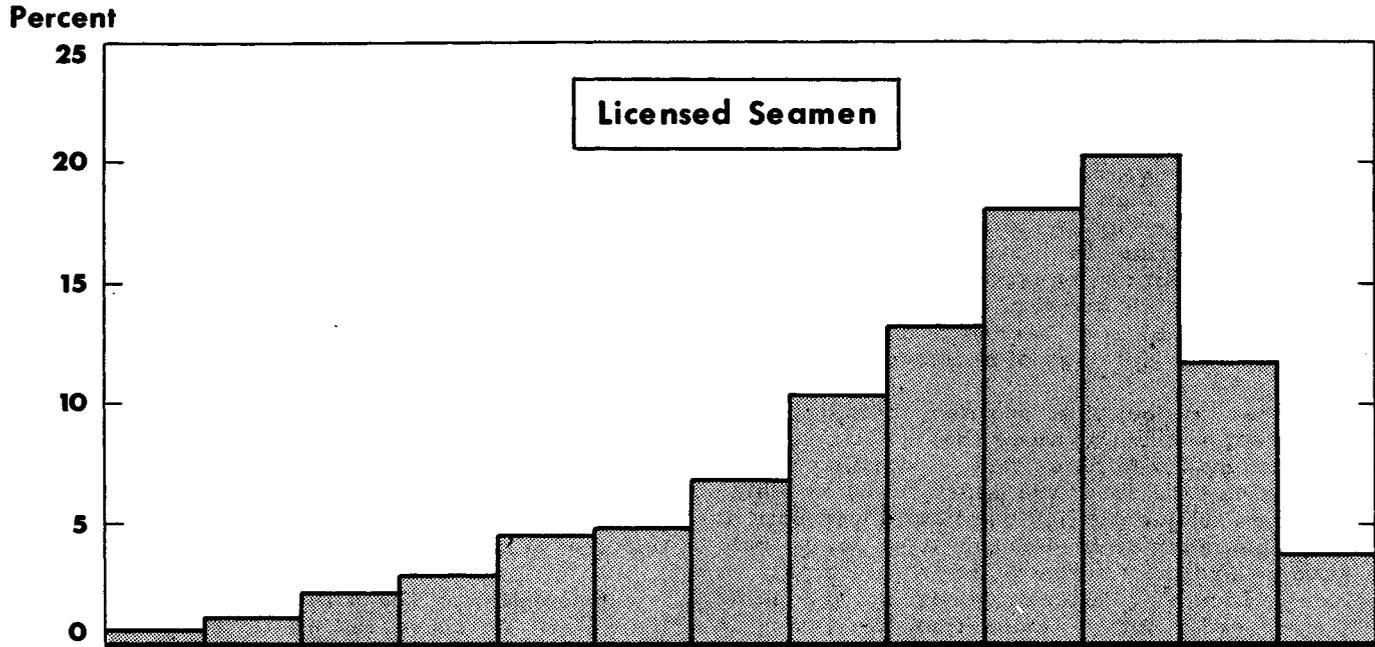
Median days of employment (the amount below and above which 50 percent of the seamen were found) were generally 5 to 7 percent (or 13 to 18 days) above the weighted averages (means) cited above. The median employment for licensed officers as a group was 276 days, compared with the weighted average of 258 (table B-8). In technical terms, this indicates that the distribution of licensed officers by days of employment was skewed to the left; that is, a larger proportion of officers had amounts of employment above rather than below the weighted average.

One-fifth of the officers employed during the year were not classified as industry connected because they had either not worked in the first half of 1956 or in the months following the end of the period studied. Some of those who worked at some point during the survey year, but neither immediately before nor after that year, may well have considered themselves to have been in the industry during the entire year. It may be that they were unable to get work in the before or after periods or for personal reasons did not seek employment. When officers who worked anytime during the year were taken into account, the resulting average days of employment for licensed seamen was generally about 10 percent lower than that for industry connected officers reported above. In the lower ratings, the decreases were greater. The average number of days for all officers who worked anytime during the year was 233 days. Averages by rating for all officers ranged from 198 days for the lowest licensed ratings to 259 days for chief engineers. (See table B-5.)

Generally, about 80 percent or more of the licensed officers in the higher ratings were considered industry connected. In the lower ratings, such as junior engineers and fourth mates, the proportion dropped to about two-thirds.

Five percent of all licensed officers worked during only 1 quarter of the year, 10 percent worked 2 quarters, and 13 percent worked 3 quarters. Seventy-two percent worked some time in each of the quarters, averaging 276 days of work. These ratios were almost the same for both the deck and engineering officers. Comparisons among ratings indicate that both the proportions of all seamen

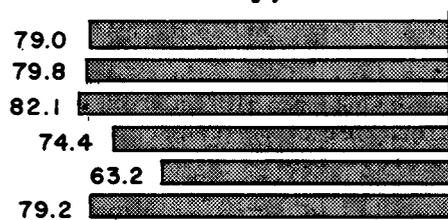
**Chart 6. ANNUAL DAYS OF EMPLOYMENT**  
**Percentage Distribution of Industry Connected Seamen**  
**by Number of Days of Employment, July 1, 1956—June 30, 1957**



## Chart 7. PROPORTIONS INDUSTRY CONNECTED AND EMPLOYED IN ALL QUARTERS

July 1, 1956 - June 30, 1957

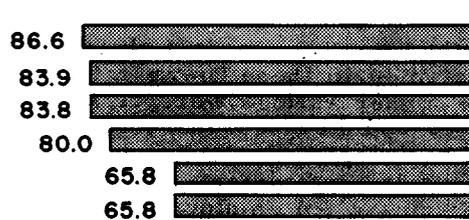
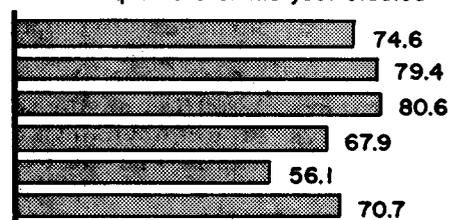
Percent of seamen considered industry  
connected during year studied<sup>1</sup>



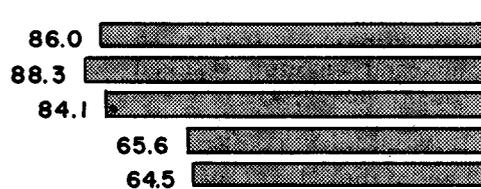
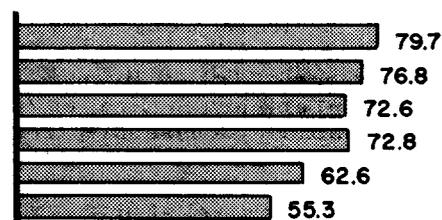
### RATING

Masters  
Chief mates  
Second mates  
Third mates  
Fourth mates  
Radio officers

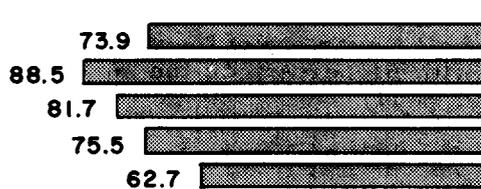
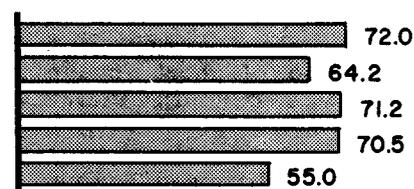
Percent of seamen employed in each of  
the 4 quarters of the year studied



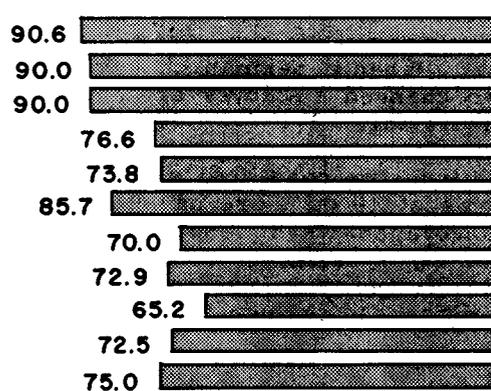
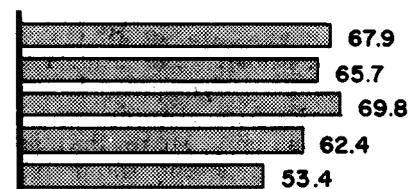
Chief engineers  
First assistant engineers  
Second assistant engineers  
Third assistant engineers  
Junior third assistant engineers  
Licensed junior engineers



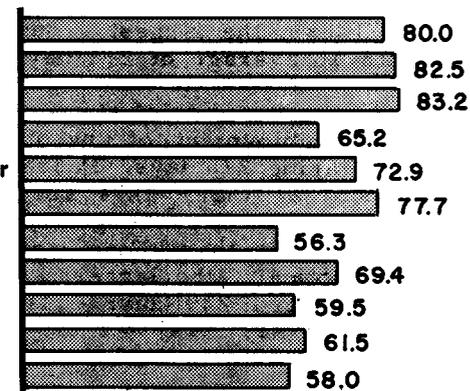
Bosuns  
Carpenters  
Deck maintenance  
Able-bodied seamen  
Ordinary seamen



Electricians  
Second electricians  
Oilers  
Firemen, water tenders  
Wipers



Chief stewards, all ships  
Chefs, passenger  
Cooks, passenger  
Cooks, dry-cargo and tanker  
Cooks and bakers, dry-cargo and tanker  
Assistant cooks, passenger  
Assistant cooks, dry-cargo and tanker  
Stewards, passenger  
Waiters, passenger  
Messmen, all ships  
Bellboys, passenger



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<sup>1</sup>A seaman was considered industry connected if he had been employed in the industry at any time during the first half of 1956 and had also been employed after June 30, 1957.

employed in each of the 4 quarters and the average number of days worked were highest in the higher ratings. Nearly 80 percent of the chief mates and chief engineers worked sometime in each of the 4 quarters and averaged 287 and 289 days of employment, respectively (table B-9).

Licensed officers frequently changed coasts of employment. For purposes of comparison by coast, officers were classified by the coast from which the largest proportion of their employment originated. Licensed officers classified on the West Coast averaged 262 days of employment compared with 256 days on the Atlantic and Gulf Coasts. Highest annual employment for any group was reported for chief engineers on the West Coast who averaged 298 days (tables B-3 and B-4).

Most of the licensed officers worked some time during the year as relief mates or relief engineers between voyages. Other licensed officers spent most of their employed time as relief men and were so classified. These men relieve the regular officers while in port. During the year studied, almost 2,600 men spent most of their time in maritime employment as relief men. Of these, 1,583 were considered as industry connected for the whole year; 965 men working primarily as relief mates averaged 105 days of employment and 618 working as relief engineers averaged 89 days. Frequently, such officers took 1 short voyage during the year and that time was counted in their average employment (table B-2).

#### Employment of Unlicensed Seamen

Unlicensed seamen classified as industry connected (three-fourths of the total) averaged 239 days of employment a year (table B-1). As in the case of licensed personnel, the higher ratings had the higher average employment. In the deck department, highest average employment (250 days) was recorded for bosuns. More than half of the deck department seamen spent most of their time as able-bodied seamen and averaged 240 days employment in the year studied. In the engine department, electricians had the highest average employment, 257 days. Oilers, the largest group, were second highest with an average of 244 days.

Industry connected chief stewards had the highest average employment of any of the unlicensed ratings, averaging 273 days. Passenger chefs averaged almost as many days and most of those studied who worked on passenger ships had higher annual employment than those working on cargo vessels. Messmen, the largest group in the department, averaged 229 days. The lowest average employment (219 days) was for assistant cooks on dry-cargo vessels or tankers.

More than a fourth of the industry connected unlicensed seamen worked 300 or more days a year; over a fifth, however, averaged less than 180 days. Median employment figures for unlicensed ratings were generally about 5 percent above the arithmetical averages (table B-8).

One-fourth of the unlicensed seamen were not considered industry connected. The inclusion in the calculations of all seamen who worked any time during the year generally reduced the average days of employment by 15 percent. In the lower ratings, the reduction was 20 percent or more (table B-5). The average for all unlicensed seamen was 207 days, ranging from about 260 days for chief stewards and chefs on passenger ships to approximately 180 days for ordinary seamen and wipers.

About 9 percent of all unlicensed seamen worked in only 1 quarter of the year. A little more than 11 percent worked sometime during 2 quarters of the year, 15 percent worked during 3 quarters, and almost two-thirds had some employment in all 4 quarters. The latter group averaged 261 days of employment. In some of the lower ratings, little more than half of the seamen worked in all 4 quarters of the year. The fact that a higher proportion of seamen in these lower ratings than in some of the higher ratings were classified as industry connected would suggest that many of those seamen in lower ratings leave the industry periodically for shoreside employment and then return for one or more trips when employment is readily available (tables B-1 and B-9).

Unlicensed seamen as a rule did not change their coast of employment. Nearly 76 percent of the industry connected seamen worked out of Atlantic and Gulf Coast ports; they averaged 7 percent more days of employment than those working out of West Coast ports, or 243 days compared with 227 days. The higher level of employment on the Atlantic and Gulf Coasts was noted in nearly all ratings (table B-1). The Atlantic and Gulf Coasts also had a higher proportion of seamen working sometime during all 4 quarters of the year, 70 percent compared with 61 percent on the West Coast (tables B-10 and B-11).

#### Employment by Number of Trips, Ships, and Companies

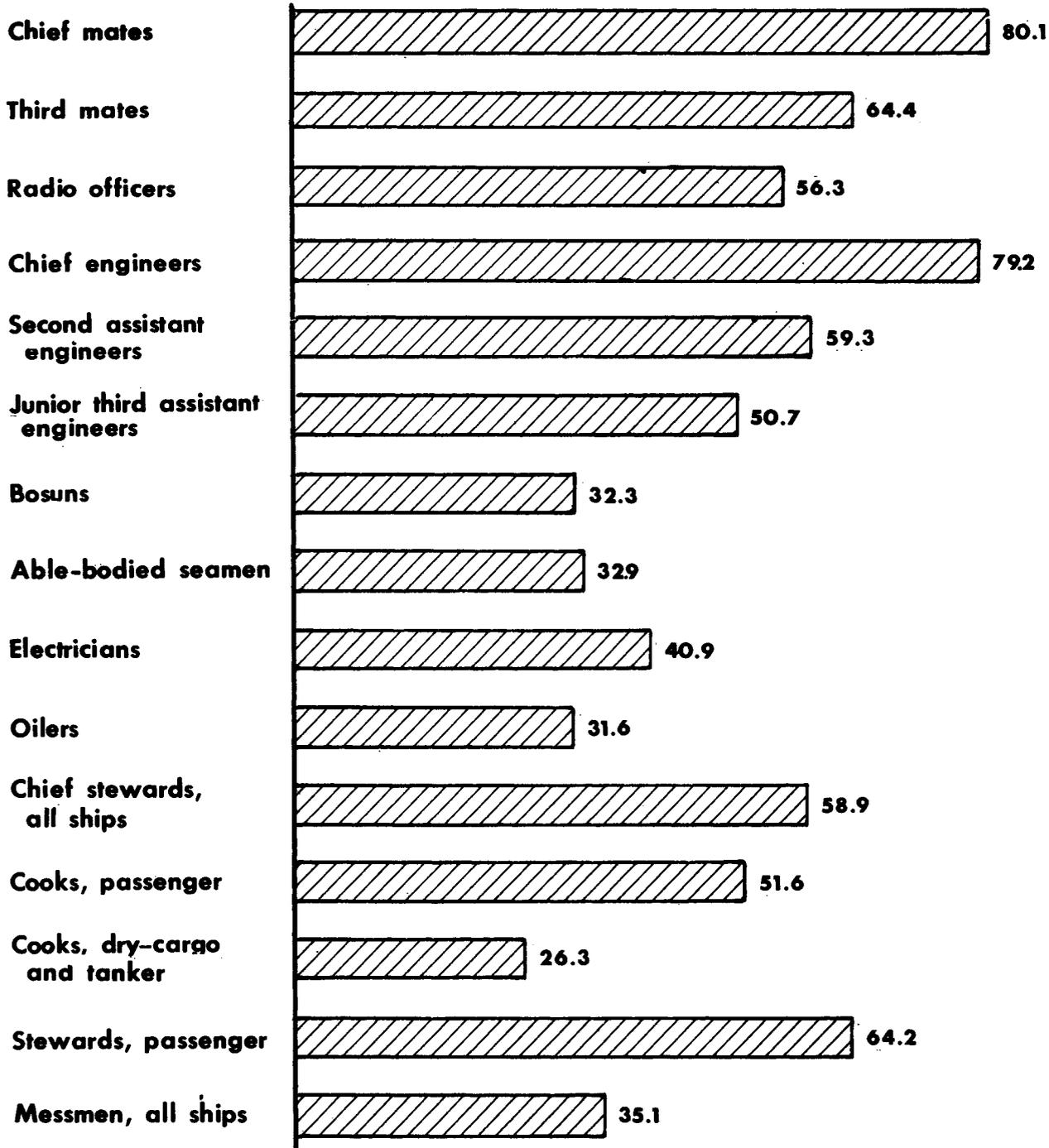
With the exception of some licensed personnel and a few unlicensed seamen on passenger ships, seamen typically worked on two or more ships during the year. When a seaman changed ships, he generally also changed employer and frequently also changed his rating.

The average industry connected seaman sailed on about 7 voyages of 10 or more days during the year.<sup>18</sup> These voyages were generally on 2 or 3 vessels owned by 2 different companies. Licensed officers changed ships or companies less frequently than unlicensed seamen. They averaged

<sup>18</sup> The source records showing days of employment did not differentiate between actual voyages and short-term employment records such as port payrolls or relief work. To eliminate those entries which were presumably not actual voyages, those entries of less than 10 days were not counted.

## Chart 8. SEAMEN WORKING FOR ONLY ONE EMPLOYER DURING THE YEAR

Percent of Seamen in Selected Ratings Who Worked  
for One Employer During the Year, July 1, 1956—June 30, 1957



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6.4 trips, 2.1 ships, and 1.6 companies, compared with an average of 6.8 trips, 2.4 ships, and 2.2 companies for unlicensed seamen (tables B-12, B-13, and B-14).

The number of voyages per year varied mainly in that passenger ship ratings tended to have a higher average number of sailings. Seamen on passenger ships also had a lower average number of ships and companies of employment. Seamen on the large luxury passenger ships usually remain with the ship for many voyages.

Unlicensed seamen on dry-cargo ships change ships and companies frequently. Officers with higher ratings tended to stay with 1 company, although they often changed ships within the company. About 80 percent of the masters, chief mates, and chief engineers worked for only 1 company during the year. The proportion of other licensed officers serving with only 1 company was considerably lower for the lower ratings, falling as low as 42.5 percent for fourth mates (chart 8).

Among the unlicensed ratings (employed on ships other than passenger vessels) the highest proportion of seamen working for 1 company was found among carpenters and second electricians. This was partly due to the fact that these jobs are not carried by all ships; seamen in those ratings, therefore, were restricted in the number of employment opportunities (table B-14).

Although the study of the number of trips, ships, and companies was limited to industry connected seamen, it included seamen that had limited employment during the year, sometimes with only 1 trip. The proportion working with 1 company is therefore not indicative of the proportion who would qualify for longer vacations (see data on vacations, page 35). Most of those with only 1 employer had probably not worked for 1 employer continuously for the required 360 days.

### Annual Earnings

Total earnings from seagoing employment during the period studied were obtained for individual seamen in 6 numerically important ratings—2 licensed and 4 unlicensed.<sup>19</sup> Two ratings were selected from each of the departments. Classification of seamen, established in the study of annual employment, was based on the rating in which they worked a majority of the time. Earnings information was obtained from employers, as identified

<sup>19</sup> Although average annual earnings can be estimated from the average daily earnings and average number of days worked during the year, the product would not reflect secondary employment at other ratings or possible seasonal differences in daily earnings. Also, distributions of seamen by annual earnings cannot be developed from data on daily earnings and annual employment.

in the vacation funds, for voyages listed and for any other maritime employment that occurred in the period studied.<sup>20</sup> Thus, any vacation pay received from vacation funds was not included in the study.<sup>21</sup>

One fact emerging from the study of annual earnings was that differences in average earnings among ratings were substantially greater on an annual than on a daily basis. Differences in average daily earnings and average number of days of employment, from one rating to the next higher or lower rating, appeared minor. However, the combined effect of these apparently small differences produced considerable differences in annual earnings as reflected in the following tabulation.

Rating	Annual average earnings of—			
	Industry connected seamen	Mean	Median	All seamen
Second mates -----	\$8,110	\$8,510	\$7,499	\$8,035
Third assistant engineers -----	7,032	7,135	6,390	6,640
Able-bodied seamen -----	4,607	4,685	4,234	4,450
Oilers -----	4,315	4,370	3,918	4,140
Cooks -----	5,345	5,170	4,898	4,440
Messmen -----	3,285	3,135	2,806	2,880

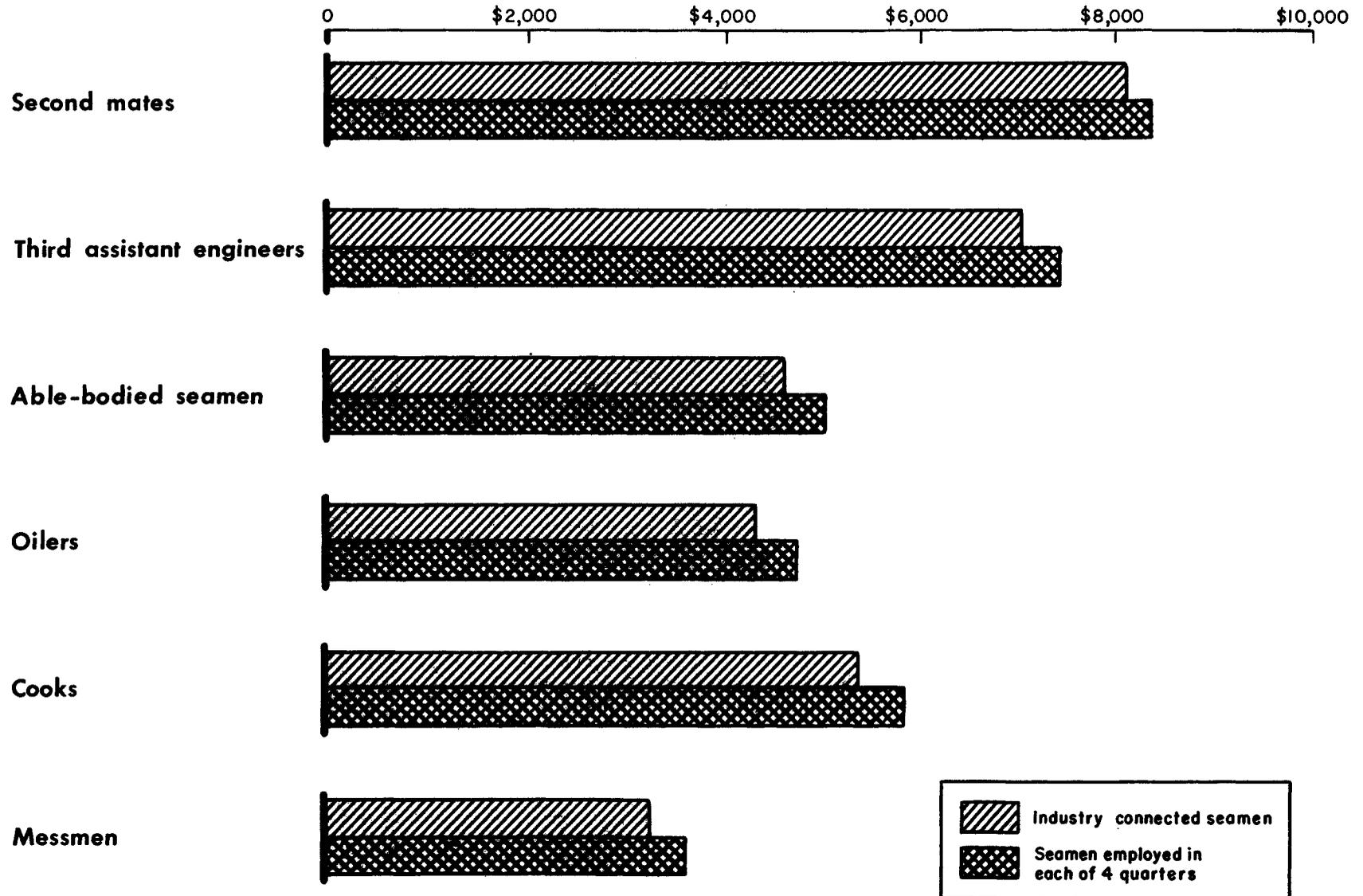
Although the daily earnings of second mates were less than 10 percent greater than daily earnings of third assistant engineers, average annual earnings were more than 15 percent higher because of their higher average days of employment. The difference between the earnings of licensed officers and unlicensed seamen is also accentuated when earnings are presented on an annual basis. Annual earnings of second mates were almost 2½ times as great as the annual earnings of messmen. The \$423 that a messman might receive for a 30-day trip, as indicated by the daily earnings study, does not yield, because of the average amount of annual employment, the annual earnings from maritime work that might be anticipated. Annual earnings for cooks reflected their relatively full employment, \$5,345 for an average of 249 days of employment.

<sup>20</sup> In a few cases, the original data were incomplete and the net result of additions owing to previously unreported employment would have increased the annual employment estimates by an average of 0.8 percent, almost identical to the understatement indicated by the Coast Guard records. (See footnote 1, p. 1.) The number of days employed as determined by the annual earnings study was higher in 4 of the 6 ratings studied by from 1 to 3 days. In the other 2 ratings, the average employment was slightly lower.

<sup>21</sup> Payments from vacation funds could not be related to time worked during the particular time period studied.

## Chart 9. ANNUAL EARNINGS

Annual Earnings of Industry Connected<sup>1</sup> Seamen and of Seamen Who Worked in Each of the Four Quarters of the Year, July 1, 1956—June 30, 1957



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<sup>1</sup>For definition of industry connected seamen, see table B-1.

The tabulation also shows that median earnings for licensed officers were higher than the arithmetical averages. Although this was also true of 2 of the unlicensed ratings, the differences were smaller.

As brought out in the study of annual employment, the average income of seamen is greatly affected by the earnings of those with short periods of employment. The distribution of industry connected seamen in the 6 selected ratings according to average annual earnings shows that 1 out of 8 second mates earned less than \$5,000 a year and 1 out of 10 third assistant engineers earned less than \$3,500. On the other hand, 42 percent of the second mates earned \$9,000 or more during the survey year, and 38 percent of the third assistant engineers earned \$8,000 or more. More than 12 percent of the able-bodied seamen, oilers, and cooks earned less than \$3,000 annually and 28 percent of the messmen earned less than \$2,500. At the upper end, more than 40 percent of the able-bodied seamen earned \$5,000 or more; 32 percent of the messmen had annual earnings from maritime employment of \$4,000 or more (table B-15).

When all seamen who worked anytime during the year were included in the calculations, annual earnings were reduced by about 8 percent in nearly all the ratings studied, with the exception of messmen. The inclusion of messmen who did not work prior to or after the survey year reduced their annual earnings 15 percent to \$2,806 (table B-16). It was also interesting to note that the average daily earnings (based on annual employment and earnings) also decreased when those not considered industry connected were included, indicating that part-time seamen in a given rating earn less per day than those regularly in the industry.

#### Income Security and Vacation Benefits

The establishment and rapid expansion of pension, welfare, and vacation plans by employers and unions through collective bargaining is recognized as one of the outstanding developments of the seafaring industry in recent years. The development of these benefits has added to the income security and paid leisure of seamen and has imposed additional cost on employers.

Concurrent with the rapidly expanding private pension and welfare programs in business establishments ashore, was the equally rapid development of such plans for seafaring personnel. Since 1950, negotiations concerning this type of fringe benefits have been extended to such a degree that they must be considered substantial components of maritime collective bargaining and operator-union contracts.

Union request and subsequent negotiations for contract improvements have included "package"

About 80 percent of the second mates and 75 percent of the third assistant engineers worked in each of the 4 quarters of the year studied. Second mates averaged \$8,363 for 276 days and third assistant engineers averaged \$7,467 for 272 days (table B-17). About 70 percent of the able-bodied seamen, oilers, and cooks worked in each of the 4 quarters, compared with only about 60 percent of the messmen. Average annual earnings of the unlicensed seamen employed in each of the 4 quarters were 9 or 10 percent higher than the average for all of those classed as industry connected.

As previously indicated, the differences between coasts for industry connected licensed officers were small for both daily earnings and annual employment. Second mates on the Atlantic and Gulf Coasts averaged less than 2 percent more per year than those on the West Coast. Third engineers had almost identical annual earnings (table B-15). For the unlicensed ratings, the differences were more substantial.

Able-bodied seamen on the West Coast averaged almost 9 percent higher annual earnings than their counterparts working from the Atlantic and Gulf ports, even though the latter group averaged more days of employment. Oilers on the West Coast averaged nearly 7 percent more and messmen over 10 percent more with almost the same number of days of employment registered in the 2 coastal groups. The average annual earnings and employment of cooks on the Atlantic and Gulf Coasts exceeded the corresponding averages on the West Coast by \$348 and 33 days, respectively. A higher proportion of cooks on the Atlantic Coast worked on passenger ships; such cooks had higher daily earnings and a longer number of days of employment than cooks on other types of vessels.

demands embracing basic wages, overtime, vacations for members of the seafaring unions, and have emphasized social security protection in the form of welfare-pension advantages and employment security.

The increase in employers' expenditures for seafaring fringe benefits (welfare, pension, vacation, and unemployment plans) is clearly apparent from the data presented in table C-1. For unlicensed seamen, employer contributions advanced from \$0.25 per man-day in 1950 to as high as \$1.95 in 1957. During the same period, contributions for licensed seamen advanced from \$0.25 to more than \$3.20 for fringe benefits per man-days.<sup>22</sup>

<sup>22</sup> Contributions to funds for masters total as high as \$6.30 per day.

West Coast licensed engineers and unlicensed personnel contributed 1 percent of annual wages, up to \$3,000, toward financing the California Unemployment Compensation Disability Fund. Contributions are made on a voluntary basis when ship operators and a majority of the seamen agree to the payroll deduction. Disability compensation, as stipulated in the operator-union bargaining agreements or Declaration of Trusts, is payable when seamen covered by the plans are denied California disability insurance.

### Welfare Plans

In the original welfare plans, negotiated in 1950, stipulations of the various benefits incorporated in the respective plans generally included, and with few exceptions were confined to, insurance features covering life, accident, dismemberment and in-hospital benefits. Periodically, either by negotiation or trustee action, supplementary items were embodied in the respective plans, containing a wide range of health and social benefits, such as broad extension of hospital care, surgical expenses, medical and hospital advantages for seamen's dependents, maternity benefits, disability compensation, unemployment subsistence program, scholarships for members' children, job training, preventive medicine, health clinics, and funeral expenses.

### Employment Security

The only operator-union employment security plan in effect for all unlicensed seamen manning ships covered by the participating union agreement stipulates that qualified seamen are eligible for weekly unemployment benefit payments when out of work by reason of ship layup, shipwreck, transfer or sale of vessels, reduction of ships' crews, disability recovery periods, involvement in certain legal proceedings, and other specified contingencies.

Ship operators who are parties to this agreement contribute \$0.25 per man-day to finance the plan. Qualifying seamen receive unemployment payments of \$30 per week if not entitled to State unemployment benefits or \$15 per week when eligible for State aid. Payments are limited to \$180 in any period of 365 consecutive days except for payments for disability which may continue for a maximum of 13 weeks.

### Pensions

Prior to 1953, provision for retirement benefits for a limited number of seamen was confined to major shipping companies operating dry-cargo and passenger vessels. In addition, seamen manning the ships of large oil companies were included in company sponsored and financed overall personnel benefit programs.

During 1953, seafaring unlicensed unions and 3 ship operators' associations negotiated multicompny pension plans which provided that employers contribute \$0.40 per man-day to support the plans. In 1955, licensed deck, engine and radio officers' retirement plans were established. Employer contributions for deck and engineering officers amounted to \$0.85 per man-day. Contributions toward radio officer pension plans, however, varied between different unions and also within the same union depending upon whether the contract was negotiated on the East or West Coast.

The basic provisions incorporated in the seaman's pension plan generally follow a pattern found in many nonmaritime plans. Older or disabled seamen may qualify for any 1 of 4 types of pensions—normal, early, reduced, or disability. Normal or full retirement payments of \$100 per month or more are provided for those who reach the qualifying age of 65 and who have 20 or more years of creditable service. Early, reduced, or disability annuities range from \$50 to \$95 per month depending on such factors as age of pensioner, years of creditable service, and type of retirement.

### Vacations

For many years, paid vacations for seamen, particularly licensed officers, either have been granted in accordance with established company policy or developed through the process of collective bargaining. The first negotiated multioperator seafaring vacation plan became effective in 1951. To date, 11 additional major operator-union plans have been instituted. Ship operator expenditures for financing these group plans vary from a stipulated amount per man-day to a percentage contribution of the straight-time basic wage.

Early in 1958 changes in the paid vacation plans **provided** for seamen to receive from 14 to as high as 60 days at base pay for each 360 days of employment. The maximum days are applicable when the seaman involved remains in the employ of 1 company for a year or more.



TABLE A-1. AVERAGE DAILY EARNINGS

(Average daily earnings of seamen manning seagoing ships in the United States Maritime Industry by rating, all ports and by coast, May 1957 1/)

Rating	All ports				Atlantic and Gulf Coast ports				West Coast ports			
	Number of seamen	Average daily earnings 2/	Average daily premium 3/		Number of seamen	Average daily earnings 2/	Average daily premium 3/		Number of seamen	Average daily earnings 2/	Average daily premium 3/	
			Hours	Earnings			Hours	Earnings			Hours	Earnings
All seamen (except masters and cadets) .....	44,785	\$20.19	2.8	\$6.21	30,580	\$19.72	2.9	\$6.22	14,205	\$21.21	2.5	\$6.14
All licensed seamen .....	9,627	\$29.80	2.8	\$8.21	6,531	\$29.78	2.8	\$8.19	3,096	\$29.83	2.8	\$8.24
Deck department 4/ .....	4,820	29.04	3.2	9.22	3,275	28.97	3.1	9.20	1,545	29.18	3.1	9.26
Chief mates .....	882	35.94	3.3	10.59	612	35.65	3.3	10.42	270	36.61	3.5	10.97
Second mates .....	895	29.43	3.3	9.48	622	29.34	3.3	9.41	273	29.63	3.4	9.64
Third mates .....	903	27.64	3.3	9.19	625	27.42	3.2	8.92	278	28.14	3.5	9.80
Fourth mates .....	618	26.13	3.3	9.17	405	25.76	3.2	8.95	213	26.84	3.5	9.59
Radio officers .....	980	27.61	3.1	9.08	685	27.61	3.1	9.03	295	27.61	3.1	9.20
Chief pursers, passenger .....	83	30.39	2.7	8.61	63	30.06	3.0	9.52	20	31.44	1.8	5.78
Pursers, dry-cargo and tanker .....	272	23.04	1.5	4.54	141	22.32	1.3	3.90	131	23.82	1.7	5.24
Assistant pursers, passenger .....	104	26.03	3.5	11.17	80	26.94	4.0	12.67	24	23.01	2.0	6.20
Engine department 4/ .....	4,807	30.56	2.5	7.19	3,256	30.60	2.5	7.18	1,551	30.47	2.5	7.23
Chief engineers .....	889	39.14	1.5	1.87	619	38.64	1.4	1.37	270	40.27	1.7	3.02
First assistant engineers .....	881	35.09	3.1	9.64	611	35.15	3.2	9.93	270	34.98	3.0	9.21
Second assistant engineers .....	915	29.17	3.1	8.90	633	29.21	3.2	9.22	282	29.07	2.9	8.18
Third assistant engineers .....	992	26.87	2.9	8.16	695	26.80	2.9	8.05	297	27.03	3.0	8.41
Junior third assistant engineers .....	780	25.06	2.8	7.71	443	24.99	3.0	7.86	337	25.16	2.7	7.47
Licensed junior engineers .....	305	23.10	2.2	5.90	210	22.86	2.1	5.76	95	23.61	2.3	6.21
All unlicensed seamen .....	35,158	17.56	2.8	5.66	24,049	16.99	3.0	5.70	11,109	18.80	2.4	5.56
Deck department 4/ .....	11,354	18.80	3.2	6.71	7,727	17.75	3.2	6.41	3,627	21.05	3.0	7.35
Bosuns .....	908	22.44	3.1	6.97	633	21.40	2.9	6.30	275	24.82	3.3	8.52
Carpenters .....	429	21.48	2.9	6.85	243	20.39	3.0	6.35	186	22.91	2.7	7.51
Deck maintenance .....	1,656	18.96	2.6	5.88	1,060	17.74	2.4	5.16	596	21.15	2.7	7.17
Able-bodied seamen .....	5,503	19.50	3.3	7.30	3,800	18.56	3.4	7.17	1,703	21.67	3.1	7.60
Ordinary seamen .....	2,560	14.83	3.1	5.41	1,842	14.39	3.4	5.60	718	15.94	2.5	4.92
Engine department 4/ .....	10,095	17.34	2.4	5.00	6,956	16.72	2.3	4.55	3,139	18.71	2.7	5.96
Unlicensed junior engineers .....	308	16.94	1.2	2.51	264	16.95	1.2	2.52	44	16.89	1.1	2.50
Electricians .....	667	24.23	2.6	6.15	454	22.61	2.2	4.53	213	27.67	3.7	9.61
Second electricians .....	510	22.97	2.6	6.36	288	20.91	2.1	4.36	222	25.63	3.4	8.95
Engine maintenance .....	230	16.38	1.5	3.18	176	16.25	1.5	3.14	54	16.80	1.6	3.32
Oilers .....	2,720	17.38	2.9	5.93	1,909	16.89	2.7	5.54	811	18.54	3.2	6.83
Firemen, water tenders .....	2,749	17.56	3.0	6.13	1,944	17.33	3.0	6.01	805	18.13	3.0	6.40
Wipers .....	2,224	12.77	1.2	2.02	1,540	12.41	1.1	1.82	684	13.59	1.2	2.45
Stewards department 4/ .....	13,709	16.70	2.8	5.28	9,366	16.56	3.3	5.97	4,343	16.99	1.7	3.78
Chief stewards, passenger .....	50	32.04	4.0	8.64	38	31.61	4.7	9.61	12	33.39	1.4	4.99
Chief stewards, dry-cargo and tanker .....	833	22.94	3.2	6.99	579	22.71	3.5	7.35	254	23.49	2.5	6.18
Second stewards, passenger .....	65	26.19	4.7	10.18	48	26.40	5.8	11.99	17	25.62	1.8	5.07
Chefs, passenger .....	72	31.54	4.6	10.38	42	31.79	6.0	12.57	30	31.18	2.6	7.31
Cooks, passenger .....	358	24.39	3.8	8.39	242	24.72	4.8	10.00	116	23.71	1.8	5.03
Cooks, dry-cargo and tanker .....	856	20.59	2.8	6.01	591	20.30	3.0	6.31	265	21.24	2.2	5.33
Cooks and bakers, dry-cargo and tanker .....	759	19.86	2.7	5.94	540	19.56	2.9	6.05	219	20.61	2.3	5.66
Assistant cooks, passenger .....	246	21.79	3.8	8.10	183	21.64	4.5	9.19	63	22.21	1.8	4.93
Assistant cooks, dry-cargo and tanker .....	857	18.49	2.7	5.85	560	18.16	3.0	6.14	297	19.12	2.1	5.31
Stewards, passenger .....	1,108	14.78	2.9	4.77	764	15.11	3.8	6.15	344	14.05	.8	1.70
Waiters, passenger .....	1,103	15.51	3.3	5.50	747	15.60	4.2	6.75	356	15.32	1.3	2.89
Messmen, all ships .....	5,799	14.10	2.6	4.31	3,983	13.76	2.9	4.70	1,816	14.85	1.8	3.45
Bellboys, passenger .....	208	14.04	3.1	5.06	147	14.44	4.0	6.48	61	13.07	.8	1.64

1/ Data relate to latest trips ending prior to June 1957.

2/ Includes all wage payments and allowances, such as nonwatch allowance, tool and uniform allowances, pay for serving extra meals, passenger allowances, payments for division of work, and war-risk bonuses in addition to premiums shown separately. Does not include any value for board and lodging or gratuities.

3/ Total of overtime and penalty time.

4/ Includes data for other ratings in addition to those shown separately.

TABLE A-2. DISTRIBUTION BY AVERAGE DAILY EARNINGS — ALL PORTS, LICENSED SEAMEN

(Percentage distribution of licensed seamen manning seagoing ships of the United States Maritime Industry by average daily earnings, May 1957 1/)

Rating	Number of seamen	Average daily earnings 2/	Percent of seamen receiving daily earnings of--																					
			Under \$ 20	20 and under 21	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40 and over
All licensed seamen .....	9,627	\$29.80	1.0	1.0	2.1	2.7	4.4	6.2	9.9	10.6	8.4	8.1	6.4	4.6	4.5	4.0	3.4	3.1	2.9	3.6	2.2	2.7	2.0	6.2
Deck department 3/ .....	4,820	\$29.04	1.6	0.8	1.7	2.1	3.4	5.3	10.1	13.6	10.6	9.8	7.4	5.6	5.2	4.1	4.4	2.7	2.9	1.3	1.2	1.5	1.0	3.7
Chief mates .....	882	35.94	-	-	-	-	-	-	-	-	.3	1.0	2.2	4.0	7.1	9.5	13.7	9.6	11.3	5.1	6.1	7.0	5.1	17.8
Second mates .....	895	29.43	.3	-	-	.2	.8	.2	5.0	10.3	15.5	17.5	13.1	13.4	7.7	4.2	5.3	2.1	2.2	.4	.7	.2	-	.7
Third mates .....	903	27.64	-	-	.8	1.4	2.5	10.2	16.4	14.4	15.0	10.9	10.5	6.5	3.9	3.1	2.2	.9	.7	.3	-	-	-	.3
Fourth mates .....	618	26.13	.3	.3	1.0	5.5	8.9	12.8	23.8	19.6	8.7	9.2	2.8	2.4	3.7	1.0	-	-	-	-	-	-	-	-
Radio officers .....	990	27.61	-	.3	-	2.4	2.8	4.8	11.6	27.2	15.6	13.2	8.1	3.1	3.9	3.2	1.6	.3	.3	.8	-	.5	-	.3
Chief pursers, passenger .....	83	30.39	-	3.6	6.0	2.4	2.4	2.4	3.6	-	7.2	9.6	18.1	3.6	4.8	2.4	2.4	8.4	9.6	2.4	-	3.6	3.6	3.6
Pursers, dry-cargo and tanker .....	272	23.04	12.9	7.0	21.7	8.5	16.5	9.2	7.0	9.6	2.6	1.1	1.1	-	1.8	-	1.1	-	-	-	-	-	-	-
Assistant pursers, passenger .....	104	26.03	22.1	1.9	1.9	1.9	1.9	1.9	6.7	12.5	9.6	9.6	8.7	3.8	7.7	3.8	1.9	2.9	1.0	-	-	-	-	-
Engine department 3/ .....	4,807	30.56	.5	1.2	2.5	3.3	5.4	7.1	9.7	7.6	6.3	6.3	5.4	3.7	3.8	3.9	2.4	3.6	2.9	5.8	3.1	3.9	3.0	8.7
Chief engineers .....	889	39.14	-	-	-	-	-	-	-	-	-	-	-	-	.3	-	1.2	3.8	3.0	18.2	11.2	16.2	13.7	32.2
First assistant engineers .....	881	35.09	-	-	-	-	-	-	-	.5	1.9	1.0	3.5	6.0	7.5	14.0	7.3	12.9	10.7	11.5	4.8	3.1	2.2	13.3
Second assistant engineers .....	915	29.17	-	.3	.4	-	1.3	2.2	9.5	10.6	11.5	20.1	13.9	9.8	7.5	3.4	1.7	1.5	1.2	1.6	.3	1.6	.2	1.1
Third assistant engineers .....	992	26.87	-	.3	.4	3.6	5.1	15.9	19.4	17.2	10.8	7.2	7.4	3.1	3.7	2.9	.9	.8	.6	.3	-	-	-	.3
Junior third assistant engineers .....	780	25.06	-	.4	4.2	8.3	21.8	17.8	20.1	11.3	7.8	3.8	2.2	.5	.8	.5	.4	-	-	-	-	-	-	-
Licensed junior engineers .....	305	23.10	7.5	15.4	24.9	19.7	5.9	6.2	7.5	1.0	4.6	2.3	1.3	-	-	-	1.3	1.3	1.0	-	-	-	-	-

1/ Data relate to latest trips ending prior to June 1957.

2/ Includes all wage payments and allowances, such as nonwatch allowance, and war-risk bonuses. Does not include any value for board and lodging or gratuities.

3/ Includes data for other ratings in addition to those shown separately.



TABLE A-4. DISTRIBUTION BY AVERAGE DAILY EARNINGS — ATLANTIC AND GULF COAST PORTS, LICENSED SEAMEN

(Percentage distribution of licensed seamen manning seagoing ships of the United States Maritime Industry by average daily earnings, May 1957 1/)

Rating	Number of seamen	Average daily earnings 2/	Percent of seamen receiving daily earnings of--																					
			Under \$20	\$20 and under 21	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40 and over
All licensed seamen .....	6,531	\$29.78	0.9	1.1	2.2	2.8	4.4	6.3	9.9	9.8	8.7	8.1	6.1	4.4	4.8	4.1	3.5	3.4	3.0	3.7	2.6	3.0	1.9	5.4
Deck department 3/ .....	3,275	\$28.97	1.3	0.7	1.8	2.2	3.5	5.7	10.2	12.6	11.6	9.4	7.7	5.7	5.7	3.8	4.4	2.8	2.7	0.9	1.5	1.7	0.9	3.1
Chief mates .....	612	35.65	-	-	-	-	-	-	-	-	.5	.7	2.5	3.6	8.3	9.8	15.5	10.6	10.6	3.3	7.7	8.0	4.6	14.4
Second mates .....	622	29.34	-	-	.3	.6	-	5.0	8.0	18.5	18.2	14.5	14.1	8.2	3.5	4.0	1.3	2.3	.2	.5	.3	-	.6	-
Third mates .....	625	27.42	-	-	.6	1.8	2.2	11.7	17.3	13.8	16.0	9.6	11.5	6.7	3.0	1.8	2.7	1.3	-	-	-	-	-	-
Fourth mates .....	405	25.76	.5	-	1.5	7.4	9.6	16.0	24.4	17.3	9.4	7.7	1.2	2.0	3.0	-	-	-	-	-	-	-	-	-
Radio officers .....	685	27.61	-	-	-	2.3	3.1	5.3	12.1	27.3	16.1	11.8	7.4	3.1	5.1	3.2	.6	.4	.4	.9	-	.4	-	.4
Chief pursers, passenger .....	63	30.06	-	4.8	7.9	3.2	3.2	3.2	-	-	9.5	12.7	15.9	-	6.3	3.2	-	6.3	9.5	-	-	4.8	4.8	4.8
Pursers, dry-cargo and tanker .....	141	22.32	12.8	10.6	28.4	6.4	22.0	8.5	3.5	4.3	-	-	-	-	3.5	-	-	-	-	-	-	-	-	-
Assistant pursers, passenger .....	80	26.94	16.3	-	2.5	2.5	2.5	-	8.8	13.8	8.8	8.8	8.8	5.0	10.0	5.0	2.5	3.8	1.3	-	-	-	-	-
Engine department 3/ .....	3,256	30.60	.5	1.5	2.6	3.3	5.4	6.8	9.6	7.1	5.7	6.8	4.5	3.0	4.0	4.4	2.5	4.0	3.3	6.5	3.6	4.3	2.8	7.6
Chief engineers .....	619	38.64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.8	3.9	3.9	21.0	12.9	17.0	13.4	26.2
First assistant engineers .....	611	35.15	-	-	-	-	-	-	-	.7	1.1	1.5	1.6	5.1	8.8	15.7	6.4	14.1	11.8	11.3	5.1	3.6	1.1	12.1
Second assistant engineers .....	633	29.21	-	.5	.6	-	1.4	1.4	9.8	9.2	13.6	24.2	11.7	7.0	7.3	2.5	2.1	1.4	1.4	1.6	.5	2.1	.3	1.6
Third assistant engineers .....	695	26.80	-	.4	.6	4.2	6.2	17.0	21.0	16.7	7.8	5.3	6.3	2.9	4.0	3.7	1.3	1.2	.6	.4	-	-	-	.4
Junior third assistant engineers .....	443	24.99	-	.7	4.1	8.8	25.3	17.2	18.3	11.7	6.5	3.2	1.6	.9	.2	.9	.7	-	-	-	-	-	-	-
Licensed junior engineers .....	210	22.86	8.1	18.6	26.7	19.5	2.4	5.2	8.1	-	5.2	1.9	1.9	-	-	-	.5	1.9	-	-	-	-	-	-

1/ Data relate to latest trips ending prior to June 1957.

2/ Includes all wage payments and allowances, such as nonwatch allowance, and war-risk bonuses. Does not include any value for board and lodging or gratuities.

3/ Includes data for other ratings in addition to those shown separately.



TABLE A-6. DISTRIBUTION BY AVERAGE DAILY EARNINGS — WEST COAST PORTS, LICENSED SEAMEN

(Percentage distribution of licensed seamen manning seagoing ships of the United States Maritime Industry by average daily earnings, May 1957 <sup>1/</sup>)

Rating	Number of seamen	Average daily earnings <sup>2/</sup>	Percent of seamen receiving daily earnings of--																					
			Under \$ 20	20 and under 21	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40 and over
All licensed seamen .....	3,096	\$29.83	1.3	0.7	1.9	2.6	4.3	6.1	9.9	12.1	7.9	8.1	7.0	5.2	3.8	3.8	3.2	2.6	2.7	3.4	1.3	2.0	2.2	7.9
Deck department <sup>3/</sup> .....	1,545	\$29.18	2.1	0.9	1.6	1.9	3.3	4.3	9.8	15.6	8.3	10.8	6.7	5.4	4.2	4.8	4.4	2.4	3.4	2.3	0.6	1.0	1.1	5.0
Chief mates .....	270	36.61	-	-	-	-	-	-	-	-	-	1.9	1.5	4.8	4.4	8.9	9.6	7.4	13.0	9.3	2.6	4.8	6.3	25.6
Second mates .....	273	29.63	1.1	-	-	-	1.1	.7	5.1	15.4	8.8	16.1	9.9	11.7	6.6	5.9	8.1	4.0	2.6	1.1	1.1	-	-	.7
Third mates .....	278	28.14	-	-	1.1	.7	3.2	6.8	14.4	15.8	12.6	13.7	8.3	6.1	5.8	6.1	1.1	-	2.2	1.1	-	-	-	1.1
Fourth mates .....	213	26.84	-	.9	-	1.9	7.5	6.6	22.5	23.9	7.5	12.2	5.6	3.3	5.2	2.8	-	-	-	-	-	-	-	-
Radio officers .....	295	27.61	-	1.0	-	2.7	2.0	3.7	10.5	27.1	14.6	16.3	9.5	3.1	1.0	3.1	4.1	-	-	.7	-	.7	-	-
Chief pursers, passenger .....	20	31.44	-	-	-	-	-	-	15.0	-	-	-	25.0	-	-	10.0	-	15.0	10.0	10.0	-	-	-	-
Pursers, dry-cargo and tanker .....	131	23.32	13.0	3.1	14.5	10.7	10.7	9.9	10.7	15.3	5.3	2.3	2.3	-	-	-	-	2.3	-	-	-	-	-	-
Assistant pursers, passenger .....	24	23.01	41.7	8.3	-	-	-	8.3	-	8.3	12.5	12.5	8.3	-	-	-	-	-	-	-	-	-	-	-
Engine department <sup>3/</sup> .....	1,551	30.47	.4	.5	2.3	3.4	5.3	7.9	9.9	8.6	7.5	5.4	7.3	5.1	3.4	2.9	2.0	2.8	2.1	4.4	2.0	3.0	3.3	10.8
Chief engineers .....	270	40.27	-	-	-	-	-	-	-	-	-	-	-	-	1.1	-	3.7	1.1	11.9	7.4	14.4	14.4	45.9	
First assistant engineers .....	270	34.98	-	-	-	-	-	-	-	-	3.7	-	7.8	8.1	4.4	10.0	9.3	10.4	8.1	11.9	4.1	1.9	4.4	15.9
Second assistant engineers .....	282	29.07	-	-	-	-	1.1	3.9	8.9	13.8	6.7	11.0	18.8	16.3	8.2	5.3	1.1	1.8	.7	1.8	-	.7	-	-
Third assistant engineers .....	297	27.03	-	-	-	2.4	2.7	13.5	15.5	18.5	17.8	11.4	9.8	3.7	3.0	1.0	-	-	.7	-	-	-	-	-
Junior third assistant engineers .....	337	25.16	-	-	4.5	7.7	17.2	18.7	22.6	10.7	9.5	4.7	3.0	-	1.5	-	-	-	-	-	-	-	-	-
Licensed junior engineers .....	95	23.61	6.3	8.4	21.1	20.0	13.7	8.4	6.3	3.2	3.2	3.2	-	-	-	-	3.2	-	-	-	-	-	-	-

<sup>1/</sup> Data relate to latest trips ending prior to June 1957.<sup>2/</sup> Includes all wage payments and allowances, such as nonwatch allowance, and war-risk bonuses. Does not include any value for board and lodging or gratuities.<sup>3/</sup> Includes data for other ratings in addition to those shown separately.

TABLE A-7. DISTRIBUTION BY AVERAGE DAILY EARNINGS — WEST COAST PORTS, UNLICENSED SEAMEN

(Percentage distribution of unlicensed seamen manning seagoing ships of the United States Maritime Industry by average daily earnings, May 1957 1/)

Rating	Number of seamen	Average daily earnings 2/	Percent of seamen receiving daily earnings of—																											
			Under \$ 12	12 and under 13	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30 and over								
All unlicensed seamen .....	11,109	\$18.80	1.7	5.3	10.2	9.1	6.8	7.0	8.6	9.3	8.3	6.4	6.2	4.4	4.0	2.5	1.8	1.6	1.3	0.9	0.6	4.0								
Deck department 3/ .....	3,627	\$21.05	-	1.0	4.0	2.6	3.9	7.6	11.4	8.5	9.7	8.4	9.6	6.3	6.8	4.5	3.0	1.5	2.0	1.1	0.5	7.6								
Bosuns .....	275	24.82	-	-	-	-	-	1.1	1.5	2.2	5.8	8.7	14.9	3.7	14.2	8.0	7.3	4.0	3.3	4.7	2.5	13.1								
Carpenters .....	186	22.91	-	-	-	-	-	-	-	8.1	11.3	14.5	8.6	5.9	18.8	8.6	8.6	4.8	5.4	2.7	1.1	1.6								
Deck maintenance .....	596	21.15	-	-	.5	2.7	6.7	10.6	8.1	12.8	11.2	11.6	9.4	9.4	6.5	1.7	.7	2.5	1.7	.5	3.5									
Able-bodied seamen .....	1,703	21.61	-	-	-	1.4	6.3	14.2	10.3	11.6	9.7	12.2	8.2	6.2	4.7	3.0	1.6	2.0	.6	.4	7.8									
Ordinary seamen .....	718	15.94	-	5.0	20.3	13.0	14.1	16.0	13.5	8.9	5.2	1.4	1.9	-	.7	-	-	-	-	-	-	-								
Engine department 3/ .....	3,139	18.71	3.4	6.4	6.1	4.5	5.3	7.4	11.2	17.3	11.4	6.6	3.6	2.3	1.9	2.1	1.4	2.0	1.2	1.5	.9	3.5								
Unlicensed junior engineers .....	44	16.89	-	-	-	25.0	22.7	6.8	25.0	13.6	-	-	-	-	6.8	-	-	-	-	-	-	-								
Electricians .....	213	27.67	-	-	-	-	-	-	-	-	3.3	-	4.7	2.3	8.5	5.2	10.3	11.7	5.2	9.4	8.9	30.5								
Second electricians .....	222	25.63	-	-	-	-	-	-	3.6	-	2.3	6.3	5.9	6.3	8.1	14.9	9.0	5.4	9.0	8.6	2.7	18.0								
Engine maintenance .....	54	16.80	-	-	9.3	-	20.4	37.0	5.6	18.5	-	5.6	3.7	-	-	-	-	-	-	-	-	-								
Oilers .....	811	18.54	-	-	-	.7	6.4	11.7	14.7	28.0	21.1	11.3	3.2	2.2	.6	-	-	-	-	-	-	-								
Firemen, water tenders .....	805	18.13	1.9	1.1	-	.7	3.2	12.2	21.0	32.9	18.3	5.8	1.7	1.1	-	-	-	-	-	-	-	-								
Wipers .....	684	13.59	13.5	28.2	27.2	14.8	8.8	1.9	2.6	.9	1.8	.4	-	-	-	-	-	-	-	-	-	-								
Stewards department 3/ .....	4,343	16.99	1.9	8.1	18.4	17.9	10.3	6.2	4.4	4.2	4.8	4.7	5.1	4.3	3.2	1.2	1.2	1.4	.6	.4	.3	1.3								
Chief stewards, dry-cargo and tanker .....	254	23.49	-	-	-	-	-	-	-	1.6	5.9	24.8	22.4	19.7	7.1	5.1	4.3	1.2	.8	2.8	4.3									
Chefs, passenger .....	30	31.18	-	-	-	-	-	-	-	-	-	-	-	10.0	-	-	16.7	-	10.0	6.7	56.7									
Cooks, passenger .....	116	23.71	-	-	-	2.6	4.3	-	2.6	2.6	9.5	9.5	4.3	2.6	9.5	6.9	12.1	11.2	9.5	5.2	7.8									
Cooks, dry-cargo and tanker .....	265	21.24	-	-	-	-	-	2.3	2.6	5.3	17.0	23.0	20.0	13.6	7.5	1.1	3.0	3.8	-	.8	-									
Cooks and bakers, dry-cargo and tanker .....	219	20.61	-	-	-	-	-	-	3.2	19.6	13.7	27.9	9.1	8.2	7.3	.9	3.7	1.4	-	-	-									
Assistant cooks, passenger .....	63	22.21	-	-	-	-	-	-	3.2	27.0	6.3	14.3	9.5	19.0	11.1	3.2	3.2	-	-	-	-	3.2								
Assistant cooks, dry-cargo and tanker .....	297	19.12	-	-	-	-	-	12.8	15.8	26.9	21.5	7.4	8.1	5.1	-	1.0	.7	-	-	-	-	.7								
Stewards, passenger .....	344	14.05	-	27.9	46.8	17.4	2.6	-	.6	-	-	-	.6	-	-	.6	.6	1.7	-	-	-	.6								
Waiters, passenger .....	356	15.32	-	3.4	21.3	43.5	5.3	11.2	7.0	2.5	-	-	-	2.2	2.8	-	.6	-	-	-	-	-								
Hessmen, all ships .....	1,816	14.85	1.5	9.0	25.4	26.9	19.7	8.0	4.1	1.0	.9	.6	.7	1.8	.3	-	-	-	-	-	-	-								
Bellboys, passenger .....	61	13.07	14.8	32.8	26.2	18.0	8.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-								

1/ Data relate to latest trips ending prior to June 1957.

2/ Includes all wage payments and allowances, such as tool and uniform allowances, pay for serving extra meals, passenger allowances, payments for division of work, and war-risk bonuses. Does not include any value for board and lodging or gratuities.

3/ Includes data for other ratings in addition to those shown separately.

TABLE A-8. DISTRIBUTION BY DAILY PREMIUM EARNINGS — ALL PORTS

(Percentage distribution of seamen manning seagoing ships in the United States Maritime Industry by average daily premium earnings, May 1957 1/)

Rating	Number of seamen	Average daily premium earnings 2/	Percent of seamen receiving daily premium earnings of--																				
			Under \$1	\$1 and under 2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	\$20 and over	
<b>Licensed seamen:</b>																							
<b>Deck department:</b>																							
Chief mates .....	882	\$10.59	0.4	0.9	-	2.8	5.4	5.1	4.6	9.8	13.3	8.5	3.8	7.4	6.2	5.5	6.3	3.8	3.1	3.4	1.1	0.6	2.9
Second mates .....	895	9.48	-	.4	0.2	1.2	1.7	2.3	7.4	14.2	16.4	18.5	16.3	9.1	4.3	4.0	1.3	.9	.3	.3	.7	-	.2
Third mates .....	903	9.19	.9	.6	1.0	.9	1.0	3.0	11.1	15.1	18.8	12.6	14.6	7.4	5.1	2.8	2.6	1.4	.2	.3	.3	.3	-
Fourth mates .....	618	9.17	-	.3	.8	.3	1.4	2.7	9.9	13.0	18.6	27.4	10.4	5.9	3.7	2.6	2.4	.6	-	-	-	-	-
Radio officers .....	930	9.08	-	.3	.8	1.4	3.3	4.4	7.2	13.9	27.0	13.6	13.0	4.8	3.8	2.4	1.4	.8	.6	.8	-	.4	-
Chief pursers, passenger .....	83	8.61	-	9.0	-	3.8	14.1	10.3	7.7	7.7	3.8	5.1	-	9.0	6.4	1.3	5.1	-	2.6	3.8	6.4	-	3.8
Pursers, dry-cargo and tanker .....	272	4.54	18.0	5.5	6.2	9.9	15.4	14.7	9.6	9.2	4.8	3.3	1.1	-	1.1	-	-	-	1.1	-	-	-	-
Assistant pursers, passenger .....	104	11.17	5.7	.9	2.8	4.7	1.9	5.7	3.8	6.6	8.5	-	1.9	10.4	10.4	5.7	3.8	6.6	5.7	6.6	2.8	3.8	1.9
<b>Engine department:</b>																							
Chief engineers .....	389	1.86	47.3	15.5	13.8	9.6	4.1	4.7	.8	.7	1.0	.6	.2	-	-	.3	.2	1.0	-	-	-	-	-
First assistant engineers .....	881	9.64	1.2	.4	1.7	4.4	4.3	8.5	10.6	9.0	13.6	6.3	9.6	4.0	3.8	4.8	6.1	3.3	1.8	2.0	1.1	1.7	1.7
Second assistant engineers .....	915	8.90	.4	.2	2.2	1.8	2.7	5.2	10.7	12.6	18.8	17.3	8.8	8.8	4.0	2.1	2.0	.8	.1	.5	-	.7	.3
Third assistant engineers .....	992	8.16	1.4	1.4	3.4	1.7	2.7	8.1	19.9	17.0	10.8	12.0	5.0	4.1	6.0	2.8	2.0	-	.9	.5	-	-	.2
Junior third assistant engineers .....	780	7.50	.7	2.2	.9	2.0	3.2	5.1	18.5	25.7	18.6	12.9	6.5	1.4	1.5	.4	.4	-	-	-	-	-	-
Licensed junior engineers .....	305	5.66	5.1	5.4	11.1	6.7	13.1	14.6	16.2	10.5	6.4	1.9	2.5	.6	1.6	1.6	-	-	1.0	-	1.6	-	-
<b>Unlicensed seamen:</b>																							
<b>Deck department:</b>																							
Bosuns .....	908	6.95	.3	1.1	6.9	12.0	17.2	9.3	11.9	10.6	5.8	7.9	4.4	5.1	2.6	.2	.2	.8	1.2	.6	.2	.2	1.4
Carpenters .....	429	6.85	.9	-	1.2	10.5	19.3	13.3	7.9	11.9	16.6	4.9	7.2	1.6	2.8	1.2	-	-	-	.7	-	-	-
Deck maintenance .....	1,656	5.82	.4	2.1	9.4	17.9	15.2	15.8	8.6	11.2	6.0	5.1	2.8	.6	1.8	.8	.2	1.3	-	-	-	-	-
Able-bodied seamen .....	5,503	7.30	.4	1.1	2.6	3.0	10.9	19.4	19.8	13.9	8.6	6.3	4.3	2.0	2.4	1.6	.7	.2	.4	.3	.5	.4	1.1
Ordinary seamen .....	2,560	5.39	.3	2.9	3.0	13.9	27.7	22.7	10.2	8.9	5.1	2.9	.9	.8	.7	-	-	.1	-	-	-	-	-
<b>Engine department:</b>																							
Unlicensed junior engineers .....	308	2.40	34.7	19.8	16.9	8.1	5.2	8.4	.6	.6	1.6	1.3	1.0	.6	-	1.0	-	-	-	-	-	-	-
Electricians .....	667	6.08	6.4	7.1	12.0	6.5	11.7	10.7	10.1	7.7	7.7	3.1	4.2	3.6	3.1	2.2	1.7	1.0	.7	.3	-	-	-
Second electricians .....	510	6.25	7.1	7.1	8.1	8.3	12.7	10.4	10.0	8.7	6.5	3.3	4.2	3.8	3.3	2.1	1.5	1.0	1.3	.6	-	-	-
Engine maintenance .....	230	3.18	27.4	13.0	13.9	8.7	12.6	9.6	8.3	2.6	1.3	-	2.6	-	-	-	-	-	-	-	-	-	-
Oilers .....	2,720	5.89	-	.4	1.6	8.0	18.2	26.4	25.4	11.9	4.9	1.4	.8	.6	.2	-	-	-	-	-	-	-	-
Firemen, water tenders .....	2,749	6.13	.4	.3	.6	3.2	12.8	30.5	28.8	16.3	4.5	2.2	.3	.1	-	-	-	-	-	-	-	-	-
Wipers .....	2,224	2.01	24.9	35.2	20.3	10.6	4.7	2.2	.8	.6	.5	.2	-	-	-	-	-	-	-	-	-	-	-
<b>Stewards department:</b>																							
Chief stewards, passenger .....	50	8.64	2.0	-	-	4.0	12.0	14.0	-	-	6.0	6.0	14.0	6.0	8.0	6.0	10.0	10.0	2.0	-	-	-	-
Chief stewards, dry-cargo and tanker .....	833	6.99	-	-	1.9	5.5	5.2	13.8	28.6	20.6	11.2	7.4	1.7	1.1	1.4	.2	-	.7	.2	.4	-	-	-
Second stewards, passenger .....	65	10.18	4.6	-	4.6	9.2	-	4.6	9.2	6.2	-	6.2	1.5	3.1	15.4	7.7	13.8	9.2	1.5	-	3.1	-	-
Chefs, passenger .....	72	10.38	-	-	-	4.2	-	8.3	9.7	14.9	13.9	1.4	8.3	4.2	5.6	-	-	8.3	5.6	2.8	5.6	-	2.8
Cooks, passenger .....	358	8.08	-	.6	3.1	7.3	7.0	9.5	8.9	12.6	5.6	5.0	10.1	8.9	5.9	4.7	3.1	2.8	1.1	-	.3	.6	-
Cooks, dry-cargo and tanker .....	856	6.01	-	.6	3.0	6.6	6.2	34.1	31.1	9.7	4.7	2.0	.2	.9	.8	-	-	-	-	-	-	-	-
Cooks and bakers, dry-cargo and tanker .....	759	5.94	-	-	1.6	6.0	9.2	38.5	34.0	5.1	3.4	-	.4	.4	.7	.7	-	-	-	-	-	-	-
Assistant cooks, passenger .....	246	7.95	-	.8	6.9	3.3	5.7	9.3	8.5	6.5	18.3	18.3	9.3	4.1	4.5	2.4	.8	.8	.4	-	-	-	-
Assistant cooks, dry-cargo and tanker .....	857	5.85	1.6	-	3.4	4.7	10.2	36.9	28.0	7.1	4.3	2.0	.6	.9	.4	-	-	-	-	-	-	-	-
Stewards, passenger .....	1,108	4.55	9.8	14.0	7.5	10.1	15.3	11.3	8.7	7.9	6.4	5.6	1.4	.9	.2	-	.6	.2	.1	-	-	-	-
Waiters, passenger .....	1,103	5.28	1.3	7.9	12.9	10.1	15.6	16.1	7.3	7.4	9.0	3.9	5.4	1.6	.6	.5	.3	-	-	.1	.1	-	-
Messmen, all ships .....	5,799	4.27	2.6	4.9	8.6	17.2	45.3	13.5	3.1	2.1	1.1	.4	.3	.4	.5	(3/)	-	-	(3/)	-	-	-	-
Bellboys, passenger .....	208	4.91	8.7	9.1	7.7	8.7	13.5	10.6	19.7	7.7	4.3	3.8	5.8	-	.5	-	-	-	-	-	-	-	-

- 1/ Data relate to latest trip ending prior to June 1957. Includes seamen with no daily premium earnings.  
2/ Total of overtime and penalty earnings. Seamen with no premium earnings were included in "Under \$1."  
3/ Less than 0.05 percent.

TABLE A-9. DISTRIBUTION BY DAILY PREMIUM EARNINGS — ATLANTIC AND GULF COAST PORTS

(Percentage distribution of seamen manning seagoing ships in the United States Maritime Industry by average daily premium earnings, May 1957 1/)

Rating	Number of seamen	Average daily premium earnings 2/	Percent of seamen receiving daily premium earnings of--																				
			Under \$1	1 and under 2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20 and over	
Licensed seamen:																							
Deck department:																							
Chief mates .....	612	\$10.42	-	0.5	-	2.3	4.6	4.7	3.4	12.7	15.2	9.6	7.8	8.7	6.5	3.3	5.4	4.6	3.6	4.1	1.3	0.5	1.1
Second mates .....	622	9.41	-	.3	-	.3	1.6	.8	6.6	14.8	18.5	20.3	18.2	9.3	4.8	2.6	.2	1.3	-	-	.5	-	-
Third mates .....	625	8.92	1.6	.8	0.3	.6	.8	3.0	12.6	14.6	18.7	13.0	18.6	4.3	4.5	2.9	2.1	1.6	-	-	-	-	-
Fourth mates .....	405	8.95	.5	-	-	-	1.2	3.5	11.9	13.1	17.5	29.9	9.9	6.2	3.2	1.2	2.0	-	-	-	-	-	-
Radio officers .....	685	9.03	-	-	.6	-	2.6	4.5	7.2	14.5	28.0	14.7	13.1	4.2	3.2	2.5	.9	.4	.9	1.2	-	-	.6
Chief pursers, passenger .....	63	9.52	12.7	6.3	-	4.8	-	7.9	3.2	9.5	4.8	3.2	-	11.1	7.9	1.6	6.3	-	3.2	4.8	7.9	-	4.8
Pursers, dry-cargo and tanker .....	141	3.90	21.3	5.7	1.4	8.5	26.2	19.9	5.0	7.8	4.3	-	-	-	-	-	-	-	-	-	-	-	-
Assistant pursers, passenger .....	80	12.67	5.0	1.3	-	2.5	-	2.5	5.0	-	5.0	-	2.5	13.8	13.8	7.5	5.0	8.8	7.5	8.8	3.8	5.0	2.5
Engine department:																							
Chief engineers .....	619	1.37	56.1	12.9	14.4	8.6	1.8	5.5	-	-	-	.3	-	-	-	-	-	.5	-	-	-	-	-
First assistant engineers .....	611	9.83	.8	-	.8	2.3	4.2	9.3	10.1	8.7	17.3	8.3	8.3	4.9	3.4	3.9	5.4	3.4	1.8	1.5	1.1	2.1	2.5
Second assistant engineers .....	633	9.22	.5	.3	-	.9	2.1	2.2	11.7	14.2	19.4	20.7	7.0	9.0	3.9	3.0	2.4	.6	.2	.5	-	.9	.5
Third assistant engineers .....	695	8.05	2.7	2.0	3.6	1.4	2.9	7.9	19.6	15.1	11.5	10.2	5.2	5.0	5.6	2.7	2.4	-	1.3	.4	-	-	.3
Junior third assistant engineers .....	443	7.66	.9	1.1	-	.5	2.7	5.2	17.8	30.7	16.3	14.9	6.1	1.4	1.1	.7	.7	-	-	-	-	-	-
Licensed junior engineers .....	210	5.41	7.6	4.8	11.0	1.0	14.3	12.9	16.7	12.9	8.6	-	3.8	1.0	2.4	2.4	-	-	-	-	1.0	-	-
Unlicensed seamen:																							
Deck department:																							
Bosuns .....	633	6.30	.5	1.1	7.7	14.4	20.2	9.3	12.2	11.5	4.1	5.8	4.3	4.7	2.1	.3	.3	.3	.8	-	-	.3	-
Carpenters .....	243	6.35	1.6	-	11.9	21.4	17.7	7.8	16.5	8.6	4.5	4.5	2.9	2.5	-	-	-	-	-	-	-	-	-
Deck maintenance .....	1,060	5.08	1.3	2.2	12.6	21.3	18.3	14.6	9.0	10.4	4.1	2.4	1.1	-	2.3	.5	-	-	-	-	-	-	-
Able-bodied seamen .....	3,800	7.16	.3	-	.3	1.6	10.8	23.4	20.5	15.6	9.0	6.3	4.9	2.2	2.1	1.4	.8	.3	.1	.2	-	.1	.1
Ordinary seamen .....	1,842	5.58	.6	.4	.5	14.3	29.8	24.2	9.0	9.1	6.1	3.1	1.3	.8	.7	-	-	.1	-	-	-	-	-
Engine department:																							
Unlicensed junior engineers .....	264	2.33	34.1	21.6	18.6	6.4	2.7	8.7	.8	.8	1.9	1.5	1.1	.8	-	1.1	-	-	-	-	-	-	-
Electricians .....	454	4.53	7.9	9.0	17.8	7.0	16.7	13.9	11.2	6.2	6.4	-	.9	.4	2.4	-	-	-	-	-	-	-	-
Second electricians .....	288	4.31	9.4	11.1	12.8	12.2	18.7	12.8	8.3	7.3	3.5	2.1	-	-	2.1	-	-	-	-	-	-	-	-
Engine maintenance .....	176	3.14	33.0	15.9	6.2	5.1	13.1	10.2	9.7	1.7	1.7	-	3.4	-	-	-	-	-	-	-	-	-	-
Oilers .....	1,909	5.52	.3	.6	1.6	9.2	21.5	31.6	24.9	6.6	1.9	.6	.4	.4	.3	-	-	-	-	-	-	-	-
Firemen, water tenders .....	1,944	6.01	.6	-	.2	2.3	15.1	35.6	28.4	12.0	3.3	2.1	.3	.2	-	-	-	-	-	-	-	-	-
Wipers .....	1,540	1.82	30.8	33.9	18.1	10.5	3.3	2.0	.5	.6	.1	.3	-	-	-	-	-	-	-	-	-	-	-
Stewards department:																							
Chief stewards, passenger .....	38	9.61	2.6	-	-	-	7.9	-	-	-	7.9	7.9	18.4	7.9	10.5	7.9	13.2	13.2	2.6	-	-	-	-
Chief stewards, dry-cargo and tanker .....	579	7.35	-	-	-	.3	-	12.3	37.1	23.7	13.3	8.1	1.9	1.2	1.6	-	.2	.3	-	-	-	-	-
Second stewards, passenger .....	48	11.99	-	-	-	-	-	6.2	12.5	4.2	-	8.3	2.1	4.2	14.6	10.4	18.7	12.5	2.1	-	4.2	-	-
Chefs, passenger .....	42	12.57	-	-	-	-	-	-	11.9	16.7	4.8	2.4	4.8	7.1	9.5	-	14.3	9.5	4.8	9.5	-	4.8	4.8
Cooks, passenger .....	242	9.54	-	-	-	-	3.7	11.2	6.6	12.0	6.2	7.4	12.4	13.2	8.7	7.0	4.5	4.1	1.7	-	.4	.8	-
Cooks, dry-cargo and tanker .....	591	6.31	-	-	.5	.7	3.0	36.8	39.5	12.0	4.6	2.4	.3	.3	-	-	-	-	-	-	-	-	-
Cooks and bakers, dry-cargo and tanker .....	540	6.05	-	-	-	1.9	5.0	42.8	41.7	5.4	3.3	-	-	-	-	-	-	-	-	-	-	-	-
Assistant cooks, passenger .....	183	8.99	-	-	-	1.1	3.8	8.2	3.3	5.5	23.5	24.6	12.6	5.5	6.0	3.3	1.1	1.1	.5	-	-	-	-
Assistant cooks, dry-cargo and tanker .....	560	6.14	.4	-	-	1.4	3.0	45.9	33.0	9.3	5.5	1.4	-	-	-	-	-	-	-	-	-	-	-
Stewards, passenger .....	764	5.83	.4	.1	3.0	13.7	21.7	15.6	12.6	11.3	9.0	7.9	1.8	1.3	.3	-	.9	.3	.1	-	-	-	-
Waiters, passenger .....	747	6.42	.3	.3	.3	9.6	15.8	21.6	10.0	10.7	13.3	5.5	8.0	2.4	.9	.7	.4	-	-	-	-	-	-
Messmen, all ships .....	3,983	4.66	1.0	.1	.9	16.0	56.7	16.5	3.6	2.8	1.5	.4	.4	.1	(3/)	.1	-	(3/)	.1	-	-	-	-
Bellboys, passenger .....	147	6.27	-	-	1.4	5.4	19.0	15.0	27.9	10.9	6.1	5.4	8.2	-	.7	-	-	-	-	-	-	-	-

1/ Data relate to latest trip ending prior to June 1957. Includes seamen with no daily premium earnings.  
 2/ Total of overtime and penalty earnings. Seamen with no premium earnings were included in "Under \$1."  
 3/ Less than 0.05 percent.

TABLE A-10. DISTRIBUTION BY DAILY PREMIUM EARNINGS — WEST COAST PORTS

(Percentage distribution of seamen manning seagoing ships in the United States Maritime Industry by average daily premium earnings, May 1957 1/)

Rating	Number of seamen	Average daily premium earnings 2/	Percent of seamen receiving daily premium earnings of--																			
			Under \$1	\$1 and under 2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20 and over
Licensed seamen:																						
Deck department:																						
Chief mates .....	270	\$10.97	1.4	1.8	-	4.0	7.2	5.8	7.2	3.2	9.0	6.1	10.8	4.7	5.4	10.5	8.3	2.2	2.2	1.8	0.7	6.9
Second mates .....	273	9.64	-	.7	0.7	3.2	1.8	5.7	9.3	12.9	11.8	14.7	12.2	8.6	3.2	7.2	3.9	-	1.1	1.1	1.1	.7
Third mates .....	278	9.80	.7	-	2.4	1.4	1.4	2.8	7.7	16.0	18.8	11.5	5.9	13.9	6.3	2.4	3.8	1.0	.7	1.0	1.0	1.0
Fourth mates .....	213	9.59	-	.9	2.3	.9	1.8	1.4	6.3	12.6	20.3	22.5	11.3	5.4	4.5	5.0	3.2	1.8	-	-	-	-
Radio officers .....	295	9.20	-	1.0	1.3	2.6	4.8	4.2	7.4	12.6	24.8	11.0	12.6	6.1	5.2	2.3	2.6	1.6	-	-	-	-
Chief pursers, passenger .....	20	5.78	-	13.0	-	-	47.8	13.0	17.4	-	-	8.7	-	-	-	-	-	-	-	-	-	-
Pursers, dry-cargo and tanker .....	131	5.24	14.5	5.3	11.5	11.5	3.8	9.2	14.5	10.7	5.3	6.9	2.3	-	2.3	-	-	-	-	2.3	-	-
Assistant pursers, passenger .....	24	6.20	20.0	-	10.0	10.0	6.7	13.3	-	23.3	16.7	-	-	-	-	-	-	-	-	-	-	-
Engine department:																						
Chief engineers .....	270	2.97	27.4	21.5	12.6	11.9	9.6	3.0	2.6	2.2	3.3	1.1	.7	-	-	1.1	.7	2.2	-	-	-	-
First assistant engineers .....	270	9.21	2.2	1.4	3.6	9.0	4.3	6.9	11.6	9.7	5.4	2.5	12.3	2.2	4.7	6.9	7.6	2.9	1.8	3.2	1.1	.7
Second assistant engineers .....	282	8.18	1.4	-	6.9	3.8	4.1	11.7	8.6	8.9	17.2	9.6	12.7	8.2	4.1	-	1.0	1.0	-	.7	-	-
Third assistant engineers .....	297	8.41	-	-	2.9	2.3	2.3	8.4	20.4	21.0	9.1	15.9	4.5	1.9	6.8	2.9	1.0	-	-	.6	-	-
Junior third assistant engineers .....	337	7.29	1.4	3.4	2.0	4.0	3.7	4.9	19.2	19.2	21.5	10.3	6.9	1.4	2.0	-	-	-	-	-	-	-
Licensed junior engineers .....	95	6.21	-	6.7	11.5	18.3	10.6	18.3	15.4	5.8	1.9	5.8	-	-	-	-	-	2.9	-	2.9	-	-
Unlicensed seamen:																						
Deck department:																						
Bosuns .....	275	8.44	-	1.1	5.1	6.5	10.2	9.1	11.3	8.4	9.8	12.7	4.7	5.8	4.0	-	-	1.8	2.2	1.8	.7	4.7
Carpenters .....	136	7.51	-	-	2.7	8.6	16.7	7.5	8.1	5.9	26.9	5.4	10.8	-	3.2	2.7	-	-	-	1.6	-	-
Deck maintenance .....	596	7.14	-	1.8	3.7	11.2	9.4	18.0	8.1	12.6	9.4	10.1	5.9	1.7	1.0	1.5	1.7	.5	3.5	-	-	-
Able-bodied seamen .....	1,703	7.60	.7	3.6	7.6	6.1	11.0	10.3	18.3	10.3	7.8	6.3	3.2	1.6	2.9	1.9	.4	-	1.1	.5	1.8	1.1
Ordinary seamen .....	718	4.92	-	9.3	9.4	12.6	22.2	18.6	13.2	8.6	2.5	2.2	-	.7	.7	-	-	-	-	-	-	-
Engine department:																						
Unlicensed junior engineers .....	44	2.50	38.6	9.1	6.8	18.2	20.5	6.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Electricians .....	213	9.37	3.2	3.2	-	5.5	1.4	5.5	7.7	10.9	10.5	9.5	10.9	10.0	4.5	6.8	4.1	3.2	2.3	1.9	-	-
Second electricians .....	222	8.76	4.3	2.2	2.2	3.4	5.2	7.3	12.5	10.3	10.3	4.7	9.5	8.6	4.7	4.7	3.4	2.2	3.0	1.3	-	-
Engine maintenance .....	54	3.32	9.3	3.7	38.9	20.4	11.1	7.4	3.7	5.6	-	-	-	-	-	-	-	-	-	-	-	-
Oilers .....	811	6.77	-	-	1.5	5.2	10.6	14.5	26.5	23.9	11.7	3.3	1.7	1.1	-	-	-	-	-	-	-	-
Firemen, water tenders .....	805	6.40	.4	1.0	1.6	5.2	7.4	18.1	29.6	26.5	7.4	2.5	.4	-	-	-	-	-	-	-	-	-
Wipers .....	684	2.43	14.0	36.9	24.7	10.6	7.7	2.7	1.3	.6	1.6	-	-	-	-	-	-	-	-	-	-	-
Stewards department:																						
Chief stewards, passenger .....	12	4.99	-	-	-	16.7	25.0	58.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Chief stewards, dry-cargo and tanker .....	254	6.18	-	-	6.3	17.3	16.9	17.3	9.1	13.8	6.3	5.9	1.2	.8	1.2	.8	-	2.0	-	1.2	-	-
Second stewards, passenger .....	17	5.07	17.6	-	17.6	35.3	-	-	-	11.8	-	-	-	-	17.6	-	-	-	-	-	-	-
Chefs, passenger .....	30	7.31	-	-	-	10.0	-	20.0	6.7	23.3	26.7	-	13.3	-	-	-	-	-	-	-	-	-
Cooks, passenger .....	116	5.03	-	1.7	19.0	22.4	13.8	6.0	13.8	13.8	4.3	-	5.2	-	-	-	-	-	-	-	-	-
Cooks, dry-cargo and tanker .....	265	5.33	-	1.9	8.7	20.0	13.2	28.3	12.5	4.5	4.9	1.1	-	2.3	2.6	-	-	-	-	-	-	-
Cooks and bakers, dry-cargo and tanker .....	219	5.66	-	-	5.4	16.3	19.5	28.1	15.4	4.5	3.6	-	1.4	1.4	2.3	2.3	-	-	-	-	-	-
Assistant cooks, passenger .....	63	4.93	-	3.2	27.0	9.5	11.1	12.7	23.8	9.5	3.2	-	-	-	-	-	-	-	-	-	-	-
Assistant cooks, dry-cargo and tanker .....	297	5.31	4.0	-	9.8	10.8	23.6	19.9	18.5	3.0	2.0	3.0	1.7	2.7	1.0	-	-	-	-	-	-	-
Stewards, passenger .....	344	1.70	30.5	44.8	17.4	2.0	1.2	1.7	-	.6	.6	.6	.6	-	-	-	-	-	-	-	-	-
Waiters, passenger .....	356	2.89	3.4	23.9	39.3	11.0	15.2	4.8	1.4	.6	-	.6	-	-	-	-	-	-	-	-	-	-
Messmen, all ships .....	1,816	3.40	6.4	15.5	25.3	19.4	20.4	6.7	2.1	.6	.3	.3	-	.3	1.0	1.5	-	-	-	-	-	-
Bellboys, passenger .....	61	1.64	29.5	31.1	23.0	16.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

1/ Data relate to latest trip ending prior to June 1957. Includes seamen with no daily premium earnings.

2/ Total of overtime and penalty earnings. Seamen with no premium earnings were included in "Under \$1."

TABLE A-11. SUPPLEMENTARY EARNINGS — ALL PORTS

(Average daily supplementary earnings of seamen manning seagoing ships in the United States Maritime Industry by type of payment, May 1957 1/)

Rating	Total supplementary pay 2/				War-risk bonus			Division of work			Extra meals			Passenger pay		
	Total rating		Seamen receiving		Average all seamen	Seamen receiving										
	Number	Average	Percent	Average		Percent	Average									
All seamen (except masters and cadets) .....	44,785	\$0.23	25.7	\$0.90	\$0.12	11.0	\$1.13									
All licensed seamen .....	9,627	\$0.21	14.4	\$1.47	\$0.19	11.9	\$1.58									
Deck department 3/ .....	4,820	.21	14.4	1.44	.18	11.7	1.57									
Chief mates .....	882	.23	14.4	1.60	.23	12.1	1.86									
Second mates .....	895	.19	13.6	1.37	.18	11.5	1.55									
Third mates .....	903	.17	13.5	1.28	.17	11.4	1.45									
Fourth mates .....	618	.21	18.4	1.16	.21	15.2	1.35									
Radio officers .....	980	.21	14.9	1.41	.18	11.3	1.57									
Chief pursers, passenger .....	83	.73	20.5	3.56	.30	9.6	3.11									
Pursers, dry-cargo and tanker .....	272	.17	13.6	1.28	.16	12.5	1.28									
Assistant pursers, passenger .....	104	.23	7.7	3.01	.08	3.8	2.17									
Engine department 3/ .....	4,807	.21	14.3	1.49	.19	12.2	1.59									
Chief engineers .....	889	.34	14.3	2.27	.30	11.6	2.63									
First assistant engineers .....	881	.24	14.4	1.66	.21	11.7	1.78									
Second assistant engineers .....	915	.17	12.9	1.31	.17	11.3	1.55									
Third assistant engineers .....	992	.17	13.8	1.21	.16	11.9	1.32									
Junior third assistant engineers .....	780	.20	21.4	.93	.19	19.2	.99									
Licensed junior engineers .....	305	.08	3.9	1.93	(4/)	3.0	1.68									
All unlicensed seamen .....	35,158	.24	28.8	.82	.11	10.7	.99	\$0.04	3.8	\$0.91						
Deck department 3/ .....	11,354	.15	17.4	.89	.12	11.8	.99	(5/)	.8	.67						
Boatsmen .....	908	.19	16.2	1.18	.15	11.8	1.26	(5/)	.3	.29						
Carpenters .....	429	.12	12.4	.94	.11	11.7	.96	(5/)	-	-						
Deck maintenance .....	1,656	.19	19.9	.94	.15	14.9	1.01	(5/)	.3	.16						
Able-bodied seamen .....	5,503	.16	17.6	.89	.12	11.3	1.02	(5/)	1.1	.59						
Ordinary seamen .....	2,560	.13	17.7	.72	.09	12.0	.77	(5/)	.5	1.45						
Engine department 3/ .....	10,095	.15	18.0	.85	.11	11.7	.94	(5/)	.3	.23						
Unlicensed junior engineers .....	308	.23	21.4	1.06	.18	14.6	1.22	(5/)	-	-						
Electricians .....	667	.28	19.6	1.45	.22	15.0	1.48	(5/)	-	-						
Second electricians .....	510	.20	21.2	.94	.10	12.7	.82	(5/)	-	-						
Engine maintenance .....	230	.13	25.7	.50	.07	15.2	.44	(5/)	-	-						
Oilers .....	2,720	.15	19.3	.77	.11	11.6	.92	(5/)	.9	.24						
Firemen, water tenders .....	2,749	.14	16.9	.81	.10	11.1	.90	(5/)	.2	.28						
Wipers .....	2,224	.13	16.2	.82	.11	12.1	.87	(5/)	.2	.14						
Stewards department 3/ .....	13,709	.37	46.3	.80	.09	9.0	1.03	.09	9.0	.95	\$0.08	31.8	\$0.26	\$0.08	9.8	\$0.84
Chief stewards, passenger .....	50	.53	22.0	2.42	.26	8.0	3.24	-	-	-	-	-	-	-	-	-
Chief stewards, dry-cargo and tanker .....	833	.65	55.8	1.16	.14	11.2	1.22	.13	8.3	1.52	.13	35.3	.38	.18	22.9	.78
Second stewards, passenger .....	65	.22	18.5	1.18	.14	6.2	2.28	-	-	-	.07	12.3	.60	-	-	-
Chefs, passenger .....	72	.37	41.7	.88	.18	5.6	3.20	.11	18.1	.62	.08	18.1	.42	-	-	-
Cooks, passenger .....	358	.21	21.2	.98	.09	3.4	2.59	.10	5.6	1.06	.06	12.3	.50	-	-	-
Cooks, dry-cargo and tanker .....	856	.67	72.1	.93	.13	11.6	1.14	.17	18.2	.94	.15	53.7	.29	.16	21.3	.75
Cooks and bakers, dry-cargo and tanker .....	759	.65	75.5	.86	.12	10.8	1.12	.15	15.8	.97	.16	57.4	.28	.16	22.4	.74
Assistant cooks, passenger .....	246	.15	12.6	1.22	.11	4.9	2.32	(4/)	2.8	.38	.03	4.9	.61	-	-	-
Assistant cooks, dry-cargo and tanker .....	857	.58	68.1	.85	.12	12.6	.92	.12	15.9	.76	.15	52.9	.29	.15	17.0	.86
Stewards, passenger .....	1,108	.12	10.0	1.19	.07	4.7	1.46	(4/)	2.3	.89	(4/)	2.9	1.31	-	-	-
Waiters, passenger .....	1,103	.17	53.5	.31	.06	4.4	1.46	(4/)	1.9	.50	(4/)	51.5	.17	-	-	-
Messmen, all ships .....	5,799	.38	51.6	.74	.09	11.4	.79	.09	9.4	.96	(4/)	34.1	.23	.10	11.2	.90
Bellboys, passenger .....	208	.16	15.4	1.01	.05	3.8	1.33	.10	10.1	1.01	(4/)	4.3	.04	-	-	-

1/ Data relate to latest trips ending prior to June 1957.

2/ Includes other payments, such as for penalty cargoes, no linen, etc., in addition to those shown separately. Does not include nonwatch pay, uniform or tool allowances, which were considered as part of the base pay.

3/ Includes data for other ratings in addition to those shown separately.

4/ Less than 1/2 cent.

NOTE: Where entries are omitted, data were either not applicable or not computed.

TABLE A-12. SUPPLEMENTARY EARNINGS — ATLANTIC AND GULF COAST PORTS

(Average daily supplementary earnings of seamen manning seagoing ships in the United States Maritime Industry by type of payment, May 1957 <sup>1/</sup>)

Rating	Total supplementary pay <sup>2/</sup>				War-risk bonus			Division of work			Extra meals			Passenger pay		
	Total rating		Seamen receiving		Average all seamen	Seamen receiving										
	Number	Average	Percent	Average		Percent	Average									
All seamen (except masters and cadets) .....	20,580	\$0.25	27.1	\$0.93	\$0.13	11.2	\$1.15									
All licensed seamen .....	6,531	\$0.21	14.4	\$1.48	\$0.20	11.9	\$1.66									
Deck department <sup>3/</sup> .....	3,275	.22	15.0	1.50	.20	12.2	1.66									
Chief mates .....	612	.24	14.9	1.58	.24	12.6	1.92									
Second mates .....	622	.19	14.3	1.34	.19	11.7	1.59									
Third mates .....	625	.18	14.2	1.26	.17	11.7	1.48									
Fourth mates .....	405	.23	19.3	1.18	.22	15.8	1.39									
Radio officers .....	685	.22	15.0	1.45	.20	11.8	1.65									
Chief pursers, passenger .....	63	.87	19.0	4.55	.39	12.7	3.11									
Pursers, dry-cargo and tanker .....	141	.23	13.5	1.74	.23	13.5	1.74									
Assistant pursers, passenger .....	80	.30	10.0	3.01	.11	5.0	2.17									
Engine department <sup>3/</sup> .....	3,256	.20	13.9	1.47	.19	11.6	1.67									
Chief engineers .....	619	.35	14.1	2.51	.32	11.8	2.72									
First assistant engineers .....	611	.24	14.9	1.60	.22	11.9	1.82									
Second assistant engineers .....	633	.17	13.4	1.26	.18	11.5	1.58									
Third assistant engineers .....	695	.16	12.8	1.24	.15	10.5	1.44									
Junior third assistant engineers .....	443	.18	21.2	.86	.18	18.1	.97									
Licensed junior engineers .....	210	.01	2.9	.25	(4/)	2.9	.16									
All unlicensed seamen .....	24,049	.26	30.6	.85	.11	11.0	1.00	\$0.03	2.8	\$1.04						
Deck department <sup>3/</sup> .....	7,727	.16	18.6	.88	.11	12.0	.96	.01	.7	.82						
Bosuns .....	633	.21	18.0	1.18	.16	12.2	1.28	(4/)	.5	.29						
Carpenters .....	243	.06	9.1	.70	.06	9.1	.71	-	-	-						
Deck maintenance .....	1,060	.19	20.8	.93	.14	13.8	1.01	(4/)	.3	.24						
Able-bodied seamen .....	3,800	.17	18.8	.90	.12	11.8	.99	.01	.9	.68						
Ordinary seamen .....	1,842	.13	19.0	.70	.09	11.9	.73	.01	.7	1.45						
Engine department <sup>3/</sup> .....	6,956	.16	17.2	.91	.11	11.7	.98	(4/)	.1	.16						
Unlicensed junior engineers .....	264	.26	25.0	1.06	.21	17.0	1.22	-	-	-						
Electricians .....	454	.32	21.4	1.48	.24	15.9	1.53	-	-	-						
Second electricians .....	288	.14	20.5	.66	.06	12.8	.50	-	-	-						
Engine maintenance .....	176	.09	14.8	.58	.07	13.1	.53	-	-	-						
Oilers .....	1,909	.16	18.4	.85	.11	11.8	.95	-	.5	.16						
Firemen, water tenders .....	1,944	.14	16.7	.87	.10	11.1	.92	-	-	-						
Wipers .....	1,540	.14	16.8	.84	.10	11.8	.89	-	-	-						
Stewards department <sup>3/</sup> .....	9,366	.42	50.4	.83	.10	9.6	1.06	.07	6.5	1.07	\$0.11	39.8	\$0.27	\$0.10	11.2	\$0.92
Chief stewards, passenger .....	38	.54	15.8	3.44	.34	10.5	3.24	-	-	-	-	-	-	-	-	-
Chief stewards, dry-cargo and tanker .....	579	.70	60.1	1.17	.13	10.9	1.28	.08	6.4	1.21	.19	48.4	.39	.21	22.6	.93
Second stewards, passenger .....	48	.30	25.0	1.18	.19	8.3	2.28	-	-	-	.10	16.7	.60	-	-	-
Chefs, passenger .....	42	.44	40.5	1.08	.30	9.5	3.20	-	-	-	.13	31.0	.42	-	-	-
Cooks, passenger .....	242	.27	24.4	1.09	.13	5.0	2.59	.05	1.2	3.73	.09	18.2	.50	-	-	-
Cooks, dry-cargo and tanker .....	591	.78	78.8	.99	.13	11.7	1.12	.18	16.6	1.08	.21	69.4	.30	.19	20.5	.95
Cooks and bakers, dry-cargo and tanker .....	540	.71	81.3	.87	.12	10.7	1.11	.10	11.7	.87	.21	71.7	.30	.20	22.4	.89
Assistant cooks, passenger .....	183	.19	13.1	1.47	.15	6.6	2.32	-	-	-	.04	6.6	.61	-	-	-
Assistant cooks, dry-cargo and tanker .....	560	.71	79.6	.89	.10	11.6	.88	.12	14.8	.80	.22	71.6	.30	.20	23.2	.88
Stewards, passenger .....	764	.15	10.7	1.44	.10	6.8	1.46	.02	.5	3.54	.01	3.9	.14	-	-	-
Waiters, passenger .....	747	.17	51.9	.33	.09	6.4	1.46	-	-	-	.07	49.3	.14	-	-	-
Messmen, all ships .....	3,983	.43	57.6	.74	.09	11.4	.78	.08	7.4	1.08	.10	43.3	.24	.13	13.8	.93
Bellboys, passenger .....	147	.07	5.4	1.33	.07	5.4	1.33	-	-	-	-	-	-	-	-	-

<sup>1/</sup> Data relate to latest trips ending prior to June 1957.<sup>2/</sup> Includes other payments, such as for penalty cargoes, no linen, etc., in addition to those shown separately. Does not include nonwatch pay, uniform or tool allowances, which were considered as part of the base pay.<sup>3/</sup> Includes data for other ratings in addition to those shown separately.<sup>4/</sup> Less than 1/2 cent.

NOTE: Where entries were omitted, data were either not applicable or not computed.

TABLE A-13. SUPPLEMENTARY EARNINGS — WEST COAST PORTS

(Average daily supplementary earnings of seamen manning seagoing ships in the United States Maritime Industry by type of payment, May 1957 1/)

Rating	Total supplementary pay 2/				War-risk bonus			Division of work			Extra meals		Passenger pay			
	Total rating		Seamen receiving		Average all seamen	Seamen receiving		Average all seamen	Seamen receiving		Average all seamen	Seamen receiving		Average all seamen	Seamen receiving	
	Number	Average	Percent	Average		Percent	Average		Percent	Average		Percent	Average		Percent	Average
All seamen (except masters and cadets) .....	14,205	\$0.19	22.7	\$0.84	\$0.11	10.5	\$1.07									
All licensed seamen .....	3,096	\$0.20	14.2	\$1.43	\$0.17	12.0	\$1.41									
Deck department 3/ .....	1,545	.17	13.3	1.31	.15	10.7	1.36									
Chief mates .....	270	.22	13.3	1.65	.19	11.1	1.70									
Second mates .....	273	.17	12.1	1.43	.16	11.0	1.47									
Third mates .....	278	.16	11.9	1.34	.15	10.8	1.37									
Fourth mates .....	213	.19	16.9	1.13	.18	14.1	1.26									
Radio officers .....	295	.19	14.6	1.33	.14	10.2	1.34									
Chief pursers, passenger .....	20	.30	25.0	1.19	-	-	-									
Pursers, dry-cargo and tanker .....	131	.10	13.7	.75	.08	11.5	.70									
Assistant pursers, passenger .....	24	-	-	-	-	-	-									
Engine department 3/ .....	1,551	.23	15.2	1.54	.19	13.4	1.45									
Chief engineers .....	270	.36	14.8	2.46	.27	11.1	2.39									
First assistant engineers .....	270	.24	13.3	1.81	.19	11.1	1.68									
Second assistant engineers .....	282	.17	11.7	1.43	.16	10.6	1.47									
Third assistant engineers .....	297	.19	16.2	1.15	.17	15.2	1.14									
Junior third assistant engineers .....	337	.22	21.7	1.03	.21	20.8	1.01									
Licensed junior engineers .....	95	.23	6.3	3.60	.15	3.2	4.73									
All unlicensed seamen .....	11,109	.19	25.1	.74	.10	10.1	.95	\$0.05	6.1	\$0.79						
Deck department 3/ .....	3,627	.13	14.8	.90	.12	11.4	1.05	(6/)	1.0	.45						
Bosuns .....	275	.14	12.0	1.18	.13	10.9	1.21	-	-	-						
Carpenters .....	186	.19	16.7	1.12	.17	15.1	1.15	-	-	-						
Deck maintenance .....	596	.17	18.1	.96	.17	16.8	1.01	(6/)	.3	.05						
Able-bodied seamen .....	1,703	.13	14.7	.89	.11	10.0	1.12	.01	1.6	.48						
Ordinary seamen .....	718	.11	14.5	.79	.11	12.1	.87	-	-	-						
Engine department 3/ .....	3,139	.14	19.8	.72	.10	11.8	.87	(6/)	.8	.26						
Unlicensed junior engineers .....	44	-	-	-	-	-	-	-	-	-						
Electricians .....	213	.22	16.0	1.36	.18	13.1	1.34	-	-	-						
Second electricians .....	222	.28	22.1	1.28	.16	12.6	1.25	-	-	-						
Engine maintenance .....	54	.27	61.1	.74	.06	22.2	.28	-	-	-						
Oilers .....	811	.13	21.5	.60	.09	11.1	.85	.01	1.8	.29						
Firemen, water tenders .....	805	.12	17.4	.67	.10	11.2	.86	(6/)	.6	.28						
Wipers .....	684	.12	14.8	.78	.11	12.9	.84	(6/)	.7	.14						
Stewards department 3/ .....	4,343	.26	37.6	.70	.07	7.8	.93	.12	14.2	.83	\$0.03	14.8	\$0.20	\$0.04	6.6	\$0.54
Chief stewards, passenger .....	12	.50	41.7	1.20	-	-	-	-	-	-	-	-	-	-	-	-
Chief stewards, dry-cargo and tanker .....	254	.52	46.1	1.13	.16	11.8	1.33	.24	12.6	1.88	.01	5.5	.18	.11	23.6	.45
Second stewards, passenger .....	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Chefs, passenger .....	30	.27	43.3	.62	-	-	-	.27	43.3	.62	-	-	-	-	-	-
Cooks, passenger .....	116	.09	14.7	.59	-	-	-	.09	14.7	.59	-	-	-	-	-	-
Cooks, dry-cargo and tanker .....	265	.42	57.0	.73	.13	11.3	1.19	.16	21.9	.71	.03	18.9	.18	.08	23.0	.35
Cooks and bakers, dry-cargo and tanker .....	219	.52	61.2	.85	.12	11.0	1.13	.28	26.0	1.09	.04	22.4	.18	.08	22.4	.36
Assistant cooks, passenger .....	63	.04	11.1	.38	-	-	-	.04	11.1	.38	-	-	-	-	-	-
Assistant cooks, dry-cargo and tanker .....	297	.33	46.5	.71	.14	14.5	.98	.12	17.8	.69	.03	17.5	.18	.04	5.4	.73
Stewards, passenger .....	344	.04	8.4	.47	-	-	-	.04	7.8	.50	(6/)	.6	.01	-	-	-
Waiters, passenger .....	356	.16	56.7	.29	-	-	-	.03	5.9	.50	.13	56.2	.24	-	-	-
Messmen, all ships .....	1,816	.28	38.4	.74	.09	11.5	.80	.11	13.9	.82	.02	13.8	.17	.04	5.6	.76
Bellboys, passenger .....	61	.36	39.3	.90	-	-	-	.35	34.4	1.01	.01	14.8	.04	-	-	-

1/ Data relate to latest trips ending prior to June 1957.

2/ Includes other payments, such as for penalty cargoes, no linen, etc., in addition to those shown separately. Does not include nonwatch pay, uniform or tool allowances, which were considered as part of the base pay.

3/ Includes data for other ratings in addition to those shown separately.

4/ Less than 1/2 cent.

NOTE: Where entries are omitted, data were either not applicable or not computed.

TABLE A-14. AVERAGE DAILY EARNINGS — ON PORT PAYROLLS

(Average daily earnings of seamen manning seagoing ships in the United States Maritime Industry while on port payrolls, 1/ all ports and by coast, May 1957 2/)

Rating	All ports				Atlantic and Gulf Coast ports				West Coast ports			
	Number of seamen	Average daily earnings 3/	Average daily premium 4/		Number of seamen	Average daily earnings 2/	Average daily premium 4/		Number of seamen	Average daily earnings 3/	Average daily premium 4/	
			Hours	Earnings			Hours	Earnings			Hours	Earnings
All seamen (except masters and cadets).....	9,997	\$20.22	2.6	\$6.04	7,435	\$19.41	2.5	\$5.68	2,562	\$22.56	2.7	\$7.08
All licensed seamen .....	2,454	\$28.92	2.3	\$7.62	1,795	\$29.03	2.4	\$7.74	659	\$28.62	2.2	\$7.27
Deck department 5/ .....	1,209	27.98	2.6	8.47	895	28.00	2.7	8.64	314	27.92	2.5	8.01
Chief mates .....	213	39.12	3.8	12.85	158	39.13	3.8	12.95	55	39.12	3.7	12.58
Second mates .....	210	28.28	2.9	9.24	155	28.22	2.9	9.26	55	29.20	2.9	9.20
Third mates .....	209	25.49	2.4	7.62	154	25.20	2.4	7.55	55	26.29	2.4	7.31
Fourth mates .....	207	24.17	2.3	7.48	152	24.25	2.4	7.67	55	23.93	2.2	6.95
Radio officers .....	231	24.66	2.0	6.32	176	25.06	2.1	6.81	55	23.38	1.5	4.77
Pursers, dry-cargo and tanker .....	114	24.28	2.0	6.42	75	24.07	2.1	6.52	39	24.68	1.9	6.22
Engine department 5/ .....	1,245	29.34	2.1	6.79	900	30.06	2.1	6.96	345	29.26	2.0	6.60
Chief engineers .....	207	38.93	.3	1.42	158	37.93	.1	.42	49	42.17	1.1	4.66
First assistant engineers .....	213	39.51	3.8	13.28	158	40.21	4.0	14.00	55	37.50	3.3	11.21
Second assistant engineers .....	213	29.28	2.8	9.01	158	29.07	2.9	9.29	55	29.91	2.6	8.24
Third assistant engineers .....	262	25.16	1.9	6.13	196	25.06	1.9	6.01	66	25.46	2.0	6.48
Junior third assistant engineers .....	257	22.52	1.7	5.35	164	22.63	1.8	5.67	93	22.32	1.6	4.78
Licensed junior engineers .....	90	22.21	1.4	4.53	66	22.61	1.5	4.79	24	21.12	1.2	3.91
All unlicensed seamen .....	7,543	17.39	2.7	5.53	5,640	16.35	2.6	5.03	1,903	20.47	2.8	7.02
Deck department 5/ .....	2,763	18.56	3.0	6.45	2,034	17.19	2.9	5.79	729	22.40	3.2	8.28
Boats .....	217	22.28	2.8	6.46	165	21.15	2.6	5.55	52	25.37	3.4	9.36
Carpenters .....	145	21.21	3.0	6.90	90	20.04	3.0	6.17	55	23.14	3.0	8.10
Deck maintenance .....	467	19.34	2.9	6.75	324	18.34	2.7	5.71	143	23.22	3.3	9.09
Able-bodied seamen .....	1,306	13.95	3.1	6.90	986	17.54	3.0	6.22	320	23.30	3.1	8.58
Ordinary seamen .....	616	14.99	3.1	5.40	457	13.66	3.0	4.96	159	18.44	3.1	6.67
Engine department 5/ .....	2,405	17.14	2.2	4.85	1,799	16.36	2.1	4.24	606	19.44	2.7	6.68
Unlicensed junior engineers .....	57	14.34	.2	.47	55	14.73	.2	.36	2	18.00	1.3	3.51
Electricians .....	210	23.34	2.5	5.93	158	21.88	1.9	3.96	52	29.78	4.3	11.92
Second electricians .....	135	23.33	2.9	7.05	86	20.54	2.1	4.40	49	28.22	4.2	11.69
Engine maintenance .....	100	14.56	.6	1.32	85	14.25	.6	1.17	15	16.27	.9	2.15
Oilers .....	637	17.53	2.9	6.19	480	16.79	2.7	5.56	157	19.79	3.4	8.13
Firemen, water tenders .....	628	18.55	3.4	7.20	478	18.19	3.4	6.98	150	19.69	3.3	7.90
Wipers .....	579	11.79	.6	1.10	430	11.58	.7	1.04	149	12.40	.6	1.28
Stewards department 5/ .....	2,375	16.28	2.7	5.15	1,807	15.40	2.7	4.96	568	19.08	2.5	5.76
Chief stewards, dry-cargo and tanker .....	197	23.01	3.3	7.38	145	22.25	3.5	7.35	52	25.12	2.7	7.44
Cooks, dry-cargo and tanker .....	207	20.31	2.8	6.32	152	19.16	2.9	6.08	55	23.48	2.5	6.99
Cooks and bakers, dry-cargo and tanker .....	195	19.62	2.6	5.93	145	18.34	2.8	5.80	50	21.89	2.3	6.30
Assistant cooks, dry-cargo and tanker .....	205	18.48	2.8	6.40	145	17.13	2.9	5.87	60	21.74	2.8	7.69
Messmen, all ships .....	1,304	14.05	2.7	4.59	961	13.14	2.8	4.48	343	16.60	2.4	4.90

1/ Includes data for seamen while on separate port payrolls or coast payrolls which preceded sea payrolls. If no separate port payroll was prepared, the time in port was not included in this tabulation.

2/ Data relate to latest trips ending prior to June 1957.

3/ Includes all wage payments and allowances, such as pay in lieu of overtime, tool and uniform allowances, pay for serving extra meals, passenger allowances, payments for division of work, and war-risk bonuses in addition to premiums shown separately. Does not include any value for board and lodging or gratuities.

4/ Total of overtime and penalty time.

5/ Includes data for other ratings in addition to those shown separately.

TABLE A-15. AVERAGE DAILY EARNINGS — BY SUBSIDIZED STATUS, ALL PORTS

(Average daily earnings of seamen manning seagoing dry-cargo ships in the United States Maritime Industry by subsidized status, May 1957 <sup>1/</sup>)

Rating	Subsidized				Nonsubsidized			
	Number of seamen	Average daily earnings <sup>2/</sup>	Average daily premium <sup>3/</sup>		Number of seamen	Average daily earnings <sup>2/</sup>	Average daily premium <sup>3/</sup>	
			Hours	Earnings			Hours	Earnings
All seamen (except masters and cadets) .....	13,017	\$20.38	2.6	\$5.92	19,831	\$20.56	2.8	\$6.34
All licensed seamen .....	3,293	\$29.40	2.7	\$7.90	4,638	\$29.66	2.8	\$8.14
Deck department <sup>4/</sup> .....	1,584	29.09	3.1	9.27	2,304	28.57	3.1	8.89
Chief mates .....	282	36.76	3.1	10.28	476	34.77	3.3	10.20
Second mates .....	282	30.10	3.5	10.24	476	28.45	3.2	8.88
Third mates .....	286	27.92	3.3	9.48	476	27.10	3.2	8.89
Fourth mates .....	269	26.75	3.5	9.74	291	25.47	3.2	8.60
Radio officers .....	282	27.69	3.2	9.46	476	26.90	3.0	8.75
Pursers .....	178	23.22	1.6	4.99	94	22.71	1.2	3.69
Engine department <sup>4/</sup> .....	1,709	29.68	2.2	6.63	2,334	30.73	2.5	7.38
Chief engineers .....	282	40.31	.7	2.77	476	38.00	.4	1.43
First assistant engineers .....	282	34.46	2.4	7.99	472	34.71	3.3	10.20
Second assistant engineers .....	282	28.85	3.0	8.54	474	28.46	3.0	8.65
Third assistant engineers .....	358	26.05	2.5	6.89	476	26.85	3.1	8.86
Junior third assistant engineers .....	360	25.02	2.9	7.76	350	24.81	2.9	7.71
Licensed junior engineers .....	145	21.96	1.6	4.34	41	25.96	2.7	7.97
All unlicensed seamen .....	9,724	17.32	2.5	5.24	15,193	17.78	2.8	5.79
Deck department <sup>4/</sup> .....	3,550	18.07	2.8	5.98	5,762	19.02	3.3	6.92
Bosuns .....	282	21.34	2.5	5.74	473	22.53	3.2	7.29
Carpenters .....	167	21.06	2.7	6.58	196	21.66	3.0	6.98
Deck maintenance .....	594	18.76	2.3	5.48	805	18.87	2.5	5.74
Able-bodied seamen .....	1,681	18.72	3.0	6.56	2,851	19.80	3.5	7.56
Ordinary seamen .....	826	14.52	2.8	5.11	1,336	14.78	3.1	5.32
Engine department <sup>4/</sup> .....	3,208	17.17	2.3	4.77	4,966	17.36	2.5	5.11
Unlicensed junior engineers .....	112	15.79	.6	1.36	121	17.07	1.1	2.43
Electricians .....	279	23.32	2.3	5.40	317	24.92	3.0	6.88
Second electricians .....	196	22.37	2.3	5.75	231	23.56	2.9	6.91
Engine maintenance .....	94	14.36	.5	1.19	67	19.10	2.6	5.48
Oilers .....	848	17.56	2.9	6.13	1,431	17.29	2.8	5.80
Firemen, water tenders .....	832	17.84	3.2	6.48	1,398	17.62	3.0	6.16
Wipers .....	745	12.24	.9	1.52	1,126	13.04	1.3	2.22
Stewards department <sup>4/</sup> .....	2,966	16.60	2.6	4.86	4,465	16.65	2.7	5.09
Chief stewards .....	275	23.46	3.2	7.02	473	22.55	3.1	6.82
Cooks .....	278	20.84	2.6	5.82	471	20.28	2.7	5.95
Cooks and bakers .....	268	20.03	2.6	5.73	443	19.79	2.8	6.02
Assistant cooks .....	288	18.79	2.7	5.86	480	18.18	2.7	5.83
Messmen .....	1,825	14.11	2.5	4.15	2,582	14.09	2.6	4.32

<sup>1/</sup> Data relate to latest trips ending prior to June 1957.

<sup>2/</sup> Includes all wage payments and allowances, such as pay in lieu of overtime, tool and uniform allowances, pay for serving extra meals, passenger allowances, payments for division of work, and war-risk bonuses in addition to premiums shown separately. Does not include any value for board and lodging or gratuities.

<sup>3/</sup> Total of overtime and penalty time.

<sup>4/</sup> Includes data for other ratings in addition to those shown separately.

TABLE A-16. AVERAGE DAILY EARNINGS — BY SUBSIDIZED STATUS, ATLANTIC AND GULF COAST PORTS

(Average daily earnings of seamen manning seagoing dry-cargo ships in the United States Maritime Industry by subsidized status, May 1957 <sup>1/</sup>)

Rating	Subsidized				Nonsubsidized			
	Number of seamen	Average daily earnings <sup>2/</sup>	Average daily premium <sup>3/</sup>		Number of seamen	Average daily earnings <sup>2/</sup>	Average daily premium <sup>3/</sup>	
			Hours	Earnings			Hours	Earnings
All seamen (except masters and cadets) .....	9,342	\$19.66	2.6	\$5.65	12,665	\$19.91	2.9	\$6.17
All licensed seamen .....	2,363	\$29.06	2.6	\$7.63	2,902	\$29.67	2.8	\$8.18
Deck department <sup>4/</sup> .....	1,144	28.73	3.0	9.05	1,439	28.44	3.0	8.77
Chief mates .....	207	36.30	2.9	9.84	309	34.27	3.2	10.06
Second mates .....	207	29.79	3.4	10.07	309	28.31	3.1	8.82
Third mates .....	211	27.43	3.2	9.08	309	26.99	3.1	8.69
Fourth mates .....	201	26.19	3.4	9.52	168	25.10	3.0	8.23
Radio officers .....	207	27.37	3.1	9.22	309	26.76	3.0	8.57
Pursers .....	106	22.28	1.5	4.54	35	22.47	.6	1.96
Engine department <sup>4/</sup> .....	1,219	29.37	2.1	6.29	1,463	30.99	2.6	7.60
Chief engineers .....	207	39.35	.5	1.90	309	37.53	.3	1.09
First assistant engineers .....	207	34.06	2.3	7.64	305	34.93	3.5	10.86
Second assistant engineers .....	207	28.51	3.0	8.63	307	28.51	3.2	9.10
Third assistant engineers .....	262	25.61	2.3	6.43	309	26.97	3.2	9.08
Junior third assistant engineers .....	220	24.84	2.9	7.75	162	24.63	3.0	8.09
Licensed junior engineers .....	116	21.84	1.6	4.51	26	23.97	2.1	6.35
All unlicensed seamen .....	6,979	16.48	2.6	4.98	9,763	17.01	2.9	5.57
Deck department <sup>4/</sup> .....	2,544	16.79	2.8	5.53	3,657	17.91	3.4	6.61
Bosuns .....	207	20.00	2.3	4.82	312	21.61	3.1	6.71
Carpenters .....	92	19.29	2.6	5.50	104	21.06	3.4	6.97
Deck maintenance .....	381	16.30	2.0	4.03	480	17.97	2.5	5.30
Able-bodied seamen .....	1,249	17.64	3.1	6.36	1,832	18.77	3.5	7.38
Ordinary seamen .....	615	13.60	2.9	5.01	925	14.60	3.5	5.70
Engine department <sup>4/</sup> .....	2,313	16.31	2.1	4.12	3,207	16.71	2.3	4.63
Unlicensed junior engineers .....	109	15.57	.6	1.24	101	17.25	1.2	2.55
Electricians .....	207	21.53	1.7	3.65	186	23.50	2.6	5.40
Second electricians .....	127	19.98	1.7	3.40	123	21.77	2.5	5.24
Engine maintenance .....	79	14.02	.4	.89	57	19.46	2.8	5.91
Oilers .....	625	17.02	2.8	5.72	934	16.69	2.6	5.33
Firemen, water tenders .....	626	17.49	3.2	6.26	930	17.26	2.9	5.90
Wipers .....	540	11.75	.8	1.22	720	12.74	1.3	2.11
Stewards department <sup>4/</sup> .....	2,122	16.30	3.0	5.25	2,899	16.22	2.9	5.29
Chief stewards .....	203	23.52	3.6	7.61	309	22.05	3.3	7.06
Cooks .....	203	20.40	2.9	6.10	307	19.93	3.0	6.21
Cooks and bakers .....	203	19.72	2.8	5.97	296	19.48	2.9	6.08
Assistant cooks .....	203	18.54	3.0	6.14	301	17.78	2.9	6.02
Messmen .....	1,286	13.66	2.9	4.55	1,673	13.63	2.9	4.53

1/ Data relate to latest trips ending prior to June 1957.

2/ Includes all wage payments and allowances, such as pay in lieu of overtime, tool and uniform allowances, pay for serving extra meals, passenger allowances, payments for division of work, and war-risk bonuses in addition to premiums shown separately. Does not include any value for board and lodging or gratuities.

3/ Total of overtime and penalty time.

4/ Includes data for other ratings in addition to those shown separately.

TABLE A-17. AVERAGE DAILY EARNINGS — BY SUBSIDIZED STATUS, WEST COAST PORTS

(Average daily earnings of seamen manning seagoing dry-cargo ships in the United States Maritime Industry by subsidized status, May 1957 <sup>1/</sup>)

Rating	Subsidized				Nonsubsidized			
	Number of seamen	Average daily earnings <sup>2/</sup>	Average daily premium <sup>3/</sup>		Number of seamen	Average daily earnings <sup>2/</sup>	Average daily premium <sup>3/</sup>	
			Hours	Earnings			Hours	Earnings
All seamen (except masters and cadets).....	3,675	\$22.20	2.6	\$6.59	7,166	\$21.70	2.8	\$6.63
All licensed seamen .....	930	\$30.25	2.9	\$8.60	1,736	\$29.64	2.8	\$8.05
Deck department <sup>4/</sup> .....	440	30.03	3.3	9.86	865	28.80	3.2	9.09
Chief mates .....	75	38.00	3.5	11.51	167	35.70	3.3	10.46
Second mates .....	75	30.95	3.7	10.70	167	28.71	3.2	9.00
Third mates .....	75	29.31	3.7	10.63	167	27.48	3.3	9.27
Fourth mates .....	68	28.41	3.9	10.41	123	25.97	3.4	9.12
Radio officers .....	75	28.56	3.3	10.12	167	27.15	3.1	9.08
Purser .....	72	24.61	1.8	5.66	59	22.85	1.6	4.72
Engine department <sup>4/</sup> .....	490	30.44	2.5	7.46	871	30.47	2.4	7.01
Chief engineers .....	75	42.95	1.3	5.22	167	38.85	.5	2.05
First assistant engineers .....	75	35.54	2.9	8.96	167	34.31	2.9	9.00
Second assistant engineers .....	75	29.80	2.9	8.29	167	28.37	2.7	7.81
Third assistant engineers .....	96	27.25	2.9	8.12	167	26.64	3.0	8.44
Junior third assistant engineers .....	140	25.30	2.9	7.77	188	24.96	2.7	7.38
All unlicensed seamen .....	2,745	19.47	2.5	5.90	5,430	19.16	2.8	6.18
Deck department <sup>4/</sup> .....	1,006	21.30	2.7	7.10	2,105	20.95	3.1	7.44
Bosuns .....	75	25.02	3.1	8.29	161	24.31	3.4	8.43
Carpenters .....	75	23.23	2.9	7.90	92	22.32	2.6	6.99
Deck maintenance .....	213	22.27	3.0	8.05	325	20.35	2.5	6.40
Able-bodied seamen .....	432	21.83	2.6	7.10	1,019	21.66	3.3	7.88
Ordinary seamen .....	211	17.20	2.6	5.43	411	15.19	2.4	4.46
Engine department <sup>4/</sup> .....	895	19.39	2.8	6.44	1,759	18.55	2.7	5.96
Electricians .....	72	28.48	3.8	10.45	131	26.93	3.5	8.99
Second electricians .....	69	26.77	3.7	10.10	108	25.60	3.4	8.81
Engine maintenance .....	15	16.19	1.2	2.81	10	17.05	1.5	3.04
Oilers .....	223	19.06	3.4	7.28	497	18.43	3.2	6.70
Firemen, water tenders .....	206	18.92	3.4	7.17	468	18.35	3.2	6.67
Wipers .....	205	13.53	1.1	2.33	406	13.55	1.2	2.40
Stewards department <sup>4/</sup> .....	844	17.37	1.8	3.91	1,566	17.44	2.3	4.73
Chief stewards .....	72	23.31	2.0	5.34	164	23.49	2.7	6.38
Cooks .....	75	22.02	1.9	5.07	164	20.93	2.3	5.46
Cooks and bakers .....	65	21.01	1.9	4.98	147	20.42	2.5	5.88
Assistant cooks .....	85	19.38	1.9	5.19	179	18.85	2.3	5.51
Messmen .....	539	15.17	1.6	3.21	909	14.94	2.1	3.93

<sup>1/</sup> Data relate to latest trips ending prior to June 1957.

<sup>2/</sup> Includes all wage payments and allowances, such as pay in lieu of overtime, tool and uniform allowances, pay for serving extra meals, passenger allowances, payments for division of work, and war-risk bonuses in addition to premiums shown separately. Does not include any value for board and lodging or gratuities.

<sup>3/</sup> Total of overtime and penalty time.

<sup>4/</sup> Includes data for other ratings in addition to those shown separately.

TABLE A-18. AVERAGE DAILY EARNINGS — BY SUBSIDIZED STATUS—C-2 AND C-3  
(Average daily earnings of seamen manning C-2 and C-3 types of dry-cargo ships  
in the United States Maritime Industry, all ports, May 1957 1/)

Rating	Subsidized				Nonsubsidized			
	Number of seamen	Average daily earnings 2/	Average daily premiums 3/		Number of seamen	Average daily earnings 2/	Average daily premiums 3/	
			Hours	Earnings			Hours	Earnings
All seamen (except masters and cadets) .....	10,011	\$20.21	2.6	\$5.86	6,681	\$20.40	2.8	\$6.13
All licensed seamen .....	2,557	\$29.17	2.6	\$7.74	1,562	\$29.00	2.6	\$7.50
Deck department 4/ .....	1,223	28.99	3.1	9.23	773	28.01	2.8	8.26
Chief mates .....	218	36.73	3.0	10.26	148	34.08	2.4	7.90
Second mates .....	218	29.98	3.5	10.16	148	28.45	3.1	8.69
Third mates .....	222	27.66	3.3	9.28	148	26.27	2.9	8.00
Fourth mates .....	208	26.55	3.5	9.61	148	25.34	3.1	8.58
Radio officers .....	218	27.68	3.2	9.47	148	27.28	3.1	9.18
Pursers .....	134	23.24	1.7	5.18	33	21.88	1.1	3.47
Engine department 4/ .....	1,334	29.34	2.2	6.38	789	29.96	2.3	6.76
Chief engineers .....	218	40.25	.8	2.81	148	38.35	.5	1.76
First assistant engineers .....	218	34.25	2.4	7.73	144	34.93	2.8	8.99
Second assistant engineers .....	218	28.54	2.9	8.29	146	28.03	2.8	8.02
Third assistant engineers .....	278	25.70	2.4	6.51	148	25.38	2.6	7.13
Junior third assistant engineers .....	260	24.74	2.9	7.63	174	24.91	2.9	7.73
Licensed junior engineers .....	142	21.80	1.5	4.30	29	26.00	2.4	7.23
All unlicensed seamen .....	7,454	17.13	2.5	5.22	5,119	17.78	2.8	5.72
Deck department 4/ .....	2,754	17.76	2.8	5.87	1,920	18.68	3.1	6.61
Bosuns .....	218	20.99	2.5	5.70	151	22.41	3.2	7.41
Carpenters .....	134	20.47	2.7	6.30	77	21.59	2.9	7.03
Deck maintenance .....	454	18.33	2.2	5.16	367	19.40	2.8	6.42
Able-bodied seamen .....	1,305	18.46	3.0	6.49	881	19.31	3.2	7.08
Ordinary seamen .....	643	14.27	2.8	5.08	435	14.97	3.2	5.49
Engine department 4/ .....	2,433	16.98	2.2	4.65	1,688	17.92	2.6	5.39
Unlicensed junior engineers .....	74	15.90	.7	1.43	24	16.96	.9	2.16
Electricians .....	218	22.83	2.1	4.96	148	25.31	3.2	7.38
Second electricians .....	147	22.05	2.2	5.41	117	24.42	3.3	7.77
Engine maintenance .....	73	14.45	.6	1.32	21	19.42	2.7	5.68
Oilers .....	652	17.39	2.9	6.00	444	17.20	2.8	5.76
Firemen, water tenders .....	640	17.81	3.2	6.49	440	18.04	3.2	6.62
Wipers .....	578	12.13	.9	1.46	392	13.00	1.3	2.18
Stewards department 4/ .....	2,267	16.54	2.7	5.01	1,511	16.48	2.7	4.93
Chief stewards .....	211	23.52	3.4	7.26	148	22.25	3.0	6.66
Cooks .....	214	20.77	2.7	5.96	146	20.29	2.8	5.91
Cooks and bakers .....	207	20.03	2.7	5.88	148	19.77	2.7	5.85
Assistant cooks .....	214	18.73	2.8	6.08	148	18.25	2.7	5.80
Messmen .....	1,392	14.01	2.6	4.28	921	14.14	2.6	4.22

1/ Data relate to latest trips ending prior to June 1957.

2/ Includes all wage payments and allowances, such as pay in lieu of overtime, tool and uniform allowances, pay for serving extra meals, passenger allowances, payments for division of work, and war-risk bonuses in addition to premiums shown separately. Does not include any value for board and lodging or gratuities.

3/ Total of overtime and penalty time.

4/ Includes data for other ratings in addition to those shown separately.

TABLE A-19. AVERAGE DAILY EARNINGS — BY TYPE OF SHIP

(Average daily earnings of seamen manning seagoing ships in the United States Maritime Industry by type of ship, May 1957 <sup>1/</sup>)

Rating	Passenger ships				Dry-cargo ships				Tankers			
	Number of seamen	Average daily earnings <sup>2/</sup>	Average daily premium <sup>3/</sup>		Number of seamen	Average daily earnings <sup>2/</sup>	Average daily premium <sup>3/</sup>		Number of seamen	Average daily earnings <sup>2/</sup>	Average daily premium <sup>3/</sup>	
			Hours	Earnings			Hours	Earnings			Hours	Earnings
All seamen (except masters and cadets).....	8,779	\$18.53	3.0	\$5.92	32,348	\$20.49	2.7	\$6.17	2,899	\$21.37	3.5	\$7.54
All licensed seamen .....	985	\$29.10	3.0	\$8.58	7,931	\$29.55	2.7	\$8.03	663	\$33.47	3.3	\$9.68
Deck department <sup>4/</sup> .....	586	28.31	3.1	9.36	3,888	28.78	3.1	9.05	322	32.54	3.8	11.11
Chief mates .....	39	37.64	3.3	10.53	758	35.51	3.2	10.23	79	39.43	4.8	13.97
Second mates .....	52	31.62	3.7	10.62	758	29.06	3.3	9.38	79	31.70	3.4	9.80
Third mates .....	59	29.00	3.5	9.86	762	27.41	3.2	9.12	76	29.11	3.4	9.61
Fourth mates .....	46	26.50	3.4	9.42	560	26.08	3.3	9.15	12	26.94	3.0	8.81
Radio officers .....	140	28.07	2.9	8.19	758	27.19	3.1	9.01	76	30.57	4.0	11.35
Chief pursers, passenger .....	83	30.39	2.7	8.62	-	-	-	-	-	-	-	-
Pursers, dry-cargo and tanker .....	-	-	-	-	272	23.04	1.5	4.54	-	-	-	-
Assistant pursers, passenger .....	104	26.03	3.5	11.17	-	-	-	-	-	-	-	-
Engine department <sup>4/</sup> .....	399	29.93	2.7	7.51	4,043	30.29	2.4	7.06	341	34.35	2.8	8.32
Chief engineers .....	46	41.72	.6	2.21	758	38.86	.5	1.93	79	40.51	.3	1.27
First assistant engineers .....	45	36.28	2.7	8.40	754	34.61	3.0	9.38	76	38.96	4.3	12.53
Second assistant engineers .....	77	32.00	3.5	9.99	756	28.61	3.0	8.61	76	31.70	3.6	10.55
Third assistant engineers .....	74	28.01	3.1	8.28	834	26.51	2.9	8.01	78	29.25	3.2	9.27
Junior third assistant engineers .....	38	26.08	2.9	7.69	710	24.92	2.9	7.73	32	26.97	2.8	8.18
Licensed junior engineers .....	119	23.61	2.7	7.10	186	22.77	1.8	5.15	-	-	-	-
All unlicensed seamen .....	7,794	17.20	3.0	5.58	24,917	17.60	2.7	5.58	2,236	18.43	3.5	6.91
Deck department <sup>4/</sup> .....	1,111	19.02	2.9	6.38	9,312	18.66	3.1	6.56	853	20.19	4.4	8.77
Bosuns .....	76	24.32	3.4	8.05	755	22.08	2.9	6.71	71	23.50	3.9	8.39
Carpenters .....	66	22.05	3.1	7.17	363	21.38	2.9	6.80	-	-	-	-
Deck maintenance .....	146	19.76	3.1	6.96	1,399	18.82	2.4	5.63	111	19.69	3.6	7.55
Able-bodied seamen .....	529	19.12	2.9	6.51	4,532	19.40	3.3	7.19	388	21.38	4.6	9.63
Ordinary seamen .....	172	14.92	3.0	5.14	2,162	14.68	3.0	5.24	208	16.38	4.5	7.42
Engine department <sup>4/</sup> .....	1,054	17.44	2.2	4.56	8,174	17.29	2.4	4.97	789	17.81	2.9	5.79
Unlicensed junior engineers .....	60	17.80	1.6	3.40	233	16.46	.9	1.92	15	21.04	4.0	8.28
Electricians .....	62	24.97	2.9	6.46	596	24.17	2.6	6.20	3	19.34	.8	1.69
Second electricians .....	83	22.74	2.6	6.27	427	23.01	2.7	6.37	-	-	-	-
Engine maintenance .....	64	16.22	1.7	3.44	161	16.33	1.4	2.98	5	19.83	3.2	6.46
Oilers .....	198	16.72	2.6	5.28	2,279	17.39	2.8	5.93	225	18.02	3.2	6.64
Firemen, water tenders .....	273	16.45	2.4	4.89	2,230	17.70	3.1	6.28	210	17.70	3.1	6.33
Wipers .....	157	12.81	1.3	2.01	1,871	12.72	1.1	1.94	190	13.22	1.6	2.75
Stewards department <sup>4/</sup> .....	5,629	16.79	3.1	5.61	7,431	16.63	2.6	5.00	594	16.71	3.2	5.73
Chief stewards, passenger .....	50	32.04	4.6	9.85	-	-	-	-	-	-	-	-
Chief stewards, dry-cargo and tanker .....	-	-	-	-	748	22.88	3.1	6.89	73	23.68	3.6	7.83
Second stewards, passenger .....	65	26.19	4.7	10.18	-	-	-	-	-	-	-	-
Chefs, passenger .....	72	31.54	4.6	10.38	-	-	-	-	-	-	-	-
Cooks, passenger .....	358	24.39	3.8	8.39	-	-	-	-	-	-	-	-
Cooks, dry-cargo and tanker .....	-	-	-	-	749	20.48	2.7	5.90	70	20.95	3.2	6.85
Cooks and bakers, dry-cargo and tanker .....	-	-	-	-	711	19.88	2.7	5.91	42	19.69	3.1	6.48
Assistant cooks, passenger .....	246	21.79	3.8	8.10	-	-	-	-	-	-	-	-
Assistant cooks, dry-cargo and tanker .....	-	-	-	-	768	18.41	2.7	5.84	46	18.49	3.1	6.26
Stewards, passenger .....	1,108	14.78	2.9	4.77	-	-	-	-	-	-	-	-
Waiters, passenger .....	1,103	15.51	3.3	5.50	-	-	-	-	-	-	-	-
Messmen, all ships .....	1,022	14.25	2.6	4.38	4,407	14.10	2.5	4.24	346	13.81	3.0	4.88
Bellboys, passenger .....	208	14.04	3.1	5.06	-	-	-	-	-	-	-	-

<sup>1/</sup> Data relate to latest trips ending prior to June 1957. Data on tankers exclude those operated by oil companies.<sup>2/</sup> Includes all wage payments and allowances, such as pay in lieu of overtime, tool and uniform allowances, pay for serving extra meals, passenger allowances, payments for division of work, and war-risk bonuses in addition to premiums shown separately. Does not include any value for board and lodging or gratuities.<sup>3/</sup> Total of overtime and penalty time.<sup>4/</sup> Includes data for other ratings in addition to those shown separately.

TABLE A-20. AVERAGE DAILY EARNINGS — DRY-CARGO SHIPS, BY COAST

(Average daily earnings of seamen manning seagoing dry-cargo ships in the United States Maritime Industry by coast of departure, May 1957 <sup>1/</sup>)

Rating	Atlantic and Gulf Coasts				West Coast			
	Number of seamen	Average daily earnings <sup>2/</sup>	Average daily premium <sup>3/</sup>		Number of seamen	Average daily earnings <sup>2/</sup>	Average daily premium <sup>3/</sup>	
			Hours	Earnings			Hours	Earnings
All seamen (except masters and cadets) .....	22,007	\$19.81	2.7	\$5.94	10,841	\$21.87	2.7	\$6.62
Licensed seamen .....	5,265	\$29.40	2.7	\$7.93	2,666	\$29.85	2.8	\$8.24
Deck department <sup>4/</sup> .....	2,583	28.57	3.0	8.89	1,305	29.21	3.2	9.35
Chief mates .....	516	35.09	3.1	9.97	242	36.41	3.4	10.79
Second mates .....	516	28.90	3.2	9.32	242	29.41	3.4	9.52
Third mates .....	520	27.11	3.1	8.85	242	28.04	3.4	9.69
Fourth mates .....	369	25.69	3.2	8.93	191	26.84	3.6	9.58
Radio officers .....	516	27.01	3.0	8.83	242	27.59	3.1	9.40
Pursers .....	141	22.32	1.3	3.90	131	23.82	1.7	5.23
Engine department <sup>4/</sup> .....	2,682	30.20	2.4	7.00	1,361	30.46	2.4	7.17
Chief engineers .....	516	38.26	3.7	1.41	242	40.12	.8	3.03
First assistant engineers .....	512	34.58	3.0	9.56	242	34.69	2.9	8.99
Second assistant engineers .....	514	28.51	3.1	8.91	242	28.81	2.8	7.96
Third assistant engineers .....	571	26.35	2.8	7.87	263	26.86	3.0	8.32
Junior third assistant engineers .....	382	24.75	2.9	7.89	328	25.11	2.8	7.54
Licensed junior engineers .....	142	22.21	1.7	4.85	44	24.57	2.1	6.11
All unlicensed seamen .....	16,742	16.79	2.8	5.32	8,175	19.27	2.6	6.09
Deck department <sup>4/</sup> .....	6,201	17.45	3.1	6.16	3,111	21.06	3.0	7.33
Bosuns .....	519	20.97	2.8	5.95	236	24.54	3.2	8.38
Carpenters .....	196	20.23	3.0	6.28	167	22.73	2.7	7.40
Deck maintenance .....	861	17.40	2.2	4.73	538	21.11	2.7	7.06
Able-bodied seamen .....	3,081	18.31	3.4	6.97	1,451	21.71	3.1	7.65
Ordinary seamen .....	1,540	14.20	3.3	5.42	622	15.87	2.4	4.79
Engine department <sup>4/</sup> .....	5,520	16.54	2.2	4.42	2,654	18.84	2.7	6.13
Unlicensed junior engineers .....	210	16.37	.9	1.87	23	17.19	1.0	2.32
Electricians .....	393	22.46	2.1	4.48	203	27.48	3.6	9.51
Second electricians .....	250	20.86	2.0	4.30	177	26.05	3.5	9.39
Engine maintenance .....	136	16.30	1.4	2.99	25	16.54	1.3	2.90
Others .....	1,559	16.82	2.7	5.48	720	18.63	3.2	6.89
Firemen, water tenders .....	1,556	17.35	3.0	6.04	674	18.52	3.2	6.82
Wipers .....	1,260	12.32	1.1	1.73	611	13.55	1.2	2.38
Stewards department <sup>4/</sup> .....	5,021	16.25	2.9	5.27	2,410	17.42	2.1	4.44
Chief stewards .....	512	22.63	3.5	7.28	236	23.44	2.5	6.06
Cooks .....	510	20.11	3.0	6.17	239	21.27	2.2	5.34
Cooks and bakers .....	499	19.58	2.9	6.04	212	20.60	2.3	5.60
Assistant cooks .....	504	18.08	2.9	6.07	264	19.02	2.2	5.41
Messmen .....	2,959	13.64	2.8	4.54	1,448	15.02	1.9	3.66

<sup>1/</sup> Data relate to latest trips ending prior to June 1957.<sup>2/</sup> Includes all wage payments and allowances, such as pay in lieu of overtime, tool and uniform allowances, pay for serving extra meals, passenger allowances, payments for division of work, and war-risk bonuses in addition to premiums shown separately. Does not include any value for board and lodging or gratuities.<sup>3/</sup> Total of overtime and penalty time.<sup>4/</sup> Includes data for other ratings in addition to those shown separately.

TABLE A-21. AVERAGE DAILY EARNINGS — BY TYPE OF DRY-CARGO SHIP, ALL PORTS

(Average daily earnings of seamen manning seagoing dry-cargo ships in the United States Maritime Industry by selected types of dry-cargo ships, May 1957 1/)

Rating	Victory (VC-2)				Liberty (EC-2)				G-2				G-3				Bulk carrier (dry)			
	Number of seamen	Average daily earnings 2/	Average daily premium 3/		Number of seamen	Average daily earnings 2/	Average daily premium 3/		Number of seamen	Average daily earnings 2/	Average daily premium 3/		Number of seamen	Average daily earnings 2/	Average daily premium 3/		Number of seamen	Average daily earnings 2/	Average daily premium 3/	
			Hours	Earnings																
All seamen (except masters and cadets) .....	5,087	\$20.05	2.3	\$5.32	2,509	\$21.31	3.2	\$7.36	10,657	\$20.03	2.6	\$5.83	6,035	\$20.74	2.7	\$6.22	3,816	\$20.04	2.9	\$6.43
All licensed seamen .....	1,204	\$29.09	2.5	\$7.38	586	\$30.79	3.3	\$9.68	2,615	\$29.24	2.6	\$7.64	1,504	\$28.88	2.6	\$7.67	871	\$30.44	3.1	\$9.10
Deck department 4/ .....	598	28.11	2.8	8.18	298	29.84	3.7	10.90	1,265	28.76	3.0	8.90	731	28.35	2.9	8.77	434	28.96	3.3	9.61
Chief mates .....	113	34.37	2.3	7.73	70	36.18	4.8	14.66	236	35.46	2.7	9.13	130	36.01	2.9	9.63	103	34.63	4.0	12.07
Second mates .....	113	28.46	3.0	8.46	70	29.21	3.5	10.33	236	29.57	3.4	9.68	130	28.96	3.2	9.36	103	27.78	3.0	8.57
Third mates .....	113	26.78	3.0	8.31	70	28.61	3.9	11.12	236	27.28	3.2	8.91	134	26.80	3.0	8.52	103	27.69	3.3	9.35
Fourth mates .....	113	25.91	3.3	8.98	-	-	-	-	226	26.06	3.3	9.03	130	26.02	3.4	9.45	20	25.35	3.3	8.88
Radio officers .....	113	27.07	3.0	8.79	70	26.49	2.9	8.48	236	27.52	3.1	9.34	130	27.51	3.1	9.37	103	26.50	3.0	8.60
Pursers .....	33	21.22	1.0	3.44	11	22.54	2.0	5.70	90	23.45	1.7	5.03	77	22.42	1.4	4.62	2	26.65	2.8	9.77
Engine department 4/ .....	606	30.06	2.2	6.59	288	31.73	2.8	8.42	1,350	29.68	2.2	6.46	773	29.37	2.3	6.62	437	31.91	2.9	8.60
Chief engineers .....	113	38.64	.4	1.82	70	37.18	.2	.90	236	39.59	.6	2.47	130	39.29	.6	2.24	103	36.98	.2	.96
First assistant engineers .....	113	33.97	2.3	7.54	70	34.13	4.0	12.25	232	34.49	2.5	8.09	130	34.56	2.7	8.48	103	35.03	4.2	12.60
Second assistant engineers .....	113	28.58	2.7	7.74	70	28.68	3.4	9.84	234	28.34	2.9	8.12	130	28.33	2.9	8.29	103	28.08	3.2	9.04
Third assistant engineers .....	113	26.30	2.9	7.92	70	28.06	3.6	10.75	296	25.45	2.3	6.23	130	25.90	2.9	7.34	103	29.02	3.9	11.48
Junior third assistant engineers .....	148	24.90	2.8	7.56	8	23.82	3.0	7.88	267	24.64	2.8	7.52	167	25.08	2.9	7.91	19	25.56	3.5	9.55
Licensed junior engineers .....	-	-	-	-	-	-	-	-	85	23.34	2.2	6.04	86	21.70	1.2	3.57	6	26.75	4.0	11.22
All unlicensed seamen .....	3,883	17.24	2.2	4.69	1,923	18.42	3.2	6.66	8,042	17.03	2.6	5.24	4,531	18.05	2.7	5.73	2,945	16.96	2.9	5.63
Deck department 4/ .....	1,445	17.99	2.3	5.18	764	20.41	3.8	8.35	2,999	17.58	2.9	5.84	1,675	19.14	3.0	6.77	1,134	17.75	3.3	6.50
Bosuns .....	113	21.31	2.3	5.66	67	23.92	3.8	8.59	236	21.03	2.7	5.92	133	22.54	3.1	7.24	103	21.34	3.0	6.50
Carpenters .....	59	21.42	2.4	6.25	22	21.41	2.8	7.06	123	20.30	2.7	6.13	88	21.70	2.9	7.17	17	23.93	4.5	10.02
Deck maintenance .....	271	18.72	2.2	5.14	42	18.01	2.4	5.18	512	18.07	2.4	5.11	309	20.03	2.7	6.74	100	17.11	2.2	4.64
Able-bodied seamen .....	675	18.58	2.4	5.50	412	21.32	4.0	9.10	1,420	18.26	3.1	6.48	766	19.81	3.1	7.18	616	18.67	3.4	7.17
Ordinary seamen .....	327	14.41	2.4	4.21	186	14.96	3.1	5.56	699	14.17	3.0	5.00	379	15.27	3.0	5.72	298	14.45	3.4	5.52
Engine department 4/ .....	1,315	17.21	2.2	4.60	613	16.67	2.5	5.23	2,606	16.98	2.3	4.70	1,515	18.02	2.5	5.40	964	16.40	2.4	4.77
Unlicensed junior engineers .....	112	16.33	.8	1.69	-	-	-	-	48	16.47	1.1	2.24	50	15.96	.5	1.00	5	16.75	1.2	2.48
Electricians .....	113	24.26	2.6	6.28	-	-	-	-	236	22.98	2.3	5.09	130	25.37	3.0	7.49	22	23.15	2.5	5.53
Second electricians .....	93	22.73	2.4	6.05	-	-	-	-	153	22.49	2.5	5.74	111	23.94	3.0	7.44	13	21.97	2.4	5.45
Engine maintenance .....	-	-	-	-	8	18.40	2.1	4.58	92	15.56	1.1	2.31	2	15.29	.7	1.56	24	20.48	3.2	6.65
Oilers .....	339	17.60	2.9	6.04	204	17.29	2.8	5.97	708	17.20	2.9	5.81	388	17.53	2.9	6.05	309	16.93	2.7	5.61
Firemen, water tenders .....	339	17.68	2.9	6.06	206	17.64	3.0	6.29	696	17.66	3.2	6.35	384	18.34	3.3	6.89	309	17.00	2.8	5.69
Wipers .....	316	12.47	.8	1.53	138	13.45	1.5	2.74	623	12.33	1.0	1.68	347	12.74	1.1	1.87	218	12.66	1.3	2.06
Stewards department 4/ .....	1,123	16.32	2.1	4.14	546	17.60	3.0	5.89	2,437	16.41	2.7	5.07	1,341	16.72	2.6	4.81	847	16.55	2.9	5.46
Chief stewards .....	113	21.77	2.3	5.23	70	22.78	3.3	7.40	236	23.06	3.4	7.22	123	22.89	2.9	6.61	103	22.77	3.5	7.41
Cooks .....	113	20.06	2.1	4.37	70	20.81	3.0	6.63	234	20.41	2.9	6.03	126	20.88	2.5	5.77	103	19.63	2.9	6.05
Cooks and bakers .....	100	19.27	2.2	4.96	65	20.34	3.2	6.99	232	19.90	2.7	5.97	123	20.15	2.6	5.88	88	19.56	2.9	6.13
Assistant cooks .....	126	18.15	2.1	4.80	73	18.24	2.9	6.27	236	18.46	2.8	6.00	126	18.67	2.6	5.89	97	17.75	2.9	6.16
Messmen .....	671	13.99	2.1	3.59	268	14.57	2.9	4.93	1,487	13.90	2.6	4.34	826	14.36	2.5	4.09	456	13.62	2.9	4.60

1/ Data relate to latest trips ending prior to June 1957.

2/ Includes all wage payments and allowances, such as pay in lieu of overtime, tool and uniform allowances, pay for serving extra meals, passenger allowances, payments for division of work, and war-risk bonuses in addition to premiums shown separately. Does not include any value for board and lodging or gratuities.

3/ Total of overtime and penalty time.

4/ Includes data for other ratings in addition to those shown separately.

TABLE A-22. AVERAGE DAILY EARNINGS — BY TYPE OF DRY-CARGO SHIP, ATLANTIC AND GULF COAST PORTS

(Average daily earnings of seamen manning seagoing dry-cargo ships in the United States Maritime Industry by selected types of dry-cargo ships, May 1957 <sup>1/</sup>)

Rating	Victory (VC-2)				Liberty (BC-2)				C-2				C-3				Bulk carrier (dry)			
	Number of seamen	Average daily earnings <sup>2/</sup>	Average daily premium <sup>3/</sup>		Number of seamen	Average daily earnings <sup>2/</sup>	Average daily premium <sup>3/</sup>		Number of seamen	Average daily earnings <sup>2/</sup>	Average daily premium <sup>3/</sup>		Number of seamen	Average daily earnings <sup>2/</sup>	Average daily premium <sup>3/</sup>		Number of seamen	Average daily earnings <sup>2/</sup>	Average daily premium <sup>3/</sup>	
			Hours	Earnings			Hours	Earnings												
All seamen (except masters and cadets) .....	2,408	\$19.37	2.5	\$5.47	1,307	\$20.07	3.0	\$6.64	8,203	\$19.75	2.7	\$5.82	3,653	\$19.72	2.7	\$5.79	3,207	\$20.03	3.0	\$6.46
All licensed seamen .....	554	\$29.43	2.6	\$7.71	300	\$30.37	3.1	\$9.19	2,015	\$29.10	2.6	\$7.65	904	\$28.64	2.5	\$7.41	725	\$30.72	3.2	\$9.33
Deck department <sup>4/</sup> .....	284	28.19	2.8	8.27	152	28.90	3.4	9.98	975	28.82	3.1	9.11	439	28.13	2.9	8.48	360	29.16	3.4	9.82
Chief mates .....	54	34.70	2.4	7.90	37	34.92	4.4	13.41	183	35.62	2.8	9.45	81	35.19	2.6	8.71	88	34.78	4.2	12.65
Second mates .....	54	28.85	3.1	8.92	37	28.24	3.2	9.38	183	29.71	3.4	9.95	81	28.87	3.2	9.34	88	27.89	3.1	8.71
Third mates .....	54	26.79	3.0	8.35	37	27.46	3.5	9.82	183	27.27	3.2	9.05	85	26.75	3.0	8.42	88	27.80	3.3	9.39
Fourth mates .....	54	25.66	3.1	8.74	-	-	-	-	177	25.88	3.3	9.16	81	25.60	3.2	8.99	8	25.05	3.2	8.61
Radio officers .....	54	26.83	2.9	8.58	37	26.17	2.8	8.17	183	27.44	3.1	9.34	81	27.04	3.0	8.69	88	26.55	3.0	8.64
Purser .....	14	20.84	1.2	3.92	4	18.04	.6	1.97	61	23.66	1.9	5.54	30	20.85	1.2	3.76	-	-	-	-
Engine department <sup>4/</sup> .....	270	30.73	2.4	7.11	148	31.88	2.8	8.39	1,040	29.37	2.1	6.28	465	29.12	2.2	6.38	365	32.26	3.0	8.86
Chief engineers .....	54	38.07	.3	1.31	37	36.91	.1	.59	183	38.73	.4	1.86	81	38.48	.6	1.30	88	37.13	.3	1.06
First assistant engineers .....	54	34.72	2.5	8.45	37	33.86	4.1	12.39	179	34.55	2.5	8.22	81	33.64	2.4	7.85	88	35.54	4.5	13.44
Second assistant engineers .....	54	29.21	3.2	9.36	37	28.76	3.4	9.89	181	28.26	2.9	8.37	81	28.28	3.1	8.80	88	28.07	3.2	9.02
Third assistant engineers .....	54	26.77	3.0	8.40	37	27.98	3.6	10.67	238	25.14	2.1	5.91	81	25.96	2.9	7.92	88	29.14	3.9	11.57
Junior third assistant engineers .....	54	24.90	2.9	8.04	-	-	-	-	183	24.47	2.9	7.62	81	24.72	3.0	8.18	7	26.68	3.7	9.98
Licensed junior engineers .....	-	-	-	-	-	-	-	-	76	22.24	1.9	5.29	60	21.72	1.2	3.51	6	26.75	4.5	12.67
All unlicensed seamen .....	1,854	16.36	2.5	4.79	1,007	17.01	3.0	5.88	6,188	16.70	2.7	5.23	2,749	16.79	2.7	5.26	2,482	16.91	2.9	5.62
Deck department <sup>4/</sup> .....	654	16.90	2.8	5.60	397	18.13	3.5	7.13	2,297	17.16	3.0	5.87	1,019	17.15	3.0	5.93	962	17.84	3.4	6.63
Bosuns .....	54	19.91	2.2	4.86	37	22.76	3.7	8.08	183	20.63	2.7	5.71	84	20.23	2.5	5.40	88	21.56	3.1	6.69
Carpenters .....	9	19.73	2.9	6.13	9	19.60	2.9	6.00	87	19.70	2.8	5.99	39	19.46	2.6	5.55	17	23.93	4.5	10.02
Deck maintenance .....	114	16.82	2.0	4.15	25	17.60	2.4	5.01	369	17.47	2.3	4.81	171	16.96	2.1	4.38	75	17.21	2.4	4.97
Able-bodied seamen .....	321	17.80	3.1	6.50	211	19.06	3.7	7.90	1,109	17.90	3.2	6.64	482	18.11	3.3	6.74	520	18.73	3.5	7.24
Ordinary seamen .....	156	13.90	3.1	5.03	111	14.72	3.5	6.01	549	13.87	3.1	5.05	243	13.93	3.2	5.67	262	14.63	3.4	5.65
Engine department <sup>4/</sup> .....	667	16.34	1.9	3.83	326	15.75	2.2	4.43	2,009	16.57	2.2	4.45	914	16.87	2.2	4.44	813	16.12	2.3	4.62
Unlicensed junior engineers .....	100	16.48	.9	1.81	-	-	-	-	45	16.42	1.1	2.21	48	15.79	.4	.91	5	16.75	1.2	2.48
Electricians .....	54	22.11	2.0	4.11	-	-	-	-	183	22.09	2.0	4.24	81	22.79	2.2	4.80	10	22.03	2.1	4.39
Second electricians .....	37	20.16	1.7	3.59	-	-	-	-	105	21.33	2.2	4.63	665	21.13	2.2	4.65	8	21.28	2.3	4.85
Engine maintenance .....	-	-	-	-	6	18.43	2.1	4.53	74	15.38	1.0	2.16	-	-	-	-	21	20.90	3.5	7.25
Oilers .....	162	16.98	2.8	5.67	109	16.13	2.4	4.91	549	16.89	2.7	5.62	243	16.57	2.5	5.22	264	16.81	2.7	5.48
Firemen, water tenders .....	162	16.96	2.7	5.65	107	17.00	2.8	5.80	559	17.49	3.2	6.27	243	18.03	3.2	6.70	264	16.91	2.7	5.59
Wipers .....	149	11.83	.8	1.23	76	12.40	1.2	1.91	476	12.11	1.0	1.60	214	12.31	1.0	1.62	192	12.64	1.3	2.09
Stewards department <sup>4/</sup> .....	533	15.74	2.8	5.01	284	16.88	3.1	5.79	1,882	16.29	2.9	5.30	816	16.26	3.1	5.33	707	16.53	2.9	5.41
Chief stewards .....	54	21.27	3.0	6.30	37	21.47	3.3	6.97	183	23.04	3.6	7.52	77	22.76	3.5	7.40	88	22.55	3.5	7.39
Cooks .....	54	19.69	2.8	5.86	37	20.19	3.1	6.55	181	20.24	3.1	6.25	77	20.18	3.0	6.25	88	19.72	2.9	6.11
Cooks and bakers .....	54	19.04	2.7	5.72	37	19.90	3.1	6.57	183	19.63	2.8	5.99	77	19.83	3.0	6.26	75	19.39	2.9	6.10
Assistant cooks .....	54	17.53	2.8	5.77	37	17.70	3.1	6.38	183	18.49	3.0	6.24	77	18.09	3.0	6.04	80	17.63	2.9	6.05
Messmen .....	317	13.26	2.7	4.40	136	13.69	3.1	4.89	1,140	13.73	2.8	4.59	496	13.83	3.1	4.65	376	13.57	2.8	4.50

<sup>1/</sup> Data relate to latest trips ending prior to June 1957.<sup>2/</sup> Includes all wage payments and allowances, such as pay in lieu of overtime, tool and uniform allowances, pay for serving extra meals, passenger allowances, payments for division of work and war-risk bonuses in addition to premiums shown separately. Does not include any value for board and lodging or gratuities.<sup>3/</sup> Total of overtime and penalty time.<sup>4/</sup> Includes data for other ratings in addition to those shown separately.

TABLE A-23. AVERAGE DAILY EARNINGS — BY TYPE OF DRY-CARGO SHIP, WEST COAST PORTS

(Average daily earnings of seamen manning seagoing dry-cargo ships in the United States Maritime Industry by selected types of dry-cargo ships, May 1957 1/)

Rating	Victory (VC-2)				Liberty (EC-2)				C-2				C-3				Bulk carrier (dry)			
	Number of seamen	Average daily earnings 2/	Average daily premium 3/		Number of seamen	Average daily earnings 2/	Average daily premium 3/		Number of seamen	Average daily earnings 2/	Average daily premium 3/		Number of seamen	Average daily earnings 2/	Average daily premium 3/		Number of seamen	Average daily earnings 2/	Average daily premium 3/	
			Hours	Earnings			Hours	Earnings												
All seamen (except masters and cadets).....	2,679	\$20.66	2.1	\$5.20	1,202	\$22.66	3.4	\$8.15	2,454	\$20.95	2.4	\$5.81	2,382	\$22.31	2.6	\$6.86	609	\$20.09	2.8	\$6.24
All licensed seamen .....	650	\$28.81	2.4	\$7.10	286	\$31.24	3.4	\$10.19	600	\$29.70	2.6	\$7.60	600	\$29.23	2.8	\$8.05	146	\$29.04	2.8	\$8.02
Deck department 4/ .....	314	28.05	2.8	8.09	146	30.81	4.0	11.85	290	28.58	2.9	8.16	292	28.67	3.1	9.22	74	27.99	3.1	8.62
Chief mates .....	59	34.07	2.3	7.58	33	37.59	5.2	16.06	53	34.90	2.4	8.03	49	37.38	3.4	11.17	15	33.72	2.8	8.69
Second mates .....	59	28.09	2.8	8.04	33	30.31	3.8	11.40	53	29.09	3.2	8.78	49	29.12	3.2	9.40	15	27.12	2.9	7.75
Third mates .....	59	26.76	3.0	8.28	33	29.90	4.3	12.57	53	27.29	3.0	8.41	49	26.89	3.1	8.68	15	27.04	3.3	9.17
Fourth mates .....	59	26.14	3.4	9.21	-	-	-	-	49	26.70	3.3	8.56	49	26.70	3.7	10.20	12	25.56	3.4	9.05
Radio officers .....	59	27.29	3.0	8.98	33	26.84	3.0	8.82	53	27.80	3.1	9.36	49	28.31	3.4	10.50	15	26.20	3.0	8.35
Pursers .....	19	21.50	.9	3.08	7	25.11	2.7	7.84	29	23.01	1.4	3.97	47	23.42	1.6	5.17	2	26.65	2.8	9.77
Engine department 4/ .....	336	29.52	2.1	6.18	140	31.69	2.8	8.45	310	30.75	2.4	7.08	308	29.76	2.4	6.94	72	30.11	2.6	7.40
Chief engineers .....	59	39.16	.6	2.29	33	37.48	.3	1.25	53	42.54	1.2	4.57	49	40.63	1.0	3.76	15	36.11	.1	.37
First assistant engineers .....	59	33.10	2.1	6.72	33	34.44	3.9	12.08	53	34.30	2.3	7.65	49	36.09	3.1	9.52	15	32.03	2.5	7.67
Second assistant engineers .....	59	28.01	2.2	6.25	33	28.58	3.3	9.77	53	28.60	2.6	7.26	49	28.40	2.6	7.45	15	28.15	3.3	9.15
Third assistant engineers .....	59	25.88	2.7	7.47	33	28.15	3.7	10.84	53	26.74	2.8	7.55	49	25.80	2.8	7.70	15	28.33	3.8	10.91
Junior third assistant engineers .....	94	24.75	2.7	7.28	8	23.82	3.0	7.88	84	25.01	2.7	7.30	86	25.42	2.8	7.65	12	24.91	3.3	9.30
Licensed junior engineers .....	-	-	-	-	-	-	-	-	-	-	-	-	26	21.66	1.2	3.38	-	-	-	-
All unlicensed seamen .....	2,029	18.05	2.0	4.59	916	19.98	3.4	7.51	1,854	18.12	2.4	5.23	1,782	19.98	2.6	6.46	463	17.26	2.8	5.68
Deck department 4/ .....	791	18.90	1.9	4.84	367	22.88	4.2	9.68	702	18.98	2.5	5.72	656	22.23	3.1	8.08	172	17.21	2.8	5.76
Boatmen .....	59	22.59	2.4	6.39	30	25.35	3.9	9.24	53	22.42	2.7	6.64	49	26.48	3.9	10.41	15	20.09	2.5	5.43
Carpenters .....	50	21.72	2.3	6.28	13	22.67	2.8	7.79	36	21.74	2.4	6.48	49	23.49	3.1	8.47	-	-	-	-
Deck maintenance .....	157	20.10	2.2	5.84	17	18.61	2.5	5.43	143	19.62	2.4	5.90	138	23.83	3.5	9.67	25	16.81	1.7	3.66
Able-bodied seamen .....	354	19.29	1.7	4.59	201	23.68	4.4	10.35	311	19.54	2.5	5.89	284	22.70	2.9	7.93	96	18.39	3.1	6.79
Ordinary seamen .....	171	14.88	1.8	3.46	75	15.33	2.7	4.89	150	15.25	2.6	4.78	136	17.65	2.7	5.81	36	13.15	2.8	4.60
Engine department 4/ .....	648	18.11	2.4	5.39	287	17.72	2.9	6.14	597	18.35	2.5	5.55	601	19.77	3.0	6.84	151	17.89	2.6	5.57
Unlicensed junior engineers .....	12	15.01	.4	.74	-	-	-	-	3	17.12	1.0	2.64	2	17.49	1.2	3.01	-	-	-	-
Electricians .....	59	26.23	3.1	8.26	-	-	-	-	53	26.09	3.2	8.00	49	29.64	4.3	11.93	12	24.08	2.9	6.49
Second electricians .....	56	24.43	2.9	7.67	-	-	-	-	48	25.03	3.5	8.48	46	27.92	4.1	11.38	5	23.08	2.7	6.41
Engine maintenance .....	-	-	-	-	2	18.30	2.2	4.70	18	16.32	1.3	2.92	2	15.29	.7	1.56	3	17.51	1.2	2.51
Oilers .....	177	18.18	3.0	6.37	95	18.61	3.3	6.98	159	18.23	3.1	6.51	145	19.14	3.4	7.45	45	17.64	3.1	6.41
Firemen, water tenders .....	177	18.33	3.0	6.44	99	18.33	3.3	6.82	137	18.34	3.2	6.69	141	18.87	3.4	7.22	45	17.55	3.0	6.31
Wipers .....	167	13.04	.9	1.80	62	14.73	1.9	3.76	147	13.04	1.1	1.95	133	13.42	1.1	2.28	26	12.83	1.0	1.81
Stewards department 4/ .....	590	16.84	1.5	3.36	262	18.38	2.9	6.00	555	16.80	2.1	4.30	525	17.42	1.8	4.00	140	16.66	3.0	5.70
Chief stewards .....	59	22.23	1.6	4.25	33	24.24	3.3	7.88	53	23.11	2.7	6.20	46	23.11	2.0	5.29	15	24.03	3.5	7.56
Cooks .....	59	20.39	1.5	3.97	33	21.50	2.8	6.71	53	20.96	2.2	5.28	49	21.97	1.9	5.01	15	19.12	2.7	5.70
Cooks and bakers .....	46	19.53	1.6	4.07	28	20.92	3.2	7.54	49	20.43	2.3	5.39	46	20.69	1.9	5.24	13	20.59	3.0	6.31
Assistant cooks .....	72	18.61	1.6	4.08	36	18.79	2.6	6.15	53	18.38	2.2	5.19	49	19.57	2.0	5.66	17	18.30	3.1	6.66
Messmen .....	354	14.64	1.5	2.86	132	15.48	2.8	4.98	347	14.45	2.0	3.51	330	15.16	1.6	3.24	80	13.83	3.0	5.05

1/ Data relate to latest trips ending prior to June 1957.

2/ Includes all wage payments and allowances, such as pay in lieu of overtime, tool and uniform allowances, pay for serving extra meals, passenger allowances, payments for division of work, and war-risk bonuses in addition to premiums shown separately. Does not include any value for board and lodging or gratuities.

3/ Total of overtime and penalty time.

4/ Includes data for other ratings in addition to those shown separately.

TABLE A-24. AVERAGE DAILY EARNINGS — DRY-CARGO SHIPS, BY NUMBER OF PORT STOPS

(Average daily earnings of seamen manning seagoing dry-cargo ships in the United States Maritime Industry according to number of port stops on trips, all ports, May 1957 <sup>1/</sup>)

Rating	5 or less				6 - 10				11 - 15				16 and over			
	Number of seamen	Average daily earnings <sup>2/</sup>	Average daily premium <sup>3/</sup>		Number of seamen	Average daily earnings <sup>2/</sup>	Average daily premium <sup>3/</sup>		Number of seamen	Average daily earnings <sup>2/</sup>	Average daily premium <sup>3/</sup>		Number of seamen	Average daily earnings <sup>2/</sup>	Average daily premium <sup>3/</sup>	
			Hours	Earnings												
All seamen (except masters and cadets).....	10,233	\$20.71	2.8	\$6.41	9,055	\$20.20	2.7	\$6.10	7,650	\$20.50	2.7	\$6.06	5,910	\$20.53	2.6	\$6.01
All licensed seamen .....	2,425	\$29.79	2.8	\$8.20	2,152	\$29.58	2.8	\$8.15	1,891	\$29.28	2.7	\$7.76	1,463	\$29.46	2.7	\$7.94
Deck department <sup>4/</sup> .....	1,182	28.83	3.2	9.09	1,085	28.48	3.1	8.94	917	28.70	3.0	8.79	704	29.28	3.2	9.45
Chief mates .....	241	35.26	3.5	10.92	217	35.02	3.0	9.83	173	35.72	3.1	10.02	127	36.53	2.9	9.91
Second mates .....	241	28.76	3.2	9.10	217	28.64	3.2	9.26	173	29.35	3.3	9.53	127	29.97	3.4	9.95
Third mates .....	245	27.46	3.3	9.22	217	26.91	3.2	8.91	173	27.24	3.1	8.65	127	28.40	3.5	9.91
Fourth mates .....	128	25.86	3.3	8.90	159	25.58	3.2	8.83	148	25.95	3.2	9.06	125	27.11	3.6	9.94
Radio officers .....	241	26.98	3.0	8.82	217	26.92	3.0	8.81	173	27.30	3.0	9.02	127	27.92	3.2	9.71
Purser .....	78	23.63	1.4	4.24	46	22.00	1.6	4.83	77	23.16	1.1	3.70	71	22.94	1.9	5.59
Engine department <sup>4/</sup> .....	1,243	30.70	2.5	7.35	1,067	30.70	2.5	7.35	974	29.83	2.4	6.80	759	29.63	2.3	6.53
Chief engineers .....	241	38.33	.3	1.19	217	38.74	.6	2.28	173	39.04	.5	2.04	127	39.82	.8	2.58
First assistant engineers .....	241	34.83	3.4	10.40	217	34.78	3.0	9.82	169	34.55	2.8	8.78	127	34.01	2.3	7.46
Second assistant engineers .....	241	28.65	3.2	8.86	217	28.46	3.0	8.66	171	28.68	2.9	8.42	127	28.68	2.9	8.28
Third assistant engineers .....	268	27.10	3.0	8.50	221	26.40	3.0	8.35	189	26.14	2.7	7.68	156	26.10	2.6	7.09
Junior third assistant engineers .....	160	24.96	2.7	7.45	184	24.55	2.8	7.76	199	24.90	2.8	7.59	167	25.30	3.1	8.13
Licensed junior engineer .....	47	23.94	2.6	7.26	11	25.05	1.9	5.87	73	22.79	1.9	5.25	55	21.27	1.1	3.04
All unlicensed seamen .....	7,808	17.89	2.8	5.85	6,903	17.27	2.7	5.46	5,759	17.62	2.7	5.50	4,447	17.59	2.6	5.37
Deck department <sup>4/</sup> .....	2,958	19.36	3.4	7.14	2,585	18.13	3.0	6.38	2,142	18.47	3.0	6.28	1,627	18.45	2.8	6.14
Boatsmen .....	238	22.79	3.2	7.36	217	22.02	3.1	6.89	173	21.32	2.6	5.84	127	21.91	2.7	6.39
Carpenters .....	124	21.52	3.0	6.78	61	21.53	3.0	7.22	99	21.17	2.8	6.62	79	21.31	2.7	6.71
Deck maintenance .....	406	19.33	2.6	6.07	366	18.16	2.4	5.22	338	18.69	2.4	5.53	289	19.12	2.4	5.67
Able-bodied seamen .....	1,454	20.08	3.5	7.78	1,288	18.86	3.2	6.88	1,036	19.36	3.3	7.08	754	19.07	3.0	6.72
Ordinary seamen .....	666	14.83	3.1	5.34	628	14.36	3.1	5.35	490	14.68	3.0	5.03	378	14.94	2.9	5.16
Engine department <sup>4/</sup> .....	2,575	17.25	2.4	5.01	2,270	16.97	2.3	4.76	1,874	17.46	2.4	5.07	1,455	17.63	2.5	5.12
Unlicensed junior engineers .....	50	17.83	1.6	3.43	100	16.20	.8	1.56	36	16.11	.8	1.71	47	15.80	.6	1.22
Electricians .....	155	24.65	2.8	6.57	164	23.87	2.7	5.98	152	23.87	2.5	5.61	125	24.35	2.7	6.35
Second electricians .....	94	24.42	3.1	7.71	120	22.29	2.5	5.71	109	22.69	2.4	5.90	104	22.91	2.5	6.29
Engine maintenance .....	59	15.73	1.2	2.53	18	17.77	2.0	4.08	48	16.26	1.3	6.05	36	16.70	1.5	3.23
Oilers .....	732	17.22	2.8	5.72	647	17.11	2.8	5.71	523	17.64	2.9	2.93	377	17.86	3.1	6.44
Firemen, water tenders .....	707	17.42	2.9	5.97	637	17.54	3.0	6.19	510	18.12	3.2	6.11	376	17.94	3.3	6.51
Wipers .....	587	12.98	1.2	2.16	516	12.59	1.1	1.87	430	12.66	1.0	6.66	338	12.54	1.1	1.76
Stewards department <sup>4/</sup> .....	2,275	16.71	2.7	5.13	2,048	16.52	2.8	5.07	1,743	16.74	2.6	5.07	1,365	16.51	2.5	4.72
Chief stewards .....	238	23.00	3.2	7.08	217	22.74	3.2	6.89	169	22.97	3.1	4.99	124	22.80	3.0	6.60
Cooks .....	238	20.39	2.7	5.93	217	20.17	2.8	5.93	167	20.85	2.7	6.02	127	20.71	2.5	5.65
Cooks and bakers .....	220	19.71	2.8	6.03	208	19.90	2.7	5.89	163	20.08	2.7	5.94	120	19.91	2.6	5.66
Assistant cooks .....	245	18.49	2.8	6.01	222	17.88	2.7	5.71	170	18.75	2.6	5.83	131	18.70	2.5	5.76
Messmen .....	1,318	14.10	2.6	4.31	1,184	13.87	2.7	4.32	1,051	14.29	2.5	4.29	854	14.17	2.4	4.04

<sup>1/</sup> Data relate to latest trips ending prior to June 1957.<sup>2/</sup> Includes all wage payments and allowances, such as pay in lieu of overtime, tool and uniform allowances, pay for serving extra meals, passenger allowances, payments for division of work, and war-risk bonuses in addition to premiums shown separately. Does not include any value for board and lodging or gratuities.<sup>3/</sup> Total of overtime and penalty time.<sup>4/</sup> Includes data for other ratings in addition to those shown separately.

TABLE A-25. AVERAGE DAILY EARNINGS — DRY-CARGO SHIPS, BY TRADE AREAS

(Average daily earnings of seamen manning seagoing dry-cargo ships in the United States Maritime Industry by selected trade areas, May 1957 1/)

Rating	Trade areas																							
	From Atlantic and Gulf Coast to--												From West Coast to--					Intercoastal						
	South America and Caribbean				Atlantic Europe and United Kingdom				Mediterranean and Africa				Pacific			Pacific								
	Number of seamen	Average daily earnings 2/	Average daily premiums 3/ Hours	Average daily earnings 2/ Hours	Number of seamen	Average daily earnings 2/ Hours	Average daily premiums 3/ Hours	Average daily earnings 2/ Hours	Number of seamen	Average daily earnings 2/ Hours	Average daily premiums 3/ Hours	Number of seamen	Average daily earnings 2/ Hours	Average daily premiums 3/ Hours	Number of seamen	Average daily earnings 2/ Hours	Average daily premiums 3/ Hours	Number of seamen	Average daily earnings 2/ Hours	Average daily premiums 3/ Hours				
All seamen (except masters and cadets) .....	4,460	\$20.01	2.9	\$6.29	4,325	\$19.68	2.7	\$5.37	5,122	\$19.75	2.5	\$5.53	5,058	\$19.72	2.7	\$5.32	5,797	\$20.36	2.3	\$5.58	3,966	\$21.37	3.2	\$7.24
All licensed seamen .....	1,070	\$29.33	2.8	\$8.06	1,171	\$29.69	2.8	\$8.30	1,206	\$29.78	2.7	\$7.98	1,224	\$28.90	2.6	\$7.58	1,409	\$29.44	2.6	\$7.54	920	\$29.68	2.8	\$8.30
Deck department 4/ .....	525	28.36	3.0	8.91	560	29.22	3.2	9.63	619	28.51	2.9	8.53	536	28.19	3.0	8.57	677	28.57	2.9	8.35	461	29.19	3.3	9.69
Chief mates .....	99	35.42	3.3	10.56	115	35.26	3.3	10.75	121	35.90	2.9	9.53	115	34.02	2.5	8.28	127	34.65	2.5	8.35	99	36.12	4.2	13.09
Second mates .....	99	29.18	3.4	9.62	115	29.46	3.4	10.08	121	28.75	3.1	8.79	115	28.56	3.2	8.95	127	29.09	3.2	8.95	99	28.47	3.1	9.21
Third mates .....	99	27.57	3.4	9.46	115	27.96	3.5	10.06	121	26.89	3.0	8.47	115	26.70	3.1	8.63	127	27.38	3.2	8.76	99	26.94	3.0	8.60
Fourth mates .....	66	26.14	3.5	9.67	72	26.19	3.3	9.45	104	25.44	3.1	8.39	103	25.53	3.2	8.85	109	26.62	3.5	9.05	35	24.80	3.0	8.26
Radio officers .....	99	26.93	3.0	8.32	115	26.97	3.0	8.86	121	27.21	3.0	8.77	115	27.20	3.1	9.08	127	27.73	3.2	9.35	99	26.54	2.9	8.52
Pursers .....	63	21.80	1.2	3.64	28	25.67	1.7	5.12	31	20.32	1.0	3.40	18	21.75	1.3	4.31	60	22.42	.9	2.87	17	27.31	3.2	8.92
Engine department 4/ .....	545	30.26	2.5	7.24	611	30.13	2.3	7.07	587	31.13	2.5	7.20	638	29.56	2.3	6.68	732	30.25	2.3	6.79	459	30.17	2.4	6.90
Chief engineers .....	99	38.94	.5	2.01	115	38.03	.3	1.35	121	39.01	.3	1.24	115	38.10	.4	1.62	127	40.20	.7	2.89	99	37.56	.3	1.29
First assistant engineers .....	99	35.14	3.1	9.72	115	35.65	3.4	10.92	121	34.80	2.9	9.26	111	33.50	2.5	7.92	127	33.69	2.4	7.57	99	33.73	3.3	10.15
Second assistant engineers .....	99	28.17	3.1	8.43	115	28.39	3.0	8.83	119	29.52	3.3	9.54	115	28.83	3.2	9.19	127	28.65	2.6	7.38	99	27.38	2.8	7.97
Third assistant engineers .....	99	26.37	3.0	8.21	146	26.55	2.6	7.58	121	26.77	3.0	8.44	139	25.65	2.5	6.92	141	27.09	3.0	8.28	99	26.56	3.0	8.78
Junior third assistant engineers .....	66	25.19	3.2	8.70	77	24.10	2.6	7.43	97	25.05	3.0	8.18	123	24.89	3.0	7.83	192	24.91	2.6	7.03	45	23.49	3.0	6.92
Licensed junior engineers .....	46	22.49	1.7	4.79	43	21.76	1.8	5.01	8	20.00	.3	.64	35	23.22	2.0	5.87	18	28.77	3.4	10.05	10	21.04	.5	1.67
All unlicensed seamen .....	3,390	17.06	2.9	5.73	3,654	16.47	2.6	5.09	3,916	16.65	2.5	4.81	3,834	16.79	2.7	5.26	4,393	18.11	2.2	4.94	2,946	18.78	3.3	6.91
Deck department 4/ .....	1,203	18.30	3.6	7.10	1,380	17.13	2.9	5.83	1,452	16.89	2.6	5.30	1,440	17.28	3.0	5.91	1,660	18.82	2.2	5.16	1,137	21.02	4.1	8.86
Bosuns .....	99	22.32	3.6	7.64	115	20.57	2.6	5.50	121	20.03	2.1	4.59	118	20.55	2.7	5.56	127	22.29	2.4	6.23	99	24.67	4.0	9.37
Carpenters .....	43	20.83	3.4	6.62	47	20.70	3.0	6.61	19	19.73	2.5	5.46	63	19.54	2.7	5.64	89	21.22	2.1	5.70	49	21.50	3.3	7.43
Deck maintenance .....	158	18.63	3.0	6.05	195	17.47	2.3	4.94	230	17.16	1.8	4.01	229	17.06	2.1	4.54	326	19.78	2.2	5.72	80	17.77	2.3	5.07
Atlie-bodied seamen .....	604	19.07	3.8	7.87	684	17.88	3.1	6.53	715	17.77	2.9	6.01	685	18.14	3.3	6.78	749	19.29	2.1	5.13	590	21.82	4.2	9.58
Ordinary seamen .....	295	14.81	3.7	5.99	339	13.75	3.0	4.93	363	13.74	2.8	4.95	345	14.17	3.3	5.24	360	15.11	2.2	4.11	258	15.14	3.4	5.81
Engine department 4/ .....	1,119	16.72	2.3	4.69	1,199	15.93	2.0	4.13	1,309	16.56	2.0	4.03	1,269	16.71	2.2	4.50	1,419	18.41	2.5	5.68	932	17.54	2.8	5.59
Unlicensed junior engineers .....	41	16.28	1.2	2.45	22	16.14	1.2	2.39	96	16.77	.9	1.86	51	15.80	.6	1.21	8	19.83	1.5	3.90	-	-	-	-
Electricians .....	80	23.51	2.7	5.74	80	21.76	1.9	4.03	104	22.11	1.7	3.60	103	22.57	2.2	4.71	113	27.00	3.4	8.92	45	24.48	2.9	6.77
Second electricians .....	69	22.17	2.7	5.69	33	19.29	1.4	2.77	64	19.70	1.4	3.07	67	21.17	2.2	4.54	101	25.52	3.3	8.81	30	23.18	3.0	6.70
Engine maintenance .....	22	18.07	2.2	4.62	49	14.39	.6	1.35	10	17.79	2.0	4.14	40	15.12	.8	1.79	23	16.64	1.3	3.02	15	22.08	4.0	8.40
Gilfers .....	306	16.40	2.6	5.22	345	16.71	2.7	5.49	363	16.98	2.5	5.24	347	16.87	2.7	5.59	381	18.30	3.1	6.56	293	18.04	3.1	6.50
Firemen, water tenders .....	297	17.24	2.9	6.05	345	16.73	2.7	5.57	359	17.55	2.9	5.95	355	17.60	3.1	6.32	360	18.35	3.2	6.65	275	17.97	3.4	6.53
Wipers .....	251	12.63	1.3	2.13	285	12.00	.9	1.53	293	12.23	.8	1.34	280	12.35	1.1	1.82	336	13.13	1.0	1.95	225	13.39	1.6	2.65
Stewards department 4/ .....	1,068	16.03	2.9	5.25	1,075	16.22	2.9	5.21	1,155	16.47	2.9	5.08	1,125	16.25	2.9	5.27	1,309	16.87	1.8	3.88	877	17.18	3.1	5.80
Chief stewards, tanker .....	99	23.18	3.9	8.20	115	22.89	3.4	7.12	121	22.43	3.2	6.70	111	21.90	3.2	6.64	127	22.64	2.1	5.15	99	24.02	3.8	8.35
Cooks .....	99	20.12	3.0	6.38	115	19.63	2.9	5.83	119	20.43	2.8	6.02	111	20.31	2.9	6.21	127	20.63	1.9	4.78	99	20.70	3.0	6.68
Cooks and bakers .....	99	19.66	2.9	6.17	111	19.44	2.8	5.87	119	19.73	2.9	5.78	106	19.64	2.9	6.18	114	20.21	2.1	5.00	95	20.05	3.0	6.65
Assistant cooks .....	99	18.16	3.0	6.18	112	17.95	3.0	6.23	121	18.16	2.7	5.74	116	18.33	2.9	6.04	141	18.56	2.0	4.78	91	18.41	3.0	6.44
Messmen .....	643	13.58	2.8	4.52	622	13.47	2.8	4.44	675	13.84	2.8	4.38	692	13.79	2.8	4.62	797	14.57	1.7	3.21	485	14.27	2.9	4.81

1/ Data relate to latest trips ending prior to June 1957. For definition of trade areas see Scope and Method of Survey in appendix A.

2/ Includes all wage payments and allowances, such as pay in lieu of overtime, tool and uniform allowances, pay for serving extra meals, passenger allowances, payments for division of work, and war-risk bonuses in addition to premiums shown separately. Does not include any value for board and lodging or gratuities.

3/ Total of overtime and penalty time.

4/ Includes data for other ratings in addition to those shown separately.

TABLE B-1. ANNUAL EMPLOYMENT

(Number of seamen and average days of employment <sup>1/</sup> by selected ratings, all seamen and those considered industry connected, <sup>2/</sup> and by coast of employment in the United States Maritime Industry, July 1, 1956—June 30, 1957)

Rating	All seamen						Industry connected seamen					
	All ports		Atlantic and Gulf Coasts ports		West Coast ports		All ports		Atlantic and Gulf Coasts ports		West Coast ports	
	Number of seamen	Average days worked	Number of seamen	Average days worked	Number of seamen	Average days worked	Number of seamen	Average days worked	Number of seamen	Average days worked	Number of seamen	Average days worked
All seamen (except pursers and reliefmen) .....	85,541	212	63,976	215	19,885	201	64,583	213	49,041	215	14,211	235
All licensed seamen .....	16,308	233	10,889	231	3,739	238	12,727	258	8,374	256	3,022	262
Deck department <sup>3/</sup> .....	7,999	235	4,684	236	1,635	236	6,140	261	3,579	260	1,230	265
Masters .....	1,004	254	714	250	290	263	794	274	569	271	225	284
Chief mates .....	1,262	255	927	253	335	261	1,007	276	732	276	275	277
Second mates .....	1,339	244	1,044	245	295	242	1,099	264	859	265	240	258
Third mates .....	1,604	227	1,209	228	395	223	1,194	254	924	251	270	264
Fourth mates .....	1,060	193	765	199	295	193	670	235	470	232	200	240
Radio officers .....	1,680	234	-	-	-	-	1,331	261	-	-	-	-
Engine department <sup>3/</sup> .....	8,309	231	6,205	228	2,104	239	6,587	255	4,795	254	1,792	259
Chief engineers .....	1,378	259	1,106	254	272	279	1,194	276	954	271	240	298
First assistant engineers .....	1,354	243	1,026	240	328	251	1,136	257	832	254	304	265
Second assistant engineers .....	1,842	232	1,402	225	440	254	1,544	253	1,152	248	392	268
Third assistant engineers .....	1,834	231	1,386	230	448	233	1,468	253	1,092	252	376	257
Junior third assistant engineers .....	1,437	201	917	193	520	216	945	235	521	238	424	232
Licensed junior engineers .....	456	201	-	-	-	-	300	246	-	-	-	-
All unlicensed seamen .....	69,233	207	53,087	211	16,146	193	51,856	239	40,667	243	11,189	227
Deck department <sup>3/</sup> .....	24,613	210	18,587	214	6,026	196	19,037	237	14,607	241	4,430	224
Bosuns .....	1,727	228	1,440	233	287	198	1,485	250	1,240	255	245	220
Carpenters .....	640	219	-	-	-	-	565	228	-	-	-	-
Deck maintenance .....	3,111	219	2,140	216	971	226	2,616	233	1,820	230	796	241
Able-bodied seamen .....	15,525	220	9,607	224	2,918	209	10,192	240	7,767	245	2,425	224
Ordinary seamen .....	5,866	180	4,520	192	1,346	139	3,784	226	3,240	232	544	193
Engine department <sup>3/</sup> .....	19,746	206	14,880	209	4,866	197	14,690	240	11,260	242	3,430	235
Electricians .....	1,239	222	980	228	259	201	916	257	720	264	196	234
Second electricians .....	662	216	-	-	-	-	586	229	-	-	-	-
Oilers .....	5,789	221	4,480	224	1,309	208	4,727	244	3,740	245	987	240
Firemen, water tenders .....	4,901	208	3,760	210	1,141	204	3,699	237	2,880	236	819	238
Wipers .....	5,095	177	3,820	178	1,275	175	3,195	230	2,460	230	735	231
Stewards department <sup>3/</sup> .....	24,874	205	19,620	211	5,254	186	18,129	241	14,800	245	3,329	225
Chief stewards, all ships .....	1,649	258	1,300	276	349	191	1,494	273	1,220	286	274	213
Chefs, passenger .....	830	261	-	-	-	-	730	269	-	-	-	-
Cooks, passenger .....	505	249	-	-	-	-	455	264	-	-	-	-
Cooks, dry-cargo and tanker .....	1,038	216	700	228	338	190	795	235	560	240	235	224
Cooks and bakers, dry-cargo and tanker .....	1,162	222	960	222	202	220	857	247	700	250	157	234
Assistant cooks, passenger .....	560	241	-	-	-	-	480	264	-	-	-	-
Assistant cooks, dry-cargo and tanker .....	1,202	184	860	185	342	184	842	219	620	218	222	220
Stewards, passenger .....	1,455	211	-	-	-	-	1,060	243	-	-	-	-
Waiters, passenger .....	1,495	187	-	-	-	-	975	224	-	-	-	-
Messmen, all ships .....	11,877	195	9,460	199	2,417	191	8,607	229	7,000	230	1,607	228
Bellboys, passenger .....	440	187	-	-	-	-	330	238	-	-	-	-

<sup>1/</sup> Includes all maritime employment as reported to the various vacation funds maintained jointly by the companies and unions in the industry. Does not include shoreside employment or employment on inland waterways or the Great Lakes or paid-vacation time. Employment on oil company tankers not covered by these funds was also excluded.

<sup>2/</sup> A seaman was considered "industry connected" if he had been employed in the industry at any time during the first half of 1956 and had also been employed after June 30, 1957. No check was made to see if he was actually available for work.

<sup>3/</sup> Includes other ratings in addition to those shown separately. Data on radio officers were not available by coast.

TABLE B-2. ANNUAL EMPLOYMENT — INDUSTRY CONNECTED SEAMEN,<sup>1/</sup> ALL PORTS

(Percentage distribution of seamen who were employed both before and after the year of study in the United States Maritime Industry by number of days of seagoing employment <sup>2/</sup> during the year July 1, 1956—June 30, 1957)

Primary rating	Number of seamen	Average days worked during year	Under 30 days	30	60	90	120	150	180	210	240	270	300	330	360
				and under 60	- 90	- 120	- 150	- 180	- 210	- 240	- 270	- 300	- 330	and over	
All seamen (except pursers and relief men) .....	64,583	243	0.6	1.8	2.5	3.6	5.3	6.8	10.1	11.3	14.6	15.9	15.5	8.5	3.4
All licensed seamen .....	12,727	258	0.6	1.1	2.1	2.8	4.6	4.8	6.9	10.3	13.2	18.1	20.2	11.7	3.7
Deck department <sup>3/</sup> .....	6,140	261	.4	.9	2.6	1.9	5.0	5.3	5.8	8.9	13.7	18.2	20.0	13.1	4.2
Masters .....	794	274	-	-	3.1	1.3	4.4	3.1	.6	5.7	17.6	23.9	19.5	11.8	8.8
Chief mates .....	1,007	276	.5	-	2.0	1.0	5.0	4.0	2.5	8.9	12.4	14.2	28.8	15.3	5.5
Second mates .....	1,099	264	-	1.4	2.3	.9	4.5	4.5	7.3	9.1	12.7	19.6	20.5	12.6	4.5
Third mates .....	1,194	254	.8	-	3.8	3.4	5.0	4.2	10.5	6.7	17.6	13.8	16.8	15.8	1.7
Fourth mates .....	670	235	-	1.5	3.7	3.7	6.0	8.2	8.2	19.4	13.4	15.7	12.7	5.2	2.2
Radio officers .....	1,331	261	.5	2.3	1.4	1.8	4.8	7.7	5.0	7.1	10.1	21.2	20.0	14.3	3.6
Engine department <sup>3/</sup> .....	6,587	255	.9	1.2	1.7	3.6	4.2	4.3	8.0	11.6	12.8	18.0	20.3	10.3	3.2
Chief engineers .....	1,194	276	.7	-	1.3	1.3	1.3	2.0	4.0	9.4	16.6	22.9	27.6	9.9	2.8
First assistant engineers .....	1,136	257	-	.7	.7	5.8	7.0	5.1	7.0	9.5	9.5	15.7	22.5	12.7	3.7
Second assistant engineers .....	1,544	253	1.0	2.1	1.0	3.9	3.1	3.6	7.9	12.4	13.5	20.1	22.5	7.3	1.6
Third assistant engineers .....	1,468	253	.5	2.2	1.1	3.8	3.8	3.8	12.1	11.6	13.2	16.5	12.9	12.8	5.6
Junior third assistant engineers .....	945	235	1.7	.8	3.4	3.4	7.8	8.5	7.6	16.9	7.6	13.1	17.8	8.8	2.5
Licensed junior engineers .....	300	246	2.7	-	8.0	2.7	-	3.3	8.0	8.0	21.3	18.7	14.0	10.7	2.7
All unlicensed seamen .....	51,856	239	.6	2.0	2.6	3.8	5.4	7.3	10.9	11.6	14.9	15.4	14.3	7.8	3.3
Deck department <sup>3/</sup> .....	19,037	237	.4	2.2	2.8	3.4	6.1	7.3	11.2	11.3	15.7	16.4	13.4	7.7	2.0
Bosuns .....	1,485	250	-	.9	4.6	1.8	1.3	9.0	9.5	12.3	19.9	15.4	10.4	12.2	2.7
Carpenters .....	565	228	1.2	-	8.3	2.5	18.1	1.2	6.0	14.5	9.7	13.1	9.7	10.8	4.8
Deck maintenance .....	2,616	233	-	4.4	3.1	2.1	5.4	8.8	14.2	7.3	15.7	15.4	14.1	6.2	3.4
Able-bodied seamen .....	10,192	240	.7	1.5	2.4	3.1	6.5	6.4	10.9	12.3	15.2	17.6	13.6	8.1	1.8
Ordinary seamen .....	3,784	226	-	3.9	2.7	6.4	5.9	8.4	11.6	10.5	15.5	13.6	14.8	6.2	.7
Engine department <sup>3/</sup> .....	14,690	240	.8	1.5	1.7	4.3	4.9	6.3	12.3	11.9	17.7	14.1	13.9	7.1	3.5
Electricians .....	916	257	-	4.4	-	.8	2.3	5.9	7.4	6.7	24.2	18.3	17.6	5.9	6.6
Second electricians .....	586	229	4.6	-	2.4	2.4	9.2	4.8	11.6	16.4	19.8	9.2	3.6	4.6	11.4
Oilers .....	4,727	244	1.1	.3	2.4	3.3	3.9	5.8	11.8	13.5	19.1	12.7	15.1	7.6	3.4
Firemen, water tenders .....	3,699	237	.5	1.3	1.8	4.0	4.9	5.9	16.0	10.4	17.7	16.6	12.0	6.9	2.0
Winers .....	3,195	230	.4	1.1	1.9	6.5	6.8	9.0	11.8	14.5	13.2	14.1	12.7	5.3	2.7
Stewards department <sup>3/</sup> .....	18,129	241	.6	2.2	2.9	3.8	5.2	8.2	9.5	11.6	11.9	15.4	15.7	8.4	4.5
Chief stewards, all ships .....	1,494	273	.7	-	3.1	1.7	5.0	5.5	7.4	4.5	8.4	16.9	19.1	19.5	8.4
Chefs, passenger .....	730	269	-	.7	2.7	-	2.7	8.2	5.5	2.7	8.2	32.9	24.7	3.4	8.2
Cooks, passenger .....	455	264	-	2.2	1.1	-	1.1	8.8	5.5	13.2	17.6	18.7	14.3	9.9	7.7
Cooks, dry-cargo and tanker .....	795	235	.6	-	1.8	5.3	6.3	15.7	13.2	5.9	13.8	10.1	8.4	3.1	15.7
Cooks and bakers, dry-cargo and tanker ..	857	247	-	2.3	.6	3.5	5.3	5.8	9.3	18.1	10.5	17.2	19.8	2.9	4.7
Assistant cooks, passenger .....	480	264	-	-	-	1.0	1.0	5.2	9.4	16.7	16.7	16.7	16.7	12.5	4.2
Assistant cooks, dry-cargo and tanker ...	842	219	-	5.9	5.3	3.0	4.8	9.5	10.1	10.3	20.8	19.0	4.8	4.8	1.8
Stewards, passenger .....	1,060	243	1.9	2.8	2.4	5.7	7.1	2.4	7.5	7.5	12.3	23.6	14.2	9.9	2.8
Waiters, passenger .....	975	224	2.1	4.1	6.2	3.1	4.6	13.3	11.3	4.6	11.3	12.8	14.9	8.7	3.1
Messmen, all ships .....	8,607	229	.5	2.6	3.3	4.8	5.3	8.9	11.1	14.3	10.9	14.0	15.0	6.5	2.8
Bellboys, passenger .....	330	238	-	1.5	-	6.1	7.6	-	13.6	25.8	6.1	21.2	6.1	12.1	-
Relief workers, not included in above:															
Relief mates .....	965	105	8.3	20.7	20.7	15.0	10.9	9.3	6.2	3.6	4.1	1.0	-	-	-
Relief engineers .....	618	89	28.8	20.7	7.8	9.1	10.4	7.8	7.8	3.9	3.9	-	-	-	-

1/ For definition of industry connected seamen, see footnote 2, table B-1.

2/ Includes all maritime employment as reported to the various vacation funds maintained jointly by the companies and the unions in the industry. Does not include shoreside employment or employment on inland waterways or the Great Lakes or paid-vacation time. Employment on oil company tankers not covered by the funds was also excluded.

3/ Includes other ratings in addition to those shown separately.

TABLE B-3. ANNUAL EMPLOYMENT — INDUSTRY CONNECTED SEAMEN,<sup>1/</sup> ATLANTIC AND GULF COAST PORTS

(Percentage distribution of seamen who were employed both before and after the year of study in the United States Maritime Industry by number of days of seagoing employment <sup>2/</sup> during the year, July 1, 1956—June 30, 1957)

Primary rating	Number of seamen	Average days worked during year	Under 30 days	30	60	90	120	150	180	210	240	270	300	330	360
				and under 60	90	120	150	180	210	240	270	300	330	360	and over
All seamen (except pursers, relief men, and radio officers) .....	49,041	245	0.5	1.9	2.4	3.6	5.0	6.5	10.0	11.5	14.4	15.5	16.2	8.9	3.6
All licensed seamen .....	8,374	256	0.7	1.1	2.3	3.1	4.6	4.2	7.3	10.5	14.3	17.4	19.2	12.0	3.1
Deck department <sup>3/</sup> .....	3,579	260	.3	.6	2.8	2.0	5.6	5.0	6.4	9.1	14.7	17.1	19.3	13.2	4.1
Masters .....	569	271	-	-	3.5	1.8	5.3	3.5	-	4.4	20.2	22.0	20.2	10.4	8.8
Chief mates .....	732	276	-	-	2.7	1.4	4.1	4.1	2.7	7.5	13.7	16.1	28.0	14.2	5.5
Second mates .....	859	265	-	1.2	1.2	-	4.7	5.8	8.1	9.9	12.8	19.8	19.2	12.7	4.7
Third mates .....	924	251	1.1	-	4.3	3.2	6.0	4.3	10.8	7.6	16.2	12.4	15.2	17.7	1.1
Fourth mates .....	470	232	-	2.1	2.1	4.3	8.5	8.5	8.5	19.1	10.6	17.0	11.7	6.4	1.1
Engine department <sup>3/</sup> .....	4,795	254	1.0	1.5	2.0	4.0	3.9	3.6	7.9	11.6	14.1	17.7	19.1	11.1	2.5
Chief engineers .....	954	271	.8	-	1.7	1.7	1.7	2.5	5.0	9.2	19.1	19.5	27.0	10.7	1.0
First assistant engineers .....	832	254	-	1.0	1.0	6.0	8.7	3.1	6.7	11.1	12.0	13.7	18.3	15.4	3.1
Second assistant engineers .....	1,152	248	1.4	2.8	1.4	4.5	2.8	3.5	9.2	11.1	13.2	20.7	21.2	7.6	.7
Third assistant engineers .....	1,092	252	.7	2.2	1.5	4.4	2.2	2.9	12.6	13.4	14.1	16.3	11.5	12.1	6.0
Junior third assistant engineers .....	521	238	1.5	1.5	4.6	3.1	8.1	7.7	4.6	15.4	7.7	16.1	18.4	11.3	-
All unlicensed seamen .....	40,667	243	.5	2.0	2.4	3.7	5.1	7.0	10.6	11.7	14.5	15.1	15.6	8.2	3.7
Deck department <sup>3/</sup> .....	14,607	241	.4	2.2	2.5	3.2	5.8	7.0	10.5	11.0	15.5	16.4	15.1	8.4	2.2
Bosuns .....	1,240	255	-	-	3.2	1.6	1.6	9.7	9.7	11.3	21.0	14.5	11.3	12.9	3.2
Deck maintenance .....	1,820	230	-	5.5	4.4	2.2	5.5	7.7	15.4	5.5	16.5	9.9	16.5	7.7	3.3
Able-bodied seamen .....	7,767	245	.8	1.3	1.8	2.7	6.2	5.9	10.0	12.1	14.9	18.5	15.2	8.5	2.1
Ordinary seamen .....	3,240	232	-	3.7	1.9	6.2	5.6	8.0	10.5	10.5	14.8	14.8	16.7	6.8	.6
Engine department <sup>3/</sup> .....	11,260	242	.7	1.4	1.6	4.4	4.4	6.0	12.6	12.8	16.9	13.1	14.2	7.5	4.3
Electricians .....	720	264	-	5.6	-	-	-	5.6	5.6	5.6	25.0	19.4	19.4	5.6	8.3
Oilers .....	3,740	245	1.1	-	2.7	3.7	3.2	5.9	11.2	14.4	19.3	11.8	15.0	7.5	4.3
Firemen, water tenders .....	2,880	236	.7	1.4	1.4	4.2	4.9	4.9	17.4	11.1	17.4	15.3	11.8	7.6	2.1
Wipers .....	2,460	230	-	.8	1.6	6.5	6.5	9.8	13.0	17.1	10.6	13.8	12.2	4.9	3.3
Stewards department <sup>3/</sup> .....	14,800	245	.4	2.3	2.8	3.5	5.0	7.8	9.1	11.5	11.6	15.4	17.2	8.6	4.7
Chief stewards, all ships .....	1,220	286	-	-	1.6	1.6	3.3	3.3	8.2	3.3	8.2	18.0	21.3	21.3	9.8
Cooks, dry-cargo and tanker .....	560	240	-	-	-	3.6	7.1	17.9	17.9	3.6	14.3	3.6	7.1	3.6	21.4
Cooks and bakers, dry-cargo and tanker ..	700	250	-	2.9	-	2.9	5.7	5.7	8.6	20.0	8.6	14.3	22.9	2.9	5.7
Assistant cooks, dry-cargo and tanker ...	620	218	-	6.5	6.5	3.2	3.2	9.7	6.5	9.7	25.8	19.4	3.2	6.5	-
Messmen, all ships .....	7,000	230	.3	2.9	3.4	4.6	5.4	8.6	10.9	14.6	10.0	14.0	16.6	6.0	2.9
Relief workers not included in above:															
Relief mates .....	730	102	5.5	24.7	23.3	16.4	6.8	9.6	5.5	2.7	4.1	1.4	-	-	-
Relief engineers .....	458	92	26.6	19.2	7.0	8.7	14.0	10.5	7.0	5.2	1.7	-	-	-	-

<sup>1/</sup> For definition of industry connected seamen, see footnote 2, table B-1.

<sup>2/</sup> Includes all maritime employment as reported to the various vacation funds maintained jointly by the companies and the unions in the industry. Does not include shoreside employment or employment on inland waterways or the Great Lakes or paid-vacation time. Employment on oil company tankers not covered by the funds was also excluded.

<sup>3/</sup> Includes other ratings in addition to those shown separately. Data on radio officers were not available by coasts and are, therefore, not in this tabulation.

TABLE B-4. ANNUAL EMPLOYMENT — INDUSTRY CONNECTED SEAMEN,<sup>1/</sup> WEST COAST PORTS

(Percentage distribution of seamen who were employed both before and after the year of study in the United States Maritime Industry by number of days of seagoing employment <sup>2/</sup> during the year, July 1, 1956—June 30, 1957)

Primary rating	Number of seamen	Average days worked during year	Under 30 days	30 and under	60	90	120	150	180	210	240	270	300	330	360 and over
				60	90	120	150	180	210	240	270	300	330	360	over
All seamen (except pursers, relief men, and radio officers) .....	14,211	235	0.8	1.7	3.0	4.0	6.1	7.8	11.0	11.3	15.5	16.8	12.5	6.8	2.6
All licensed seamen .....	3,022	262	0.4	0.4	1.9	2.4	4.4	5.0	6.8	11.0	11.5	18.4	22.9	9.6	5.3
Deck department <sup>3/</sup> .....	1,230	265	.4	.4	3.3	2.0	3.7	3.3	4.9	10.2	14.6	17.9	22.4	11.8	5.3
Masters .....	225	284	-	-	2.2	-	2.2	2.2	2.2	8.9	11.1	28.9	17.8	15.6	8.9
Chief mates .....	275	277	1.8	-	-	-	7.3	3.6	1.8	12.7	9.1	9.1	30.9	18.2	5.5
Second mates .....	240	258	-	2.1	6.2	4.2	4.2	-	4.2	6.2	12.5	18.7	25.0	12.5	4.2
Third mates .....	270	264	-	-	1.9	3.7	1.9	3.7	9.3	3.7	22.2	18.5	22.2	9.3	3.7
Fourth mates .....	200	240	-	-	7.5	2.5	-	7.5	7.5	20.0	20.0	12.5	15.0	2.5	5.0
Engine department <sup>3/</sup> .....	1,792	259	.4	.4	.9	2.7	4.9	6.2	8.0	11.6	9.4	18.7	23.2	8.0	5.4
Chief engineers .....	240	298	-	-	-	-	-	-	-	10.0	6.7	36.7	30.0	6.7	10.0
First assistant engineers .....	304	265	-	-	-	5.3	2.6	10.5	7.9	5.3	2.6	21.1	34.2	5.3	5.3
Second assistant engineers .....	392	268	-	-	-	2.0	4.1	4.1	4.1	16.3	14.3	18.4	26.5	6.1	4.1
Third assistant engineers .....	376	257	-	2.1	-	2.1	8.5	6.4	10.6	6.4	10.6	17.0	17.0	14.9	4.3
Junior third assistant engineers .....	424	232	1.9	-	1.9	3.8	7.5	9.4	11.3	18.9	7.5	9.4	17.0	5.7	5.7
All unlicensed seamen .....	11,189	227	.9	2.0	3.3	4.4	6.6	8.5	12.2	11.4	16.5	16.4	9.7	6.1	1.9
Deck department <sup>3/</sup> .....	4,430	224	.3	2.4	4.1	4.3	7.1	8.4	13.2	12.5	16.4	16.4	7.8	5.5	1.6
Bosuns .....	245	220	-	5.7	11.4	2.9	-	5.7	8.6	17.1	14.3	20.0	5.7	8.6	-
Deck maintenance .....	796	241	-	1.8	-	1.8	5.3	11.4	11.4	11.4	14.1	28.1	8.5	2.6	3.5
Able-bodied seamen .....	2,425	224	.3	2.0	4.3	4.3	7.5	8.1	13.7	13.0	16.2	14.4	8.4	6.6	1.2
Ordinary seamen .....	544	193	-	5.1	7.7	7.7	7.7	10.3	18.0	10.3	19.3	6.4	3.5	2.6	1.3
Engine department <sup>3/</sup> .....	3,430	235	1.0	1.6	2.2	3.7	6.5	7.1	11.4	9.2	20.2	17.1	12.9	5.9	1.0
Electricians .....	196	234	-	-	-	3.6	10.7	7.1	14.3	10.7	21.4	14.3	10.7	7.1	-
Oilers .....	987	240	1.4	1.4	1.4	1.4	6.4	5.7	14.2	9.9	18.4	16.3	15.6	7.8	-
Firemen, water tenders .....	819	238	-	.9	3.4	3.4	5.1	9.4	11.1	7.7	18.8	21.4	12.8	4.3	1.7
Wipers .....	735	231	1.9	1.9	2.9	6.7	7.6	6.7	7.6	5.7	21.9	15.2	14.3	6.7	1.0
Stewards department <sup>3/</sup> .....	3,329	225	1.7	2.0	3.3	5.2	5.8	10.1	11.7	12.3	12.9	15.6	9.0	7.1	3.3
Chief stewards, all ships .....	274	213	3.6	-	9.9	1.8	12.4	15.3	3.6	9.9	9.1	11.7	9.1	11.7	1.8
Cooks, dry-cargo and tanker .....	235	224	2.1	-	6.0	9.4	4.3	10.6	2.1	11.5	12.8	25.5	11.5	2.1	2.1
Cooks and bakers, dry-cargo and tanker ..	157	234	-	-	3.2	6.4	3.2	6.4	12.7	9.6	19.1	29.9	6.4	3.2	-
Assistant cooks, dry-cargo and tanker ..	222	220	-	4.5	2.3	2.3	9.0	9.0	20.3	12.2	6.8	18.0	9.0	-	6.8
Messmen, all ships .....	1,607	228	1.4	1.2	2.5	6.0	4.7	10.5	12.0	13.4	14.3	13.9	8.3	8.8	2.5
Relief workers, not included in above:															
Relief mates .....	235	113	17.0	8.5	12.8	10.6	23.4	8.5	8.5	6.4	4.3	-	-	-	-
Relief engineers .....	56	224	-	-	14.3	-	-	-	28.6	-	28.6	14.3	-	14.3	-

<sup>1/</sup> For definition of industry connected seamen, see footnote 2, table B-1.

<sup>2/</sup> Includes all maritime employment as reported to the various vacation funds maintained jointly by the companies and the unions in the industry. Does not include shoreside employment or employment on inland waterways or the Great Lakes or paid-vacation time. Employment on oil company tankers not covered by the funds was also excluded.

<sup>3/</sup> Includes other ratings in addition to those shown separately. Data on radio officers were not available by coasts and are, therefore, not in this tabulation.

TABLE B-5. ANNUAL EMPLOYMENT — ALL SEAMEN, ALL PORTS

(Percentage distribution of all seamen employed any time during the year in the United States Maritime Industry by number of days of seagoing employment, 1/ July 1, 1956—June 30, 1957.)

Primary rating	Number of seamen	Average days worked during year	Under 30 days	30 and under	60	90	120	150	180	210	240	270	300	330	360
				60	90	120	150	180	210	240	270	300	330	360	and over
All seamen (except pursers and relief men) .....	85,541	212	4.0	5.1	6.1	5.8	6.2	7.0	9.3	10.2	12.1	12.7	12.1	6.7	2.6
All licensed seamen .....	16,308	233	2.1	3.4	4.8	5.0	5.9	6.2	7.1	9.7	11.5	15.3	16.4	9.6	3.0
Deck department 2/ .....	7,999	235	1.8	3.6	5.5	4.3	6.0	6.2	6.2	8.9	11.9	15.1	16.4	10.8	3.4
Masters .....	1,004	254	1.0	-	9.0	2.0	3.5	4.5	1.5	8.0	16.4	19.4	16.4	10.4	8.0
Chief mates .....	1,262	255	1.2	1.6	4.4	4.0	4.0	4.4	5.2	9.5	11.5	12.9	24.6	12.6	4.4
Second mates .....	1,339	244	.7	4.5	3.7	2.2	7.1	4.9	6.7	9.0	10.5	17.2	17.9	11.9	3.7
Third mates .....	1,604	227	3.1	1.9	6.2	5.9	6.5	5.9	8.7	8.7	14.3	11.8	13.1	12.4	1.2
Fourth mates .....	1,060	198	1.4	6.1	8.5	8.5	9.0	8.5	8.0	13.7	11.3	10.8	9.4	3.3	1.4
Radio officers .....	1,680	234	2.6	6.7	3.0	3.3	5.1	8.5	6.0	6.2	9.0	17.8	16.7	12.1	2.9
Engine department 2/ .....	8,309	231	2.4	3.2	4.2	5.8	5.8	6.3	7.9	10.4	11.0	15.5	16.4	8.4	2.7
Chief engineers .....	1,378	259	2.3	.6	2.3	2.3	3.5	4.1	4.6	8.7	15.5	20.5	24.5	8.6	2.5
First assistant engineers .....	1,354	243	.6	1.8	2.4	6.1	8.9	6.6	7.1	9.2	8.6	16.2	18.9	10.6	3.1
Second assistant engineers .....	1,842	232	1.8	4.0	3.9	6.0	3.9	5.4	7.5	12.2	12.2	16.8	18.9	6.1	1.3
Third assistant engineers .....	1,834	231	2.2	3.9	3.2	5.7	6.1	5.3	11.5	10.6	11.1	14.5	10.8	10.3	4.9
Junior third assistant engineers .....	1,437	201	4.2	4.2	7.2	6.3	9.2	11.4	8.5	12.2	6.7	8.6	12.8	7.0	1.7
Licensed junior engineers .....	456	201	5.3	5.3	11.0	14.0	-	3.9	5.3	5.3	14.0	18.0	9.2	7.0	1.8
All unlicensed seamen .....	69,233	207	4.5	5.5	6.4	6.0	6.3	7.2	9.8	10.3	12.3	12.0	11.1	6.0	2.5
Deck department 2/ .....	24,613	210	3.2	5.3	6.4	5.2	6.8	7.6	10.4	10.3	13.0	13.2	10.7	6.2	1.6
Boats .....	1,727	228	.4	3.9	7.8	5.4	1.2	8.2	10.5	10.5	17.1	13.3	8.9	10.5	2.3
Carpenters .....	640	219	1.1	1.1	10.5	2.2	18.1	2.2	5.3	17.0	8.6	11.6	8.6	9.5	4.2
Deck maintenance .....	3,111	219	.6	5.4	5.8	2.2	7.6	8.7	13.5	8.1	14.3	13.0	12.7	5.2	2.8
Able-bodied seamen .....	12,525	220	2.2	3.7	4.9	4.9	7.0	6.9	10.6	11.2	13.4	15.0	11.5	7.1	1.5
Ordinary seamen .....	5,866	180	7.7	8.1	8.7	8.0	6.9	8.5	9.4	9.1	10.7	8.8	9.6	4.0	.5
Engine department 2/ .....	19,746	206	4.8	4.9	6.2	6.8	6.4	6.2	10.5	10.3	14.4	10.8	10.4	5.6	2.7
Electricians .....	1,239	222	3.3	5.4	4.4	3.8	8.2	4.4	7.7	6.1	21.1	13.6	13.0	4.4	4.8
Second electricians .....	662	216	4.1	2.1	4.2	4.2	11.2	5.3	10.3	15.6	17.5	8.2	3.2	4.1	10.1
Oilers .....	5,789	221	4.5	1.8	5.5	4.9	4.9	6.1	11.1	12.3	16.9	10.5	12.3	6.5	2.8
Firemen, water tenders .....	4,901	208	3.4	3.4	5.4	7.3	6.7	6.3	13.9	9.5	14.9	12.8	9.2	5.6	1.5
Wipers .....	5,095	177	7.4	8.9	9.0	10.0	7.1	7.6	7.4	10.5	9.2	9.4	8.1	3.3	2.1
Stewards department 2/ .....	24,874	205	5.4	6.3	6.5	6.2	5.7	7.5	8.6	10.4	9.9	11.9	12.0	6.2	3.3
Chief stewards, all ships .....	1,649	258	1.6	2.7	3.7	1.5	5.8	5.0	9.7	4.1	8.0	15.3	17.3	17.7	7.6
Chefs, passenger .....	830	261	-	.6	2.4	2.4	2.4	9.6	7.2	2.4	9.6	31.3	21.7	3.0	7.2
Cooks, passenger .....	505	249	3.0	3.0	2.0	-	4.0	7.9	5.9	11.9	15.8	16.8	12.9	9.9	6.9
Cooks, dry-cargo and tanker .....	1,038	216	2.6	3.9	1.3	6.4	9.2	12.7	14.5	5.0	13.5	7.7	8.9	2.4	12.0
Cooks and bakers, dry-cargo and tanker ..	1,162	222	-	7.3	6.0	3.0	4.7	6.5	10.3	17.2	9.5	12.7	16.8	2.6	3.4
Assistant cooks, passenger .....	560	241	4.5	2.7	.9	1.8	.9	6.2	8.0	17.9	14.3	14.3	14.3	10.7	3.6
Assistant cooks, dry-cargo and tanker ..	1,202	184	7.5	7.5	6.2	10.0	3.7	7.1	11.2	9.7	14.6	14.1	3.3	3.7	1.2
Stewards, passenger .....	1,455	211	4.1	8.2	4.1	6.2	8.2	4.1	8.2	7.9	10.7	17.5	11.3	7.2	2.1
Waiters, passenger .....	1,495	187	4.7	9.7	8.4	8.4	5.0	11.4	8.0	8.4	8.4	10.0	10.0	5.7	2.0
Messmen, all ships .....	11,877	195	4.5	6.3	8.5	7.7	5.6	8.1	9.0	11.8	9.4	10.7	11.5	4.8	2.0
Bellboys, passenger .....	440	187	17.0	2.3	4.5	4.5	8.0	-	10.2	19.3	4.5	15.9	4.5	9.1	-
Relief workers, not included in above:															
Relief mates .....	1,540	77	31.2	17.5	17.9	10.7	6.8	5.8	4.5	2.3	2.6	.6	-	-	-
Relief engineers .....	1,046	61	50.1	15.3	6.3	7.6	6.9	4.6	4.6	2.3	2.3	-	-	-	-

1/ Includes all maritime employment as reported to the various vacation funds maintained jointly by the companies and the unions in the industry. Does not include shoreside employment or employment on inland waterways or the Great Lakes or paid-vacation time. Employment on oil company tankers not covered by the funds was also excluded.

2/ Includes other ratings in addition to those shown separately.

TABLE B-6. ANNUAL EMPLOYMENT — ALL SEAMEN, ATLANTIC AND GULF COAST PORTS

(Percentage distribution of all seamen employed any time during the year in the United States Maritime Industry by number of days of seagoing employment, 1/ July 1, 1956—June 30, 1957)

Primary rating	Number of seamen	Average days worked during year	Under 30 days	30 and under 60	60 90	90 120	120 150	150 180	180 210	210 240	240 270	270 300	300 330	330 360	and over
All seamen (except pursers, relief men, and radio officers) .....	63,976	215	3.9	4.8	6.1	5.8	6.0	6.5	9.3	10.3	12.1	12.5	12.7	7.1	2.8
All licensed seamen .....	10,889	231	2.1	3.3	4.8	5.7	6.2	5.6	7.6	10.1	12.3	14.7	15.4	9.7	2.6
Deck department 2/ .....	4,684	236	1.6	2.9	5.0	4.9	6.6	5.7	6.9	9.6	13.0	13.9	15.6	10.9	3.3
Masters .....	714	250	1.4	-	9.8	2.8	4.2	2.8	1.4	7.7	18.2	17.5	16.1	9.7	8.4
Chief mates .....	927	253	1.1	1.1	4.3	5.4	3.2	4.3	5.9	9.2	12.9	13.8	23.2	11.2	4.3
Second mates .....	1,044	245	.5	4.8	2.9	1.0	7.7	6.2	7.7	9.1	10.5	17.2	16.3	12.4	3.8
Third mates .....	1,209	228	3.3	2.1	4.5	6.6	6.2	6.6	9.5	9.1	14.1	10.3	12.4	14.4	.8
Fourth mates .....	765	199	1.3	6.5	5.2	9.2	11.8	7.8	8.5	13.7	10.5	11.8	9.2	3.9	.7
Engine department 2/ .....	6,205	228	2.4	3.6	4.6	6.3	5.9	5.6	8.1	10.4	11.8	15.3	15.2	8.8	2.0
Chief engineers .....	1,106	254	2.2	.7	2.9	2.2	4.3	4.3	5.8	8.7	17.2	17.5	24.1	9.2	.9
First assistant engineers .....	1,026	240	-	1.6	3.1	6.4	10.1	5.7	7.0	10.5	10.5	15.2	14.8	12.5	2.5
Second assistant engineers .....	1,402	225	2.4	4.7	4.0	7.3	4.0	5.4	8.7	10.8	11.4	17.0	17.4	6.3	.6
Third assistant engineers .....	1,386	230	1.7	3.5	3.6	6.9	5.2	4.8	11.7	12.3	11.8	14.6	9.1	9.5	5.3
Junior third assistant engineers .....	917	193	4.8	6.5	8.7	6.3	9.2	10.0	8.1	10.5	7.0	9.2	12.2	7.5	-
All unlicensed seamen .....	53,087	211	4.3	5.1	6.3	5.8	6.0	6.7	9.7	10.4	12.1	12.1	12.2	6.5	2.9
Deck department 2/ .....	19,587	214	3.2	4.8	6.3	4.8	6.5	7.0	10.2	10.0	12.9	13.5	12.2	6.9	1.7
Bosuns .....	1,440	233	-	2.8	6.9	5.6	1.4	8.3	11.1	9.7	18.1	12.5	9.7	11.1	2.8
Deck maintenance .....	2,140	216	.9	6.5	7.5	1.9	7.5	14.0	6.5	15.0	8.4	15.0	8.4	6.5	2.8
Able-bodied seamen .....	9,607	224	2.3	3.5	4.8	4.4	6.7	6.5	10.2	10.8	13.1	15.8	12.7	7.5	1.7
Ordinary seamen .....	4,520	192	7.5	6.2	7.5	7.1	6.6	7.5	9.3	9.3	11.1	10.6	11.9	4.9	.4
Engine department 2/ .....	14,890	209	4.7	4.6	5.8	6.9	6.3	5.8	10.8	11.0	14.0	10.1	10.8	6.0	3.4
Electricians .....	990	228	2.0	6.1	4.1	4.1	8.2	4.1	6.1	4.1	22.4	14.3	14.3	4.1	6.1
Oilers .....	4,480	224	4.5	.9	5.4	5.4	4.0	5.8	10.7	13.4	17.4	9.8	12.5	6.7	3.6
Firemen, water tenders .....	3,760	210	3.2	3.2	4.8	7.4	6.9	5.9	14.9	10.1	14.9	11.7	9.0	6.4	1.6
Wipers .....	3,820	178	7.9	8.9	7.9	9.4	7.3	7.3	8.4	12.6	7.3	9.4	7.9	3.1	2.6
Stewards department 2/ .....	19,620	211	4.9	5.8	6.7	5.9	5.3	7.0	8.4	10.3	9.9	12.3	13.4	6.5	3.6
Chief stewards, all ships .....	1,300	276	-	3.1	1.5	1.5	3.1	3.1	10.8	3.1	7.7	16.9	20.0	20.0	9.2
Cooks, dry-cargo and tanker .....	700	228	-	2.9	-	2.9	11.4	14.3	20.0	2.9	14.3	2.9	8.6	2.9	17.1
Assistant cooks, dry-cargo and tanker .....	860	185	7.0	7.0	7.0	11.6	2.3	7.0	9.3	9.3	18.6	14.0	2.3	4.7	-
Messmen, all ships .....	9,460	199	4.2	5.9	9.1	7.6	5.7	7.8	8.7	11.8	8.9	11.0	12.7	4.4	2.1
Cooks and bakers, dry-cargo and tanker ..	960	222	-	8.3	6.2	2.1	4.2	6.2	10.4	18.7	8.3	10.4	18.7	2.1	4.2
Relief workers, not included in above:															
Relief mates .....	1,155	76	29.9	18.2	19.9	12.1	4.3	6.1	4.3	1.7	2.6	.9	-	-	-
Relief engineers .....	694	70	43.2	16.1	6.1	8.1	10.4	6.9	4.6	3.5	1.2	-	-	-	-

1/ Includes all maritime employment as reported to the various vacation funds maintained jointly by the companies and the unions in the industry. Does not include shoreside employment or employment on inland waterways or the Great Lakes or paid-vacation time. Employment on oil company tankers not covered by the funds was also excluded.

2/ Includes other ratings in addition to those shown separately.

TABLE B-7. ANNUAL EMPLOYMENT — ALL SEAMEN, WEST COAST PORTS

(Percentage distribution of all seamen employed any time during the year in the United States Maritime Industry by number of days of seagoing employment, 1/ July 1, 1956—June 30, 1957)

Primary rating	Number of seamen	Average days worked during year	Under 30 days	30	60	90	120	150	180	210	240	270	300	330	360
				and under 60	- 90	- 120	- 150	- 180	- 210	- 240	- 270	- 300	- 330	and over	
All seamen (except pursers, relief men, and radio officers) .....	19,885	201	4.5	6.1	6.4	6.3	7.1	8.4	9.4	10.1	12.4	12.6	9.7	5.2	1.9
All licensed seamen .....	3,739	238	2.0	2.4	5.7	3.8	5.5	7.0	5.9	10.1	10.0	15.8	19.5	8.1	4.3
Deck department 2/ .....	1,635	236	1.5	2.4	9.2	3.4	5.2	5.2	4.3	9.8	11.6	15.6	18.7	9.2	4.0
Masters .....	290	263	-	-	6.9	-	1.7	8.6	1.7	8.6	12.1	24.1	17.2	12.1	6.9
Chief mates .....	335	261	1.5	3.0	4.5	-	6.0	4.5	3.0	10.4	7.5	10.4	28.4	16.4	4.5
Second mates .....	295	242	1.7	3.4	6.8	6.8	5.1	-	3.4	8.5	10.2	16.9	23.7	10.2	3.4
Third mates .....	395	223	2.5	1.3	11.4	3.8	7.6	3.8	6.3	7.6	15.2	16.5	15.2	6.3	2.5
Fourth mates .....	295	193	1.7	5.1	16.9	6.8	1.7	10.2	6.8	13.6	13.6	8.5	10.2	1.7	3.4
Engine department 2/ .....	2,104	239	2.3	2.3	3.0	4.2	5.7	8.4	7.2	10.3	8.7	16.0	20.2	7.2	4.6
Chief engineers .....	272	279	2.9	-	-	2.9	-	2.9	-	8.8	8.8	32.4	26.5	5.2	8.8
First assistant engineers .....	328	251	2.4	2.4	-	4.9	4.9	9.8	7.3	4.9	2.4	19.5	31.7	4.9	4.9
Second assistant engineers .....	440	254	-	1.8	3.6	1.8	3.6	5.5	3.6	16.4	14.5	16.4	23.6	5.5	3.6
Third assistant engineers .....	448	233	3.6	5.4	1.8	1.8	8.9	7.1	10.7	5.4	8.9	14.3	16.1	12.5	3.6
Junior third assistant engineers .....	520	216	3.1	-	4.6	6.2	9.2	13.8	9.2	15.4	6.2	7.7	13.8	6.2	4.6
All unlicensed seamen .....	16,146	193	5.1	6.9	6.6	6.9	7.4	8.8	10.2	10.1	12.9	11.9	7.4	4.5	1.3
Deck department 2/ .....	6,026	196	3.1	6.6	6.5	6.6	8.0	9.3	11.1	11.4	13.3	12.4	6.3	4.2	1.2
Bosuns .....	297	198	2.4	9.8	12.2	4.9	-	7.3	7.3	14.6	12.2	17.1	4.9	7.3	-
Deck maintenance .....	971	226	-	2.9	2.2	2.9	7.9	11.5	12.3	11.5	13.0	23.1	7.7	2.2	2.9
Able-bodied seamen .....	2,918	209	1.9	4.2	5.3	6.2	8.2	8.4	12.1	12.5	14.4	12.5	7.7	5.8	1.0
Ordinary seamen .....	1,346	139	8.3	14.6	12.5	10.9	7.8	12.0	9.9	8.3	9.7	2.6	1.9	1.0	.5
Engine department 2/ .....	4,866	197	5.2	6.0	7.4	6.6	6.8	7.7	9.6	7.9	15.7	12.8	9.4	4.2	.7
Electricians .....	259	201	8.1	2.7	5.4	2.7	8.1	5.4	13.5	13.5	16.2	10.8	8.1	5.4	-
Oilers .....	1,309	208	4.8	4.8	5.9	3.2	8.0	7.0	12.3	8.6	15.0	12.8	11.8	5.9	-
Firemen, water tenders .....	1,141	204	4.3	4.3	7.4	6.7	6.1	8.0	10.4	7.4	14.7	16.6	9.8	3.1	1.2
Wipers .....	1,275	175	6.0	8.8	12.5	11.5	6.6	8.5	4.4	4.4	14.8	9.3	8.8	3.8	.5
Stewards department 2/ .....	5,254	186	7.4	8.1	5.8	7.4	7.3	9.1	9.7	10.6	9.9	10.4	6.9	5.1	2.1
Chief stewards, all ships .....	349	191	7.7	1.4	11.7	1.4	16.0	12.0	5.7	7.7	9.2	9.2	7.2	9.2	1.4
Cooks, dry-cargo and tanker .....	338	190	8.0	5.9	4.1	13.6	4.4	9.5	3.0	9.5	11.8	17.8	9.5	1.5	1.5
Cooks and bakers, dry-cargo and tanker ..	202	220	-	2.5	5.0	7.4	7.4	9.9	9.9	14.9	23.3	7.4	5.0	-	-
Assistant cooks, dry-cargo and tanker ...	342	184	8.8	8.8	4.4	5.8	7.3	16.1	10.8	4.4	14.6	5.8	1.5	4.4	4.4
Messmen, all ships .....	2,417	191	5.5	8.0	6.2	8.0	5.4	9.1	10.1	11.7	11.5	9.7	6.9	6.2	1.7
Relief workers, not included in above:															
Relief mates .....	385	79	35.1	15.6	11.7	6.5	14.3	5.2	5.2	3.9	2.6	-	-	-	-
Relief engineers .....	352	45	63.6	13.6	6.8	6.8	-	-	4.5	-	4.5	-	-	-	-

1/ Includes all maritime employment as reported to the various vacation funds maintained jointly by the companies and unions in the industry. Does not include shoreside employment or employment on inland waterways or the Great Lakes or paid-vacation time. Employment on oil company tankers not covered by the funds was also excluded.

2/ Includes other ratings in addition to those shown separately.

TABLE B-8. ANNUAL EMPLOYMENT — MEAN AND MEDIAN AVERAGE DAYS EMPLOYED

(Number of seamen and mean and median average days of employment 1/ in the United States Maritime Industry during the year, July 1, 1956—June 30, 1957)

Rating	All seamen			Industry connected seamen		
	Number of seamen	Average number of days		Number of seamen	Average number of days	
		Mean	Median		Mean	Median
All seamen (except pursers and relief men).....	85,541	212	229	64,583	243	256
All licensed seamen .....	16,308	233	255	12,727	258	276
Deck department 2/ .....	7,999	235	259	6,140	261	279
Masters .....	1,004	254	276	794	274	288
Chief mates .....	1,262	255	280	1,007	276	299
Second mates .....	1,339	244	271	1,099	264	281
Third mates .....	1,604	227	247	1,194	254	267
Fourth mates .....	1,060	198	210	670	235	239
Radio officers .....	1,680	234	269	1,331	261	283
Engine department 2/ .....	8,309	231	251	6,587	255	273
Chief engineers .....	1,378	259	279	1,194	276	288
First assistant engineers .....	1,354	243	265	1,136	257	279
Second assistant engineers .....	1,842	232	253	1,544	253	272
Third assistant engineers .....	1,934	231	244	1,468	253	265
Junior third assistant engineers .....	1,437	201	206	945	235	240
Licensed junior engineers .....	456	201	239	300	246	264
All unlicensed seamen .....	69,233	207	223	51,856	239	252
Deck department 2/ .....	24,613	210	225	19,037	237	250
Boatsuns .....	1,727	228	244	1,485	250	256
Carpenters .....	640	219	227	565	228	236
Deck maintenance .....	3,111	219	233	2,616	233	249
Able-bodied seamen .....	12,525	220	236	10,192	240	252
Ordinary seamen .....	5,866	180	187	3,784	226	241
Engine department 2/ .....	19,746	206	222	14,690	240	251
Electricians .....	1,239	222	250	916	257	268
Second electricians .....	662	216	227	586	229	237
Oilers .....	5,789	221	237	4,727	244	252
Firemen, water tenders .....	4,901	208	221	3,699	237	249
Wipers .....	5,095	177	180	3,195	230	236
Stewards department 2/ .....	24,874	205	221	18,129	241	255
Chief stewards, all ships .....	1,649	258	285	1,494	273	294
Chefs, passenger .....	830	261	283	730	269	288
Cooks, passenger .....	505	249	263	455	264	271
Cooks, dry-cargo and tanker .....	1,038	216	209	795	235	243
Cooks and bakers, dry-cargo and tanker ..	1,162	222	231	857	247	255
Assistant cooks, passenger .....	560	241	255	480	264	270
Assistant cooks, dry-cargo and tanker ...	1,202	184	201	842	219	242
Stewards, passenger .....	1,455	211	236	1,060	243	271
Waiters, passenger .....	1,495	187	189	975	224	242
Messmen, all ships .....	11,877	195	215	8,607	229	235
Bellboys, passenger .....	440	187	215	330	238	235

1/ The mean number of days employed is the arithmetical average and the median number of days employed the point below and above which 50 percent of the seamen were employed. The employment includes all maritime employment as reported to the various vacation funds maintained jointly by the companies and the unions in the industry. Does not include shoreside employment or employment on inland waterways or the Great Lakes or paid-vacation time. Employment on oil company tankers not covered by the funds was also excluded.

2/ Includes other ratings in addition to those shown separately.

TABLE B-9. ANNUAL EMPLOYMENT — ALL SEAMEN BY NUMBER OF QUARTERS EMPLOYED

(Number of seamen and average days worked during the year in the United States Maritime Industry by number of calendar quarters in which they were employed at least 1 day, July 1, 1956—June 30, 1957)

Primary rating	Number of seamen	Average days worked <sup>1/</sup>	One quarter		Two quarters		Three quarters		Four quarters	
			Number of seamen	Average days worked						
All seamen (except pursers and relief men) .....	85,541	212	7,090	39	9,339	92	12,647	164	56,465	264
All licensed seamen .....	16,308	233	876	45	1,563	103	2,160	172	11,709	276
Deck department <sup>2/</sup> .....	7,999	235	496	48	721	103	1,036	182	5,746	273
Masters .....	1,004	254	65	72	50	92	140	200	749	291
Chief mates .....	1,262	255	40	41	105	110	115	188	1,002	287
Second mates .....	1,339	244	75	44	80	95	105	193	1,079	274
Third mates .....	1,604	227	90	42	155	93	270	189	1,089	270
Fourth mates .....	1,060	198	80	51	180	104	205	158	595	259
Radio officers .....	1,680	234	146	44	151	114	196	175	1,187	283
Engine department <sup>2/</sup> .....	8,309	231	380	40	842	104	1,124	162	5,963	274
Chief engineers .....	1,378	259	40	27	104	127	136	188	1,098	289
First assistant engineers .....	1,354	243	24	41	112	116	178	147	1,040	277
Second assistant engineers .....	1,842	232	74	45	164	100	266	160	1,338	272
Third assistant engineers .....	1,834	231	66	33	176	103	256	162	1,336	270
Junior third assistant engineers .....	1,437	201	120	43	188	98	230	157	899	255
Licensed junior engineers .....	456	201	48	43	98	84	58	181	252	281
All unlicensed seamen .....	69,233	207	6,214	38	7,776	90	10,487	163	44,756	261
Deck department <sup>2/</sup> .....	24,613	210	1,849	41	2,763	90	3,672	165	16,329	259
Bosuns .....	1,727	228	95	51	148	94	241	169	1,243	268
Carpenters .....	640	219	7	33	94	88	128	176	411	265
Deck maintenance .....	3,111	219	121	53	337	89	439	181	2,214	255
Able-bodied seamen .....	12,525	220	625	44	1,201	93	1,871	166	8,828	261
Ordinary seamen .....	5,866	180	840	36	923	88	878	152	3,225	251
Engine department <sup>2/</sup> .....	19,746	206	1,866	39	2,303	93	3,182	164	12,395	263
Electricians .....	1,239	222	75	36	147	101	176	176	841	270
Second electricians .....	662	216	28	45	62	79	137	169	435	261
Oilers .....	5,789	221	399	35	540	103	811	168	4,039	265
Firemen, water tenders .....	4,901	208	393	42	432	98	1,018	164	3,058	260
Wipers .....	5,095	177	761	37	867	85	748	150	2,719	253
Stewards department <sup>2/</sup> .....	24,874	205	2,499	35	2,710	87	3,633	159	16,032	263
Chief stewards, all ships .....	1,649	258	89	54	78	89	196	171	1,286	296
Chefs, passenger .....	830	261	5	54	40	126	100	183	685	282
Cooks, passenger .....	505	249	30	30	10	138	45	180	420	276
Cooks, dry-cargo and tanker .....	1,038	216	42	29	88	100	231	152	677	264
Cooks and bakers, dry-cargo and tanker ..	1,162	222	70	46	125	98	120	178	847	260
Assistant cooks, passenger .....	560	241	35	30	15	94	75	195	435	272
Assistant cooks, dry-cargo and tanker ...	1,202	184	160	29	125	87	240	160	677	248
Stewards, passenger .....	1,455	211	140	33	105	80	200	171	1,010	257
Waiters, passenger .....	1,495	187	190	35	185	88	230	136	890	254
Messmen, all ships .....	11,877	195	1,093	36	1,584	87	1,899	153	7,301	254
Bellboys, passenger .....	440	187	100	26	20	107	65	189	255	256
Relief workers, not included in above:										
Relief mates .....	1,540	77	260	7	235	20	175	55	870	117
Relief engineers .....	1,046	61	324	11	136	26	194	35	392	128

<sup>1/</sup> Includes all maritime employment as reported to the various vacation funds maintained jointly by the companies and the unions in the industry. Does not include shoreside employment or employment on inland waterways or the Great Lakes or paid-vacation time. Employment on oil company tankers not covered by the funds was also excluded.

<sup>2/</sup> Includes other ratings in addition to those shown separately.

TABLE B-10. ANNUAL EMPLOYMENT— ALL SEAMEN BY QUARTERS EMPLOYED, ATLANTIC AND GULF COAST PORTS

(Number of seamen and average days worked during the year in the United States Maritime Industry by number of calendar quarters in which they were employed at least 1 day, July 1, 1956—June 30, 1957)

Primary rating	Number of seamen	Average days worked 1/	One quarter		Two quarters		Three quarters		Four quarters	
			Number of seamen	Average days worked						
All seamen (except pursers, relief men, and radio officers) .....	63,976	215	4,921	38	6,807	90	9,184	164	43,064	268
All licensed seamen .....	10,889	231	501	43	1,140	101	1,524	171	7,724	275
Deck department 2/ .....	4,684	236	225	48	450	101	640	184	3,369	276
Masters .....	714	250	50	70	50	92	90	196	524	292
Chief mates .....	927	253	20	40	100	113	80	199	727	284
Second mates .....	1,044	245	55	45	60	90	75	192	854	274
Third mates .....	1,209	228	60	38	110	92	215	193	824	269
Fourth mates .....	765	199	40	42	130	108	180	157	4.5	262
Engine department 2/ .....	6,205	228	276	39	690	101	884	162	4,355	273
Chief engineers .....	1,106	254	32	31	88	125	136	188	850	286
First assistant engineers .....	1,026	240	16	52	88	117	146	146	776	276
Second assistant engineers .....	1,402	225	66	45	148	95	178	154	1,010	268
Third assistant engineers .....	1,386	230	34	33	128	97	224	164	1,000	268
Junior third assistant engineers .....	917	193	96	40	156	99	166	155	499	265
All unlicensed seamen .....	53,087	211	4,420	37	5,667	87	7,660	162	35,340	267
Deck department 2/ .....	18,587	214	1,380	42	2,007	87	2,720	170	12,480	271
Bosuns .....	1,440	233	60	58	120	98	220	172	1,040	272
Deck maintenance .....	2,140	216	100	52	260	76	320	183	1,460	259
Able-bodied seamen .....	9,607	224	520	44	907	91	1,360	171	6,820	265
Ordinary seamen .....	4,520	192	560	35	580	82	640	157	2,740	255
Engine department 2/ .....	14,880	209	1,280	38	1,680	91	2,300	161	9,620	264
Electricians .....	980	228	40	39	140	98	120	174	680	275
Oilers .....	4,480	224	280	37	400	104	580	165	3,220	266
Firemen, water tenders .....	3,760	210	260	40	320	94	780	164	2,400	258
Wipers .....	3,820	178	560	34	580	83	580	146	2,100	251
Stewards department 2/ .....	19,620	211	1,760	34	1,980	85	2,640	156	13,240	264
Chief stewards, all ships .....	1,300	276	40	59	20	54	140	173	1,100	301
Cooks, dry-cargo and tanker .....	700	228	-	-	40	103	180	153	480	267
Cooks and bakers, dry-cargo and tanker ..	960	222	60	45	100	98	80	175	720	259
Assistant cooks, dry-cargo and tanker ...	860	185	100	27	100	88	160	159	500	244
Messmen, all ships .....	9,460	196	780	36	1,300	87	1,460	148	5,920	255
Relief workers, not included in above:										
Relief mates .....	1,155	76	165	6	190	18	130	57	670	113
Relief engineers .....	694	70	164	16	96	30	146	32	288	132

1/ Includes all maritime employment as reported to the various vacation funds maintained jointly by the companies and the unions in the industry. Does not include shoreside employment or employment on inland waterways or the Great Lakes or paid-vacation time. Employment on oil company tankers not covered by the funds was also excluded.

2/ Includes other ratings in addition to those shown separately. Data on radio officers were not available by coasts and are, therefore, not in this tabulation.

TABLE B-11. ANNUAL EMPLOYMENT — ALL SEAMEN BY QUARTERS EMPLOYED, WEST COAST PORTS

(Number of seamen and average days worked during the year in the United States Maritime Industry by number of calendar quarters in which they were employed at least 1 day, July 1, 1956—June 30, 1957)

Primary rating	Number of seamen	Average days worked <sup>1/</sup>	One quarter		Two quarters		Three quarters		Four quarters	
			Number of seamen	Average days worked						
All seamen (except pursers, relief men, and radio officers) .....	19,885	201	2,023	40	2,381	97	3,267	166	12,214	258
All licensed seamen .....	3,739	238	229	50	272	106	440	174	2,798	276
Deck department <sup>2/</sup> .....	1,635	236	125	54	120	95	200	184	1,190	277
Masters .....	290	263	15	77	-	-	50	208	225	288
Chief mates .....	335	261	20	43	5	55	35	163	275	293
Second mates .....	295	242	20	41	20	110	30	196	225	277
Third mates .....	395	223	30	50	45	95	55	175	265	274
Fourth mates .....	295	193	40	61	50	93	25	168	180	253
Engine department <sup>2/</sup> .....	2,104	239	104	44	152	114	240	166	1,608	274
Chief engineers .....	272	279	8	13	16	134	-	-	248	297
First assistant engineers .....	328	251	8	19	24	110	32	157	264	282
Second assistant engineers .....	440	254	8	49	16	142	88	173	328	286
Third assistant engineers .....	448	233	32	33	48	120	32	149	336	277
Junior third assistant engineers .....	520	216	24	56	32	95	64	163	400	243
All unlicensed seamen.....	16,146	193	1,794	39	2,109	96	2,827	164	9,416	252
Deck department <sup>2/</sup> .....	6,026	196	469	40	756	101	952	153	3,849	244
Bosuns .....	287	198	35	41	28	78	21	135	203	249
Deck maintenance .....	971	226	21	61	77	132	119	176	754	247
Able-bodied seamen .....	2,918	209	105	45	294	100	511	155	2,008	247
Ordinary seamen .....	1,346	139	280	38	343	98	238	141	485	227
Engine department <sup>2/</sup> .....	4,866	197	586	42	623	97	882	171	2,775	261
Electricians .....	259	201	35	32	7	171	56	179	161	246
Oilers .....	1,309	208	119	32	140	100	231	175	819	261
Firemen, water tenders .....	1,141	204	133	47	112	111	238	164	658	267
Wipers .....	1,275	175	201	48	287	89	168	163	619	260
Stewards department <sup>2/</sup> .....	5,254	186	739	37	730	91	993	169	2,792	256
Chief stewards, all ships .....	349	191	49	50	58	101	56	166	186	264
Cooks, dry-cargo and tanker .....	338	190	42	29	48	98	51	147	197	258
Cooks and bakers, dry-cargo and tanker ....	202	220	10	51	25	101	40	184	127	268
Assistant cooks, dry-cargo and tanker ....	342	184	60	33	25	85	80	163	177	258
Messmen, all ships .....	2,417	191	313	39	284	91	439	169	1,381	254
Relief workers, not included in above:										
Relief mates .....	385	79	95	8	45	27	45	51	200	131
Relief engineers .....	352	45	160	6	40	17	48	43	104	117

<sup>1/</sup> Includes all maritime employment as reported to the various vacation funds maintained jointly by the companies and the unions in the industry. Does not include shoreside employment or employment on inland waterways or the Great Lakes or paid-vacation time. Employment on oil company tankers not covered by the funds was also excluded.

<sup>2/</sup> Includes other ratings in addition to those shown separately. Data on radio officers were not available by coasts and are, therefore, not in this tabulation.

TABLE B-12. NUMBER OF TRIPS PER YEAR

(Percentage distribution of industry connected seamen by number of trips <sup>1/</sup> during the year, July 1, 1956—June 30, 1957)

Primary rating	Number of seamen	Average number of trips	No trips of 10 or more days	Number of trips of 10 or more days															
				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16 or more
All seamen (except pursers and relief men) .....	64,583	6.7	0.2	2.4	5.2	8.9	12.9	13.4	12.6	10.9	8.1	6.1	4.6	3.2	2.6	1.6	1.5	1.5	4.2
All licensed seamen .....	12,727	6.4	0.2	3.7	6.3	9.6	11.1	13.1	12.9	11.7	9.6	4.1	5.5	3.4	3.0	1.3	1.2	0.8	2.5
Deck department <sup>2/</sup> .....	6,140	6.7	-	4.1	4.8	8.5	10.9	12.1	12.1	12.9	11.1	4.3	5.9	4.1	2.9	1.7	.9	.8	3.0
Masters .....	794	7.4	-	2.5	1.9	11.3	10.7	8.8	8.2	13.9	8.8	5.7	7.4	6.9	7.6	1.3	-	-	5.0
Chief mates .....	1,007	7.7	-	4.0	2.5	2.5	7.4	11.4	19.9	14.4	11.2	4.0	4.9	4.0	1.0	2.0	3.0	1.0	7.0
Second mates .....	1,099	7.0	-	7.3	4.1	5.5	10.0	10.9	10.0	9.1	19.1	3.2	4.5	6.8	1.4	1.4	.9	2.7	3.2
Third mates .....	1,194	6.1	-	5.9	4.6	12.6	13.8	15.5	11.3	8.4	10.1	1.7	5.4	.8	3.4	2.9	1.3	.8	1.7
Fourth mates .....	670	5.2	-	3.0	11.9	14.9	16.4	10.4	9.0	15.7	9.0	3.7	2.2	2.2	1.5	-	-	-	-
Radio officers .....	1,331	6.7	-	1.8	5.8	7.4	9.2	13.1	13.1	16.5	7.7	6.5	9.3	3.8	3.1	1.4	-	-	1.1
Engine department <sup>2/</sup> .....	6,587	6.2	.4	3.3	7.6	10.6	11.2	14.1	13.7	10.6	8.3	4.0	5.2	2.8	3.2	.9	1.5	.7	1.9
Chief engineers .....	1,194	7.2	-	.7	6.4	5.7	6.7	13.1	14.9	12.7	12.7	4.7	8.2	3.5	4.0	.7	3.4	.7	2.0
First assistant engineers .....	1,136	6.2	-	4.4	7.9	10.2	10.7	10.0	13.7	14.1	7.7	4.9	7.0	2.1	1.4	1.4	1.4	1.4	1.4
Second assistant engineers .....	1,544	6.5	.5	3.2	5.3	10.6	12.7	13.6	13.5	12.0	6.7	4.7	4.1	3.1	3.6	1.0	1.0	.5	3.6
Third assistant engineers .....	1,468	5.9	.5	4.4	7.8	13.4	12.3	15.5	10.6	9.9	9.4	1.6	5.3	2.2	3.8	.5	.5	1.1	1.1
Junior third assistant engineers .....	945	5.2	-	4.2	11.9	13.8	11.0	19.7	17.4	4.2	6.8	2.5	2.6	2.5	.8	.8	.8	.8	.8
Licensed junior engineers .....	300	6.4	2.7	2.7	8.7	8.0	19.3	10.7	13.3	5.3	-	10.7	-	5.3	8.0	-	2.7	-	2.7
All unlicensed seamen .....	51,956	6.8	.1	2.1	5.0	8.8	13.4	13.4	12.6	10.6	7.8	6.6	4.3	3.2	2.4	1.7	1.6	1.7	4.6
Deck department <sup>2/</sup> .....	19,037	6.5	.1	2.3	6.2	8.6	14.6	14.1	12.2	11.7	6.6	5.8	4.6	3.7	2.8	1.5	1.5	1.1	2.7
Bosuns .....	1,485	6.9	-	1.9	2.8	5.5	18.1	11.8	10.8	12.3	8.6	7.2	5.0	2.7	9.4	1.3	-	-	2.7
Carpenters .....	565	5.8	1.2	-	15.6	15.8	19.5	7.3	14.5	2.5	8.3	4.8	-	-	-	3.5	-	-	7.1
Deck maintenance .....	2,616	6.3	-	3.6	6.2	8.9	14.0	17.6	8.5	11.4	8.8	6.6	5.6	1.8	1.5	-	1.5	1.5	2.3
Able-bodied seamen .....	10,192	6.6	-	2.6	4.7	7.2	14.3	14.8	14.1	13.5	5.2	5.4	4.9	4.1	2.3	1.2	2.0	1.2	2.4
Ordinary seamen .....	3,734	6.4	.2	1.2	10.5	12.7	14.2	10.5	10.3	8.8	8.1	5.5	3.7	3.2	2.6	3.2	1.1	1.1	3.2
Engine department <sup>2/</sup> .....	14,690	6.9	.3	1.5	4.4	9.0	13.1	13.3	12.2	9.9	8.9	6.6	5.6	3.8	2.5	2.2	1.0	1.9	3.7
Electricians .....	916	7.2	-	-	6.7	5.2	15.4	9.0	12.6	8.1	12.4	6.6	8.8	2.2	4.4	6.6	-	-	2.2
Second electricians .....	586	6.6	-	1.2	7.0	9.4	14.0	13.0	12.8	9.2	12.6	6.0	3.4	-	3.4	-	1.2	3.4	3.4
Oilers .....	4,727	7.3	.1	1.4	3.6	9.8	9.8	12.2	15.6	11.7	8.0	5.0	5.0	4.5	1.6	3.3	1.3	2.1	5.1
Firemen, water tenders .....	3,699	6.5	1.1	1.1	3.7	10.2	16.8	14.4	8.0	10.6	9.1	7.7	5.5	4.5	2.0	2.0	1.3	.5	1.6
Wipers .....	3,195	6.8	-	2.5	4.3	7.8	11.2	17.7	13.1	9.5	8.0	7.5	7.1	3.3	2.7	-	.6	.6	3.8
Stewards department <sup>2/</sup> .....	18,129	7.1	.1	2.4	4.1	8.8	12.3	12.8	13.3	10.1	8.1	7.4	3.0	2.2	2.1	1.5	2.2	2.2	7.4
Chief stewards, all ships .....	1,494	7.2	-	2.0	4.1	7.1	13.3	15.9	10.0	8.0	8.0	10.7	2.7	7.0	1.7	1.3	2.7	1.3	4.0
Chefs, passenger .....	730	8.1	-	-	2.7	8.9	8.2	11.0	24.7	2.7	8.2	8.9	-	2.7	8.2	-	2.7	2.7	8.2
Cooks, passenger .....	455	8.2	-	2.2	1.1	3.3	8.8	13.2	14.3	16.5	9.9	4.4	8.8	-	4.4	-	-	-	13.2
Cooks, dry-cargo and tanker .....	795	6.1	-	-	6.2	9.7	17.6	18.5	5.3	21.4	5.0	8.2	3.1	-	-	2.5	-	-	2.5
Cooks and bakers, dry-cargo and tanker .....	857	6.7	-	3.5	2.9	5.3	11.3	15.8	18.7	11.7	2.3	12.3	2.3	4.7	2.3	2.3	2.3	2.3	-
Assistant cooks, passenger .....	480	8.5	-	-	-	1.0	19.8	16.7	-	16.7	12.5	-	-	-	-	4.2	8.3	8.3	-
Assistant cooks, dry-cargo and tanker .....	842	5.7	-	9.5	1.2	11.3	16.6	13.1	11.3	11.9	10.3	3.0	9.5	-	-	-	-	-	2.4
Stewards, passenger .....	1,060	9.5	-	.5	2.8	6.6	7.5	11.3	10.4	9.4	6.6	8.5	.5	3.8	3.8	5.7	3.8	3.8	15.1
Waiters, passenger .....	975	8.8	-	4.1	2.6	7.2	4.6	10.8	8.7	8.7	11.8	8.7	4.1	6.2	-	4.1	2.1	2.1	14.4
Messmen, all ships .....	8,607	6.5	-	2.6	5.7	11.0	14.7	13.4	14.7	8.5	8.9	6.9	2.6	.7	1.4	.9	1.9	1.6	4.4
Bellboys, passenger .....	330	10.8	-	1.5	-	13.6	1.5	1.5	19.7	1.5	6.1	-	6.1	18.2	6.1	-	-	-	24.2

<sup>1/</sup> Actual sea voyages could not be identified on the vacation-fund records used. For purposes of the study of the number of trips, ships, and companies by which seamen were employed, each entry in the record that covered a period of 10 or more days was arbitrarily considered as a trip. Entries covering less than 10 days were not counted as trips, to minimize the effect of relief jobs, short-term port jobs, or supplementary retroactive payments. From the basic trip data, seamen were then classified as to the number of different ships and companies for which employed (tables B-13 and B-14). For definition of industry connected seamen, see footnote 2, table B-1.

<sup>2/</sup> Includes data for other ratings in addition to those shown separately.

TABLE B-13. NUMBER OF SHIPS PER YEAR

(Percentage distribution of industry connected seamen by number of ships sailed on 1/ during the year, July 1, 1956—June 30, 1957)

Primary rating	Number of seamen	Average number of ships	No trips of 10 or more days	Number of ships sailed on					
				1	2	3	4	5	6 or more
All seamen (except pursers and relief men) .....	64,583	2.4	0.2	29.4	31.4	21.8	10.7	4.3	2.4
All licensed seamen .....	12,727	2.1	0.2	36.2	32.6	18.5	8.6	2.7	1.1
Deck department 2/ .....	6,140	2.0	-	40.3	32.9	15.7	7.8	2.5	.9
Masters .....	794	2.1	-	41.4	29.6	17.0	6.9	2.5	2.5
Chief mates .....	1,007	2.1	-	42.6	30.3	12.4	8.9	4.5	1.3
Second mates .....	1,099	2.0	-	37.3	34.0	18.7	8.2	1.8	-
Third mates .....	1,194	1.9	-	38.5	39.7	13.8	6.3	.8	.8
Fourth mates .....	670	2.3	-	22.4	44.8	16.4	12.7	3.7	-
Radio officers .....	1,331	1.8	-	51.8	24.3	15.6	5.6	2.0	.8
Engine department 2/ .....	6,587	2.2	.4	32.4	32.4	21.1	9.4	2.9	1.4
Chief engineers .....	1,194	2.0	-	40.0	35.8	15.4	6.0	2.0	.7
First assistant engineers .....	1,136	2.2	-	29.4	35.9	22.7	7.0	3.5	1.4
Second assistant engineers .....	1,544	2.3	.5	28.6	30.6	26.6	10.1	1.6	2.1
Third assistant engineers .....	1,468	2.3	.5	33.5	28.7	22.6	10.1	2.2	2.3
Junior third assistant engineers .....	945	2.3	-	30.9	33.2	17.0	13.5	5.3	-
Licensed junior engineers .....	300	2.2	2.7	32.7	30.0	16.0	10.7	8.0	-
All unlicensed seamen .....	51,856	2.4	.1	27.7	31.1	22.6	11.2	4.6	2.7
Deck department 2/ .....	19,037	2.6	.1	22.3	31.2	23.9	12.9	6.0	3.7
Bosuns .....	1,485	2.4	-	30.4	29.0	18.6	12.6	8.1	1.3
Carpenters .....	565	1.9	1.2	29.7	45.8	20.7	2.5	-	-
Deck maintenance .....	2,616	2.7	-	21.7	29.7	26.9	12.6	3.8	5.3
Able-bodied seamen .....	10,192	2.6	-	24.0	31.2	22.2	13.5	5.8	3.3
Ordinary seamen .....	3,784	2.9	.2	15.2	29.6	27.7	14.4	7.9	4.9
Engine department 2/ .....	14,690	2.6	.3	21.9	30.0	26.3	12.7	5.6	3.2
Electricians .....	916	2.2	-	34.3	31.1	23.6	6.7	4.4	-
Second electricians .....	586	2.4	-	25.4	32.9	28.8	7.0	1.2	4.6
Oilers .....	4,727	2.6	.1	23.1	28.5	28.4	13.1	3.4	3.4
Firemen, water tenders .....	3,699	2.7	1.1	17.4	32.1	25.6	12.0	8.5	3.3
Wipers .....	3,195	2.9	-	17.5	24.9	28.5	16.4	8.2	4.4
Stewards department 2/ .....	18,129	2.1	.1	38.2	31.9	18.3	8.0	2.4	1.1
Chief stewards, all ships .....	1,494	1.8	-	47.0	34.9	13.1	4.7	.3	-
Chefs, all passengers .....	730	1.9	-	49.3	33.6	6.2	5.5	2.7	2.7
Cooks, passenger .....	455	1.7	-	48.4	35.2	15.4	1.1	-	-
Cooks, dry-cargo and tanker .....	795	2.4	-	20.8	38.7	27.3	10.7	2.5	-
Cooks and bakers, dry-cargo and tanker .....	857	2.2	-	29.2	40.5	15.8	9.9	2.3	2.3
Assistant cooks, passenger .....	480	1.8	-	50.0	32.3	9.4	8.3	-	-
Assistant cooks, dry-cargo and tanker ..	842	2.1	-	37.4	30.5	21.4	7.7	3.0	-
Stewards, passenger .....	1,060	1.8	-	52.4	27.8	13.7	1.9	4.2	-
Waiters, passenger .....	975	1.6	-	59.0	25.1	12.8	1.0	2.1	-
Messmen, all ships .....	8,607	2.3	-	28.6	33.1	21.9	11.6	2.9	1.9
Bellboys, passenger .....	330	1.5	-	59.1	28.8	12.1	-	-	-

1/ For method of determining number of ships sailed on, see footnote 1, table B-12. For definition of industry connected seamen, see footnote 2, table B-1.

2/ Includes data for other ratings in addition to those shown separately.

TABLE B-14. NUMBER OF EMPLOYERS PER YEAR

(Percentage distribution of industry connected seamen by number of employers <sup>1/</sup> during the year, July 1, 1956—June 30, 1957)

Primary rating	Number of seamen	Average number of employers	No trips of 10 or more days	Number of employers					
				1	2	3	4	5	6 or more
All seamen (except pursers and relief men) .....	64,583	2.0	0.2	41.7	29.4	17.2	7.7	2.6	1.3
All licensed seamen .....	12,727	1.6	0.2	64.2	21.8	9.8	2.8	0.8	0.4
Deck department <sup>2/</sup> .....	6,140	1.5	-	65.9	24.1	7.4	2.1	.4	-
Masters .....	794	1.2	-	77.3	22.7	-	-	-	-
Chief mates .....	1,007	1.2	-	80.1	16.9	3.0	-	-	-
Second mates .....	1,099	1.4	-	70.9	20.0	8.2	.9	-	-
Third mates .....	1,194	1.5	-	64.4	26.4	6.7	2.1	.4	-
Fourth mates .....	670	1.8	-	42.5	38.1	12.7	6.7	-	-
Radio officers .....	1,331	1.7	-	56.3	25.6	12.8	3.8	1.4	-
Engine department <sup>2/</sup> .....	6,587	1.6	.4	62.6	19.6	12.1	3.5	1.2	.7
Chief engineers .....	1,194	1.3	-	79.2	16.8	3.4	.7	-	-
First assistant engineers .....	1,136	1.5	-	68.0	17.1	10.7	2.1	2.1	-
Second assistant engineers .....	1,544	1.7	.5	59.3	18.8	13.6	6.2	-	1.6
Third assistant engineers .....	1,468	1.8	.5	54.8	20.4	17.2	3.8	1.6	1.6
Junior third assistant engineers .....	945	1.8	-	50.7	25.4	16.3	4.2	3.4	-
Licensed junior engineers .....	300	1.4	2.7	68.0	21.3	5.3	2.7	-	-
All unlicensed seamen .....	51,856	2.2	.1	36.2	31.3	19.0	8.9	3.0	1.5
Deck department <sup>2/</sup> .....	19,037	2.3	.1	30.6	31.8	20.6	11.1	3.7	2.0
Bosuns .....	1,485	2.3	-	32.3	29.5	19.4	16.2	2.7	-
Carpenters .....	565	1.7	1.2	45.5	38.6	12.2	2.5	-	-
Deck maintenance .....	2,616	2.3	-	31.3	32.5	19.3	12.3	3.1	1.5
Able-bodied seamen .....	10,192	2.3	-	32.9	30.6	20.4	10.3	3.7	2.0
Ordinary seamen .....	3,784	2.6	.2	21.1	33.7	24.3	12.9	4.4	3.4
Engine department <sup>2/</sup> .....	14,690	2.3	.3	32.4	29.9	21.7	9.7	4.1	1.8
Electricians .....	916	1.9	-	40.9	33.3	16.3	9.5	-	-
Second electricians .....	586	1.9	-	46.4	20.1	28.8	4.6	-	-
Oilers .....	4,727	2.3	.1	31.6	30.6	21.7	10.9	2.8	2.1
Firemen, water tenders .....	3,699	2.5	1.1	25.5	31.4	23.3	9.2	7.2	2.2
Wipers .....	3,195	2.5	-	27.5	27.9	24.4	12.6	5.6	1.9
Stewards department <sup>2/</sup> .....	18,129	1.9	.1	45.0	31.8	15.0	6.0	1.4	.7
Chief stewards, all ships .....	1,494	1.6	-	58.9	29.4	8.4	3.0	.3	-
Chefs, passenger .....	730	1.7	-	55.5	27.4	8.9	5.5	2.7	-
Cooks, passenger .....	455	1.6	-	51.6	33.0	15.4	-	-	-
Cooks, dry-cargo and tanker .....	795	2.1	-	26.3	43.5	19.5	10.7	-	-
Cooks and bakers, dry-cargo and tanker .....	857	2.1	-	32.9	40.3	15.2	7.0	4.7	-
Assistant cooks, passenger .....	430	1.7	-	50.0	37.5	8.3	4.2	-	-
Assistant cooks, dry-cargo and tanker ..	842	1.9	-	47.7	22.0	22.0	8.3	-	-
Stewards, passenger .....	1,060	1.6	-	64.2	19.8	12.3	1.9	1.9	-
Waiters, passenger .....	975	1.5	-	65.6	23.1	8.7	.5	2.1	-
Messmen, all ships .....	8,607	2.1	-	35.1	35.6	18.0	8.4	1.6	1.5
Bellboys, passenger .....	330	1.5	-	65.2	22.7	12.1	-	-	-

<sup>1/</sup> For method of determining number of employers, see footnote 1, table B-12. For definition of industry connected seamen, see footnote 2, table B-1.

<sup>2/</sup> Includes data for other ratings in addition to those shown separately.



TABLE B-16. ANNUAL EARNINGS — ALL SEAMEN

(Percentage distribution of all seamen in 6 selected ratings employed any time during the year in the United States Maritime Industry by amount of annual maritime earnings, 1/ July 1, 1956—June 30, 1957)

Primary rating	Number of seamen	Average days worked	Average annual earnings	Under	\$1,000 and under	\$1,500	\$2,000	\$2,500	\$3,000	\$3,500	\$4,000	\$4,500	\$5,000	\$5,500	\$6,000	\$6,500	\$7,000	\$7,500	\$8,000	\$8,500	\$9,000	\$9,500	\$10,000	\$10,500	\$11,000 and over	
				1,000	1,500	2,000	2,500	3,000	3,500	4,000	4,500	5,000	5,500	6,000	6,500	7,000	7,500	8,000	8,500	9,000	9,500	10,000	10,500	11,000		
All ports																										
Second mates .....	1,339	248	\$7,499	2.6	0.4	3.7	1.5	2.2	2.2	3.0	4.4	0.7	1.9	3.7	3.3	4.4	7.8	7.8	5.6	7.8	10.7	6.2	6.7	5.9	7.4	
Third assistant engineers .....	1,834	233	6,390	2.6	2.6	1.9	2.2	3.5	4.4	2.6	5.0	2.6	8.0	5.3	7.7	5.8	7.2	6.5	7.3	8.8	6.1	4.1	1.3	1.8	2.7	
Able-bodied seamen .....	12,525	220	4,234	5.2	3.2	4.2	4.4	6.3	9.0	8.8	9.9	13.3	9.5	11.5	6.0	5.0	2.7	.3	.2	.2	-	-	-	-	.2	
Oilers .....	5,789	222	3,918	7.0	5.3	3.3	3.7	6.7	8.8	10.9	15.6	11.9	9.1	7.1	5.6	3.6	.6	.6	-	-	-	.1	-	-	-	
Cooks 2/ .....	1,543	228	4,898	5.5	2.3	.7	4.1	9.8	5.5	13.8	9.4	2.4	7.3	7.1	6.4	4.7	8.8	2.4	1.3	2.4	1.3	1.3	1.7	.3	1.3	
Messmen .....	11,377	194	2,306	14.9	10.8	6.6	9.7	9.2	16.4	7.3	13.0	6.8	2.3	2.6	.1	-	.2	.3	-	-	-	-	-	-	-	
Atlantic and Gulf Coast ports																										
Second mates .....	1,044	248	\$7,519	2.8	-	4.3	-	1.9	1.9	3.8	4.7	0.9	1.9	4.3	2.8	3.8	9.0	8.5	5.2	7.6	10.0	5.6	6.6	7.1	7.1	
Third assistant engineers .....	1,386	233	6,384	2.3	2.3	1.9	2.3	4.1	3.5	2.9	4.8	2.9	8.9	4.6	8.4	7.1	6.0	6.2	7.3	9.3	6.2	4.2	1.2	1.2	2.5	
Able-bodied seamen .....	9,607	223	4,138	5.3	3.2	4.4	4.0	7.0	9.5	8.9	10.1	15.0	8.9	12.3	4.5	4.4	2.5	-	-	-	-	-	-	-	-	
Oilers .....	4,480	226	3,910	6.0	5.8	3.1	4.0	6.0	9.8	11.3	17.3	12.7	7.3	5.3	6.0	4.0	.7	.7	-	-	-	-	-	-	-	
Cooks 2/ .....	1,060	247	5,201	2.0	-	-	2.0	12.0	6.0	18.0	10.0	2.0	8.0	6.0	6.0	4.0	10.0	2.0	2.0	2.0	2.0	2.0	2.0	-	2.0	
Messmen .....	9,460	195	2,759	14.6	12.3	5.3	10.2	9.6	16.8	7.0	13.4	6.4	1.9	2.5	-	-	-	-	-	-	-	-	-	-	-	
West Coast ports																										
Second mates .....	295	246	\$7,427	1.7	1.7	1.7	6.8	3.4	3.4	-	3.4	-	1.7	1.7	5.1	6.8	3.4	5.1	6.8	8.5	13.6	3.5	6.8	1.7	8.5	
Third assistant engineers .....	448	234	6,406	3.6	1.8	3.6	1.8	1.8	7.3	1.8	5.5	1.8	5.5	7.3	5.5	1.8	10.9	7.3	7.3	7.3	5.5	3.6	1.8	3.6	3.6	
Able-bodied seamen .....	2,918	209	4,547	5.0	3.2	3.6	5.8	4.1	7.4	8.6	9.2	7.9	11.5	9.2	10.8	6.9	3.1	1.4	.7	.7	-	-	-	-	.7	
Oilers .....	1,309	208	3,946	10.6	3.7	3.7	2.7	9.1	5.3	9.6	9.6	9.1	15.0	13.4	4.3	2.1	.5	.5	-	-	.5	-	-	-	-	
Cooks 2/ .....	483	189	4,271	12.8	7.0	2.1	3.5	5.2	4.6	5.2	8.3	3.1	6.0	9.3	7.2	6.2	6.2	3.1	-	3.1	-	-	1.0	1.0	-	
Messmen .....	2,417	190	2,989	15.8	4.9	11.7	7.6	7.6	14.7	8.6	11.6	8.4	3.7	2.7	.6	-	.9	1.2	-	-	-	-	-	-	-	

1/ Includes all maritime employment as reported to the various vacation funds maintained jointly by the companies and the unions in the industry. Does not include employment or income from shoreside or inland waterways or Great Lakes employment or paid vacations. Employment on oil company tankers not covered by the funds was also excluded.

2/ Includes chief cooks on cargo vessels and comparable ratings on passenger vessels. Does not include seamen classified as cooks and bakers.

TABLE B-17. ANNUAL EARNINGS — BY QUARTERS EMPLOYED

(Average days employed and annual maritime earnings 1/ for seamen employed any time during the year by number of calendar quarters in which they were employed for selected ratings and by coast, July 1, 1956—June 30, 1957)

Primary rating	One quarter			Two quarters			Three quarters			Four quarters		
	Number of seamen	Average days worked	Average annual earnings	Number of seamen	Average days worked	Average annual earnings	Number of seamen	Average days worked	Average annual earnings	Number of seamen	Average days worked	Average annual earnings
All ports												
Second mates .....	75	46	\$1,347	80	96	\$2,692	105	210	\$6,502	1,079	276	\$8,363
Third assistant engineers .....	66	33	868	176	103	2,306	256	168	4,634	1,336	272	7,467
Able-bodied seamen .....	625	47	859	1,201	95	1,843	1,871	168	3,257	8,828	261	5,029
Oilers .....	399	40	682	540	101	1,698	811	169	2,928	4,039	269	4,755
Cooks 2/ .....	72	35	752	98	101	2,022	276	164	3,353	1,097	270	5,848
Messmen .....	1,093	32	494	1,584	82	1,138	1,899	151	2,132	7,301	250	3,636
Atlantic and Gulf Coast ports												
Second mates .....	55	48	\$1,391	60	92	\$2,539	75	203	\$6,526	854	275	\$8,341
Third assistant engineers .....	34	33	901	128	97	2,667	224	164	4,469	1,000	271	7,437
Able-bodied seamen .....	520	48	863	907	94	1,815	1,360	172	3,190	6,820	264	4,900
Oilers .....	280	44	743	400	101	1,658	580	167	2,783	3,220	270	4,693
Cooks 2/ .....	-	-	-	40	103	1,902	200	169	3,327	820	272	5,803
Messmen .....	780	30	484	1,300	81	1,122	1,460	146	1,990	5,920	249	3,549
West Coast ports												
Second mates .....	20	41	\$1,228	20	110	\$3,150	30	231	\$6,428	225	278	\$8,446
Third assistant engineers .....	32	33	833	48	121	3,174	32	186	5,493	336	277	7,562
Able-bodied seamen .....	105	39	841	294	97	1,932	511	158	3,411	2,008	250	5,468
Oilers .....	119	33	567	140	102	1,841	231	174	3,314	819	263	4,995
Cooks 2/ .....	72	35	752	58	100	2,091	76	151	3,421	277	263	5,978
Messmen .....	313	36	514	284	95	1,252	439	163	2,505	1,381	252	4,019

1/ Includes all maritime employment as reported to the various vacation funds maintained jointly by the companies and the unions in the industry. Does not include employment or income from shoreside or inland waterways or Great Lakes employment or paid vacations. Employment on oil company tankers not covered by the funds was also excluded.

2/ Includes chief cooks on cargo vessels and comparable ratings on passenger vessels. Does not include seamen classified as cooks and bakers.

TABLE C-1. INCOME SECURITY AND VACATION BENEFITS

(Provisions for jointly administered welfare, pension, and vacation funds for seamen at time of survey and subsequent changes)

Union	Coast	Effective date	Welfare and pension plans										Vacation plans						
			Employer contribution	Insurance								Pension 1/		Employer contribution	Number of days at base pay for 360 days employment 2/				
				Life	Accident	Dismemberment	Dependents hospitalization	In hospital disability	Disability	Surgical	Other	Employment security	Age		Years of service	Amount (month)	Regular	One employer	
MMFP	Atlantic and Gulf	6-16-56	\$1.60	X	X	X	X	X						65	20	\$100	8% of base pay 3/	14	28
		10-1-57	1.60	X	X	X	X	X						65	20	100	8% of base pay 2/	14	28
	Pacific	6-16-56	1.60	X	X	X	X	X			X			65	20	100	\$1.60 a day	14	28
		6-16-57	1.60	X	X	X	X	X			X			65	20	100	1.60 a day	14	28
		6-16-58	1.60	X	X	X	X	X			X			65	20	150	1.60 a day	30	48
MEBA	Atlantic and Gulf	6-16-59	1.60	X	X	X	X	X		X				65	20	150	1.60 a day	30	60
		6-16-56	1.60	X	X	X	X	X						65	20	100	8% of base pay	14	28
		6-16-57	1.60	X	X	X	X	X						65	20	100	8% of base pay	14	28
	Pacific	6-16-58	1.60	X	X	X	X	X						65	20	150	8% of base pay	30	48
		6-16-59	1.60	X	X	X	X	X			X			65	20	150	8% of base pay	30	60
ARA	Atlantic and Gulf	6-16-56	1.60	X	X	X	X	X						65	20	100	\$1.25 a day	14	28
		6-16-57	1.60	X	X	X	X	X			X			65	20	100	1.25 a day	14	28
		6-16-58	1.60	X	X	X	X	X			X			65	20	150	1.25 a day	30	48
	Pacific	6-16-59	1.60	X	X	X	X	X			X			65	20	150	1.25 a day	30	60
		6-16-56	1.60	X	X	X	X	X			X			65	30	130	9 1/2% of base pay	14	28
ROU	All	6-16-57	1.60	X	X	X	X	X			X			65	30	180	9 1/2% of base pay	14	28
		6-16-58	1.60	X	X	X	X	X			X			65	30	225	9 1/2% of base pay	30	48
		6-16-59	1.60	X	X	X	X	X			X			65	30	225	9 1/2% of base pay	30	60
		6-16-56	1.60	X	X	X	X	X			X			65	30	190	\$1.40 a day	14	28
		6-16-57	1.60	X	X	X	X	X			X			65	30	190	1.40 a day	14	28
BMO	All	6-16-58	1.60	X	X	X	X	X			X			65	30	225	1.40 a day	30	48
		6-16-59	1.60	X	X	X	X	X			X			65	30	225	1.40 a day	30	60
		9-1-55	1.60	X	X	X	X	X			X			65	15	100	(5/)	28	(5/)
		The welfare and pension benefits are provided for by contributions from the employee as well as the employer. Employees are eligible to enter plan after 5 years of service with the company.															Vacation plan operated by the companies, 23 days at base pay after 1 year, 35 days after 2 years.		
		No funds for Welfare and Pensions. Benefits provided directly by the companies.															(5/)		
NMI	Atlantic and Gulf	6-16-56	1.25	X	X	X	X	X		X	X	X	65	20	55	6% of base pay	14	28	
		6-16-57	1.25	X	X	X	X	X		X	X	X	65	20	65	6% of base pay	14	28	
		6-16-58	1.25	X	X	X	X	X		X	X	X	65	20	100	6% of base pay	30	(6/)	
SIU 7/	Atlantic and Gulf	10-1-56	1.05	X			X	X		X	X		Disability only			\$0.90 a day	14	28	
		10-1-57	1.28	X			X	X		X	X		65	20	100	\$0.50 a day	14	21	
SUP	Pacific	10-1-56	1.28	X			X	X		X	X		65	20	100	0.50 a day 2/	14	21	
		10-1-57	1.28	X			X	X		X	X		65	20	100	0.50 a day 2/	14	21	
MFOV	Pacific	10-1-56	1.28	X	X	X	X	X		X	X		65	20	100	\$0.50 a day	14	21	
		10-1-57	1.28	X	X	X	X	X		X	X		65	20	100	0.50 a day 2/	14	21	
MCS	Pacific	10-1-56	1.28	X	X	X	X	X		X	X		65	20	100	\$0.65 a day	14	21	
		10-1-57	1.28	X	X	X	X	X		X	X		65	20	100	0.65 a day 2/	14	21	

1/ Data shown are for normal retirements. All pension plans made provisions for early retirement on reduced pensions and for disability.

2/ All plans provide for accumulated vacation time being available on a pro rata basis after 90 days' employment. In order to qualify for the longer vacation period, the seaman must have continuous employment with 1 company for 360 days. Table B-14 shows the proportion in each rating that worked for only 1 company. Only a fraction of those, however, had 360 days' continuous employment. Regular vacation benefits do not require continuous employment.

3/ 12 percent for masters.

4/ Plus 1 year each year since 1955 until 25 years.

5/ Companies pay vacation benefits direct to employees. After 1 year of service with 1 company, vacation accumulates at the rate of 56 days per year.

6/ Upon completion of 360 days with 1 company, an employee receives 15 days for the next succeeding 180 days of employment. If employee has been in continuous employ of 1 employer for 3 years, he is entitled 45 days for the third and each subsequent year of continuous employment.

7/ In August 1958, the SIU signed a memorandum of understanding with some operators increasing certain vacation and fringe benefits and payments to the funds.

8/ Also provides for an additional 5 cents per day for a fund for a medical center.

9/ Adjusted as required. Changed to \$0.60 a day on November 1, 1957.

NOTE: X indicates benefits provided.



## Appendix A:

### Scope and Method of Survey

The survey of seamen's employment and earnings in the maritime industry consisted of 3 distinct parts—average daily earnings as found in selected trips (including separate data on premium pay), annual employment, and annual earnings. All 3 segments of the study were conducted on a sample basis, but the published results are estimates of the employment and earnings of all seamen, not merely those in the samples. In every case, the sample members were given the weight required to represent the entire group from which they were selected. Because of rounding, sums of individual percentage estimates do not necessarily equal 100.

#### Daily Earnings

A sample of ships in the Maritime Administration's Vessel Inventory Report of May 1957 was selected to represent all active seagoing ships of 1,000 or more gross tons, except tankers operated by oil companies or their subsidiaries for their own use and all Government operated ships manned by civil servants. The estimated number of ships represented and the proportions of the various categories of ships included in the sample are shown in the accompanying table.

Payroll Period.—To avoid the problem of changes in wage rates during the trip, the companies operating the selected ships were requested to furnish the Bureau's field representatives with the last payroll for the specified ship ending prior to June 1, 1957.<sup>23</sup> To obtain proper representation of seamen's earnings in port as well as at sea, the companies were also requested to furnish data on the separate port payrolls, if any, that preceded the selected sea trip.<sup>24</sup> Data for the 2 payrolls were combined and when possible, the data for an individual seaman were combined. When different seamen held the same position on the 2 payrolls, their earnings were combined to represent 1 seaman's earnings.

Seamen Covered.—This segment of the study covered seamen in all ratings except masters and cadets. On passenger ships, data for employees of concessionaires and for entertainers, surgeons and nurses were also omitted.

<sup>23</sup> New contracts are usually effective in June and October.

<sup>24</sup> A preliminary study indicated that the same crew was more likely to be on the port payroll preceding rather than following the sea voyage.

Universe and sample for study of daily earnings

Item	All ports		Atlantic and Gulf Coast ports		West Coast ports	
	Within scope of study	Studied	Within scope of study	Studied	Within scope of study	Studied
All ships -----	877	253	624	171	253	82
Passenger -----	41	18	31	14	10	4
Subsidized -----	31	15	24	12	7	3
Nonsubsidized -----	10	3	7	2	3	1
Tankers -----	76	28	61	22	15	6
Dry cargo -----	760	207	532	135	228	72
Subsidized -----	278	70	206	48	72	22
Nonsubsidized -----	482	137	326	87	156	50
By type:						
Victory (VC-2) -----	113	36	65	19	48	17
Liberty (EC-2) -----	70	20	37	10	33	10
C-2 -----	232	58	179	43	53	15
C-3 -----	130	34	81	19	49	15
Bulk carrier -----	103	27	88	22	15	5
All other -----	112	32	82	22	30	10

The daily earnings presented for licensed seamen as a group include data for pursers, who, technically, are not licensed officers.

Number of Seamen.—The number of seamen represent an approximation of the number of full-time seamen required to operate the ships within the scope of the survey. When two or more men were employed in the same position at different times during the sea and port payroll covered, data for these were combined and counted as 1 man. Data for positions filled less than half of the total time of the voyage (port and sea payrolls combined) were canceled. Since the ships were studied on the basis of their last voyage ending prior to June 1, 1957, and the dates of trips extended over several months the estimates tend to overstate the number of positions required as of a single day, since some vessels are laid up at any one time. Ships laid up for a period of 6 months prior to June 1, 1957, were not included in the study.

Occupational Classification.—Seamen were classified as reported on the ships' articles except in some situations where terminology varied among ships.

1. If a seaman spent time at more than 1 rating, he was classified at the rating in which he spent most of his time. His average daily earnings reflected his pay at all ratings.
2. Junior third mates were classified as fourth mates.
3. All radio officers were grouped in a single category
4. Fourth assistant engineers were classified as junior third assistant engineers.
5. Utility men in the deck and engine departments were classified as maintenance men.
6. Chief cooks were classified as cooks.
7. Second cook and baker or night cook and baker were classified as cooks and bakers.
8. Second or third cooks were classified as assistant cooks.
9. Utility men in the stewards department were classified as messmen.
10. Seamen on passenger ships were classified in ratings considered comparable on cargo ships and tankers except for a few passenger ship ratings specifically selected for separate study.
11. Some ratings, particularly on passenger vessels, were classified only as "other" but were included in departmental totals as well as in the totals for licensed and unlicensed seamen.

Average Daily Earnings.—Average daily earnings are presented on the basis of days paid for rather than days worked. Included in gross earnings in addition to base pay were:

Overtime pay.

Penalty pay.

Supplementary payments (not associated with specific hours of work) such as:

War-risk bonus.

Pay for serving extra meals.

Pay for serving passengers on ships not staffed for passengers.

Pay for division of work under certain conditions when ship does not have a full complement.

Pay for hauling penalty type cargoes.

Pay for not getting clean linen.

Nonwatch pay, tool allowances, and uniform allowances were considered as base pay and not included under supplementary pay.

Specifically excluded from all earnings quoted were any allowances for board and lodgings, travel pay, and gratuities. Gross pay and overtime for chief engineers includes allowances for extra vacation pay which are made for overtime reported.

Group averages presented in the tables were obtained by adding the individual daily average earnings (or hours) for each seaman and dividing by the number of seamen represented.

Classification by Coast.—Ships were classified by coast according to the port of departure at which the crew was originally signed on.

Subsidy Status.—A ship was classified according to subsidy status on the basis of the individual trip studied.

Trade Routes.—Data reported by area of trade are groupings of the more common trade routes recognized in the industry. Some routes are not represented in the selected groupings.

South American and Caribbean include routes from Atlantic and Gulf Coast to both the East Coast and West Coast of South America and to the Caribbean.

Atlantic Europe and United Kingdom include routes from the Atlantic and Gulf Coasts to United Kingdom, Ireland, Scandinavia, Baltic Sea, Germany, Belgium and Netherlands, Atlantic France and parts of Spain.

Mediterranean and Africa include routes from Atlantic and Gulf Coast to Mediterranean, Black Sea, Portugal, and parts of Spain, all coasts of Africa and Madagascar.

Pacific data are presented separately for routes from East Coast ports and West Coast ports. They include routes to the Far East, Australia, Straits Settlements, Netherlands, East Indies, India, Persian Gulf, and Red Sea.

Intercoastal includes routes between the Atlantic Gulf and Pacific ports but does not include coastwise routes confined to 1 coast.

Number of Ports Visited.—The number of ports visited after leaving the original port but not counting port visits made during coastwise loading prior to departure.

### Annual Employment

Labor-management agreements require that the individual companies shall pay a specified amount of money or percentage of base pay into one of the various vacation funds for each day an employee covered by the fund is employed.<sup>25</sup> The records of these payments for individual seamen in most cases furnished the data used in this report for employment during the year studied.

The description of this part of the survey, therefore, is essentially limited to the coverage of these funds. Although differing in benefits, all of the funds furnished approximately the same type of data.

A random sample of about 7,000 seamen was selected from the various funds, using the last 2 digits of the social security number as the basis of selection. In the smaller funds, the sampling ratio was greater in order to obtain a number large enough to give accurate results. Each fund, however, was appropriately represented in the total estimates.

Period Studied.—The employment estimates cover the year from July 1, 1956, through June 30, 1957. Trips extending before and after this period were adjusted to reflect only the days worked during the study period.

Ratings Included.—All ratings except pursers were studied. Data on some ratings not shown separately were included in departmental totals and in totals for licensed and unlicensed seaman. Seamen were classified according to the rating in which they were employed the greatest number of days during the year studied.

Scope of Employment.—Seamen who worked at anytime during the year under an agreement providing for such a vacation fund were within the scope of the study. Data on employment for seamen in 1 licensed officers union, which did not maintain a separate vacation fund, were obtained from records of the employing shipping companies. Seamen selected in the sample were cross checked with the various funds. Employment under any of the funds for the same seamen was combined.

Work in the maritime industry not regularly covered by the funds, such as shipping on the Great Lakes and other inland waterways and towing and piloting services, were not included as time employed in the industry. Also excluded was time on oil company tankers not covered by the funds. Seamen on some oil company tankers were covered by some of the funds, however, and that employment was included. The major difference between the coverage of men included in the daily earnings part of the annual employment part of the study was the inclusion of the latter group.

A check of records maintained by the Coast Guard indicated that few seamen transferred to (or from) the maritime industry as studied and those segments of the industry which were excluded. The effect of these transfers on the employment data shown was negligible.

Vacation time earned or paid for was not included in the number of days employed.

Classification of Groups.—A seaman was considered industry connected for the whole year only if he had employment sometime in the first half of 1956 and after June 30, 1957. He was considered as having been employed in any 1 of the 4 quarters of the year studied if he was employed for one or more days in that quarter. It was, therefore, theoretically possible for a seaman to have been employed only 6 days during a 2-year period and be classified as industry connected for the year of study and employed in all 4 quarters. Conversely, it was possible for a seaman to have almost full employment during the year and not be considered as industry connected if he had no employment in either the first half of 1956 or after June 30, 1957.

Classification of Coast of Employment.—Transfer between coasts was frequent among the licensed seamen's funds but not common among the unlicensed funds. In such cases, the data were combined and the seaman classified according to the coast where he was employed the most time.

Number of Ships, Companies, and Trips.—A seaman was classified according to the number of different trips and ships he was employed on and by the number of different companies that employed him. For purposes of this study, payments for less than 10 days were not considered in the counting of trips, ships, or companies. Therefore, port payrolls, relief or standby jobs, and other short-term

<sup>25</sup> See section on Income Security and Vacation Benefits, p. 34.

employment was not reflected in the number of ships, trips, or companies. Such employment was counted, however, in the total number of days worked.

Completeness of Data.—As in most cases of recordkeeping, the errors discovered during the course of the survey were of omission rather than duplication. Several steps were taken, however, to correct this condition. In most cases, seamen's applications for vacation were compared with payment records. This check frequently corrected omissions.

In all cases, the sample members were traced by their social security numbers through all vacation funds to consolidate their employment data.

Records of the Coast Guard were checked for those seamen whose records in the vacation funds were not complete. Samples of other seamen's records were also checked at the Coast Guard to determine the accuracy of the data collected. An analysis of the results of the added data obtained from Coast Guard records indicated that the understatement of employment which was due to omissions in the source records amounted to less than 1 percent of the total employment for the year. Companies are not required to report seamen's employment to the Coast Guard, except when the seamen are under articles. The Coast Guard records, therefore, do not always include short-term employment on port payrolls or relief work.

### Annual Earnings

Annual earnings data were collected for only 6 of the ratings studied in the annual employment part of the survey. The scope of the 2 parts were otherwise identical.

Sampling Procedure.—A subsample of the seamen studied in the annual employment part of the survey was selected to obtain earnings from the individual companies' social security records. Before selecting the subsample, the seamen in the

original sample were arrayed in order of number of days worked, and every second or third seaman was taken in the more numerous ratings. Earnings were obtained for each trip the seaman was on during the year studied, July 1, 1956, through June 30, 1957.

Rating Classification.—As in the study of annual employment, a seaman was classified at the rating at which he spent most of his time, but earnings reflect income from any other ratings he may have worked at during the year.

Earnings Included.—The earnings included in the annual earnings section are the same as those described for the daily earnings (page 81). They include all shipboard pay including relief or standby assignments. Earnings for shore-gang work were also included if they were a minor part of the seamen's earnings and covered by the vacation funds.

Specifically excluded was vacation pay or any allowances not directly associated with a ship payroll.

Payments were adjusted to represent only that employment that occurred during the year studied, regardless of when the payments were made.

When records for a minor part of a seaman's earnings could not be located the amount was estimated on the basis of other earnings at the same rating. In no case did such estimated earnings exceed 5 percent of the seaman's earnings.

Time Employed.—See explanation under Annual Employment. The difference between the estimate of days employed in the annual employment tables and the annual earnings tables are due primarily to corrections of employment data when annual earnings data were being collected. Some of the difference, however, may be due to sampling error since a subsample was used in the annual earnings study of some of the ratings.

## Appendix B:

### Descriptions of Selected Ratings

#### Master (Captain)

In command of ship; chief navigator; responsible for discipline and order, safety of ship, passengers, crew and cargo; is sole representative of ship's owner. In consultation with Chief Officer, arranges organizational assignments of duties for ship's operation, navigation, and maintenance.

#### Deck Department

#### Chief Mate (First Mate or Chief Officer)

Acts as Master's first assistant; in charge of all deck work and responsible for hull maintenance, cargo planning; assists with navigation, discipline, and order.

#### Second Mate (Second Officer)

Assists with navigation and cargo work; in charge of mails; responsible for care and maintenance of all navigating equipment and charts; usually stands 4 to 8 watch in charge of navigating bridge.

#### Third Mate (Third Officer)

Responsible for maintenance of lifeboats and firefighting equipment; acts as signal officer in charge of all signaling equipment; assists with cargo work; usually stands 12 to 4 watch in charge of navigating bridge.

#### Fourth or Junior Third Mate (Fourth Officer)

Assists in supervision of deck department activities and work details. In charge of navigating bridge when standing watch, usually 8 to 12.

#### Radio Officer

Performs all duties required for the operation and maintenance of radio and other electronic communications devices; maintains depth recording equipment and electronic navigational aids such as Radar and Lorna. Services emergency batteries and lifeboat transceivers. Handles all communications at the direction of the Master.

#### Purser or Purser/Pharmacist

Maintains payroll data; records overtime reported by the Deck, Engine, and Stewards departments; keeps ship's accounts; and prepares crew and cargo manifests and official documents for foreign port authorities.

#### Purser or Purser/Pharmacist - Continued

When serving in the capacity of Purser/Pharmacist, is responsible for medicine chest, first-aid treatment, and injury reports in addition to the other duties.

#### Bosun (Boatswain)

Carries out orders for work details as issued by Chief Officer; lays out deck work and supervises seamen; directs maintenance tasks such as chipping and painting; splices rope and wire for rigging; handles lifeboats and canvas coverings.

#### Carpenter

Under direction of the Chief Officer, shores up cargo or tightens cargo lashings; sounds bilges, fresh water and ballast tanks; bolts and unbolts tanktop covers. Stands by windlass when necessary; assists with general maintenance and repair work.

#### Deck Maintenance

Must be an Able-Bodied Seaman. Performs duties in connection with maintenance of the Deck Department under the direction of the Chief Officer; sounds bilges and overhauls cargo gear as directed. Usually works an 8-hour day, Mondays through Fridays.

#### Able-Bodied Seaman (AB)

Performs general seamen's duties; rigs cargo booms; assists in readying gear for cargo loading or discharging operations; stands watch as lookout; acts as helmsman under direction of the officer on watch; must be a qualified lifeboatman able to take charge of a lifeboat crew. Two AB seamen stand on each the 12 to 4, 4 to 8, and the 8 to 12 watches.

#### Ordinary Seaman (OS)

Learns and assists in performing the duties of an Able-Bodied Seaman, cleans, chips, paints, and washes down; coils and splices ropes. One OS usually stands on each the 12 to 4, 4 to 8, and the 8 to 12 watches.

#### Engine Department

#### Chief Engineer

In charge of and responsible for the operation and maintenance of all propulsion machinery, auxiliaries, and power generating equipment. Keeps logs on machinery performance, fuel consumption; responsible for machinery repairs and prepares specifications for periodic overhaul or repairs when in port. Instructs and trains where necessary.

First Assistant Engineer

Cooperates with and assists Chief Engineer with responsibilities for all ship's machinery; has direct responsibility for operations in the engine-room and supervision of engineroom personnel; in conjunction with Chief Engineer, plans and directs repairs, supervises maintenance of lubricating systems, electrical equipment and engine-room auxiliaries.

Second Assistant Engineer

Assists in the operation of ship's propulsion, auxiliary and generating machinery. Responsible for fuel and water; supervises tank soundings and keeps records of fuel and water consumption; may be charged with the responsibility for operation of ship's boiler, boilerroom equipment, feed water system, pumps and condensers; supervises oilers and firemen, water tenders for maintenance of proper oil and water temperatures and steam pressure; makes repairs including machining of replacement parts, usually stands 4 to 8 watch.

Third Assistant Engineer

Supervises operation and maintenance of engineroom auxiliaries and ship's pumps; responsible for the operation of main engines when on watch; supervises engineroom personnel; keeps log of activities and machinery performance; makes repairs using machine shop equipment.

Junior Third Assistant Engineer (or Fourth)

Works under the supervision of the First Assistant Engineer. Performs supervisory functions in the engine-room during watch hours, usually 8 to 12 watch when he is responsible for operation and maintenance of the engine-room.

Licensed Junior Engineer

Works under the supervision of the Chief and First Assistant Engineers. Performs necessary functions in the engine-room during the period from 8 to 5 for the orderly maintenance of the engine-room.

Unlicensed Junior Engineer

Assists engineer on watch; performs engine-room duties while working for license; does maintenance work on deck machinery; care and maintenance of ship's plumbing; assists electricians when required.

Electrician

Responsible for work assigned by Chief or First Assistant Engineers. Repairs and maintains all electric motors and electrical circuits. Activates circuits for electrical deck machinery and stands by when cargo gear is in operation.

Second Electrician (or Assistant)

Works under the supervision of the Electrician. Assists in making repairs and providing maintenance of electric motors; keeps resister houses clean and tidy; maintains stock of electrical spare parts to meet repair or replacement needs.

Oiler

Qualified Member of the Engine Department (QMED). Oils and greases bearings and moving parts of main engine, auxiliary machinery and electric motors; checks oil pressures and flow; inspects journals, bearings, couplings; assists engineer in charge with repair and overhaul of machinery; may also be given the responsibility for maintaining boiler water at proper levels. One oiler stands either the 12 to 4, 4 to 8, or 8 to 12 watch.

Fireman, Water Tender

Qualified Member of the Engine Department (QMED). Cleans oil burning equipment in the boiler room; cleans fuel oil strainers; checks boiler gauges for proper water levels; maintains specified steam pressure; regulates fuel oil valves as required for increasing or diminishing boiler fires; checks operation of evaporators and condensers and checks boiler water for salinity; may repack pumps, grind valves, renew piping. Fireman, Water Tender stands on each of the 12 to 4, 4 to 8, and 8 to 12 watches.

Wiper

Assists in keeping engine-room clean; wipes down machinery with cotton waste or solvents; cleans oil spills; helps dismantle and repair machinery under the direction of the engineer in charge; assists in general maintenance of engine-room. One wiper is assigned to each of the 12 to 4, 4 to 8, and 8 to 12 watches. May load engine department stores in port.

Engine Maintenance

Assists Chief Engineer and other engineer officer personnel in repairing and maintaining propulsion, generating, and auxiliary machinery. Makes repairs, machining replacement parts under the direction of the Chief or First Assistant Engineer, installs new parts, makes adjustments, performs tasks of Oiler or Firemen, Water Tender as required.

Stewards DepartmentChief Steward

Supervises the operation and maintenance of services for living quarters, food preparation and messrooms; maintains inventory records of food-stuffs, linens, bedding and furniture; prepares requisitions for voyage requirements; in consultation

Chief Steward—Continued

with the Chief Cook, plans meals, supervises preparation and service of meals; issues necessary supplies and is responsible for the general cleanliness of passenger and crew living spaces and accommodations.

Cook (Chief Cook)

Prepares all meals and, in conjunction with Chief Steward, plans menus in advance of meals. Supervises Second Cook and Utilityman in food preparations and maintenance of cleanliness in the ship's galley. Issues stores from ship's refrigerators and storerooms; butchers meats.

Cook and Baker (Second Cook and Baker)

Works under the direction of the Chief Cook; bakes all bread and pies, prepares desserts, salads and night lunches; responsible for the safety and upkeep of galley utensils and equipment; keeps refrigeration spaces and storeroom neat and orderly; assists in general cleaning and maintenance of ship's galley.

Assistant Cook (Third Cook)

Works under the direction of the Chief Cook; starts galley range fire; keeps working top and ovens clean; cleans and prepares vegetables for cooking; assists in withdrawing meats, vegetables, and other perishables from ship's refrigeration boxes; keeps butcher shop and garbage disposal room clean and orderly; draws daily supplies such as foodstuffs, cleaning equipment, and linens for the galley.

Messman (Or Messman/Utilityman)

Works under the direction of the Chief Steward and Chief Cook; sets tables, serves meals, washes glassware and tableware after each meal; draws table linens for the messrooms and dining saloon; disposes of trash and garbage from dining areas; scrubs pantry, messroom, and dining saloon decks; responsible for cleanliness of serving pantry; cleans portholes, fans, and furnishings; maintains cleanliness of passages, stairways and corridors; makes up berths in officers' and crew quarters; keeps radio room and various ship's offices clean and tidy.

## Appendix C:

### Employment Procedures

#### International Organization of Masters, Mates and Pilots (MMP)

1. Preference of employment is given to members of the MMP when available and the employer agrees that when hiring new employees they shall be obtained through the offices of the MMP.
2. The employer has the right to select personnel considered to be qualified and satisfactory.
3. The employer also reserves the right to select his own Masters (Captains) and Chief Officers. As first and second in command, respectively, these individuals have a direct responsibility to the shipowner.
4. Officer personnel not members of the MMP, must initiate membership in the Organization within 30 days after being hired by an employer in order to continue such employment or to be eligible for future employment.
5. The employer may waive the requirement of obtaining licensed officers from the MMP if the available position is to be filled by a licensed deck officer who has been employed by the company for at least 6 months within the preceding 2 years and who has not been employed by any other steamship company except as a relief mate (officer).
6. Any licensed deck officer who has been discharged for just cause without reversal of charges by grievance procedure, shall not be dispatched to the same employer for any future available position.
7. The employer shall have the unrestricted right to keep in continuous employment within its own fleet, any licensed deck officer provided such officer maintains membership in the MMP and the continued employment is mutually desired.
8. Each employing company shall adhere to the policy of promotion or demotion from within ranks of its licensed deck officers and seniority shall prevail unless necessary job qualifications take precedence.

#### National Marine Engineers' Beneficial Association (MEBA)

The employment procedures for marine engineers parallel those prescribed for deck officers. The 2 organizations, MMP and MEBA, complement one another in the formulation of procedures and practices of the industry in regard to the hiring of ships' officers. In reference to item 3 above, the

#### National Marine Engineers' Beneficial Association (MEBA)—Continued

MEBA accords the employer the right to select his own Chief Engineers and First Assistant Engineers because of the direct responsibility these individuals have to the shipowner.

#### American Radio Association (ARA)

1. The employer is obligated to procure Radio Officers from a list of unemployed ARA members registered at the nearest employment office of the Association.
2. Preference shall be given to the Radio Officer longest unemployed, who is qualified, competent, and satisfactory and who can present proof of previous employment aboard ships of one or more companies under contract to the ARA or proof of at least 2 years' employment as a Radio Officer on U. S. flag vessels not under contract to the Association.
3. Upon written agreement between the employer and the Association, transfer of a continuously employed Radio Officer between ships may be permitted.

#### Radio Officers Union of the Commercial Telegraphers Union (ROU)

1. In the event of vacancies, the employer agrees to notify the Union of the personnel requirements.
2. When members of the Union are to be hired, promoted, or transferred, the employer agrees to submit such proposals to the Union for clearance. The Union agrees to grant such clearance for the position to which the Radio Officer is to be assigned.

#### American Merchant Marine Staff Officers Association (AMMSOA)

1. The Association provides the employer with names, experience, and qualifications of members who are unemployed to permit the employer to give consideration to such members when hiring pursers personnel to fill vacancies.
2. Applicants selected for employment must make application for membership in the AMMSOA within 30 days after date of employment. The Association shall inform an employer in writing, upon the termination of any employee's membership in the Association before an employer shall discharge an employee.

American Merchant Marine Staff Officers Association (AMMSOA)—Continued

3. Staff Officers shall be bonded in accordance with the established policy of the employer and shall be considered unqualified if application for bond is denied by any surety company.

Staff Officers Association of America (SOA)

1. Membership in the SOA shall be a condition of continued employment on and after the 30th day an employee is hired, and the company shall discharge any employee when notified in writing by the SOA, that such employee is not, or is no longer, a member in good standing.
2. Staff Officers shall be bonded in accordance with the established policy of the employer and shall be considered unqualified if application for bond is denied by any surety company.

National Maritime Union of America (NMU)

1. The employer agrees that it will procure all Unlicensed Personnel in the Deck, Engine, and Stewards Departments from the employment offices of the NMU.
2. In the hiring of unlicensed personnel, the employer will prefer and the Union will refer competent and dependable applicants in the following order of priority:

Group 1. Those certified as belonging to the "Regular Employment Pool" and employed as unlicensed seamen aboard any NMU contracted deep sea tanker, cargo or passenger ship during the 7-month period of June 1 through December 31, 1953.

Group 2. Those employed as unlicensed seamen aboard any NMU contracted ship prior to June 1, 1953, or since December 31, 1953. Group 2 applicants may not be referred for employment as long as applicants in Group 1 are available.

Group 3. Those employed as unlicensed seamen aboard any U. S. flag merchant ship not under contract to the NMU, since December 31, 1953. Group 3 applicants shall not be referred for employment as long as applicants in Groups 1 and 2 are available.

Group 4. Those who, upon application for employment, submit valid Coast Guard Documents or Merchant Mariners' identification but who have had no prior experience on U. S. flag merchant ships: Group 4 applicants shall not be referred for employment as long as applicants in Groups 1, 2, and 3 are available.

Seafarers' International Union of North America (SIU)

1. The employer shall recognize the organization as the sole and exclusive bargaining representative for all unlicensed personnel.
2. The employer agrees that, as a condition of employment, all unlicensed personnel shall become members of the SIU within 31 days after being hired and shall remain members while employed aboard any vessels operated by steamship companies under contract to the SIU.
3. Assignments to jobs shall be made on the following seniority basis:

Class A. This classification shall be possessed by all seamen with ratings above Ordinary Seamen, Wiper, or Messman who have been regularly employed aboard ships under contract to the SIU during the period commencing prior to January 1, 1952, up to December 31, 1954.

Class B. This next highest classification shall be possessed by all seamen (including Ordinary Seamen, Wipers, and Messmen) who have been regularly employed aboard ships under contract to the SIU during the period commencing prior or after January 1, 1951, through December 31, 1954, and who do not have a Class A seniority rating.

Class C. This next highest seniority classification shall be possessed by all unlicensed personnel who do not have a Class A or B seniority rating.

4. Unlicensed personnel possessing a Class B seniority rating shall be entitled to a Class A seniority rating after having been regularly employed for a period of 8 years aboard the ships of any employer under contract to the SIU.
5. Unlicensed personnel possessing a Class C seniority rating shall be entitled to a Class B seniority rating after having been regularly employed for a period of 2 years aboard the ships of any employer under contract to the SIU.

Sailors Union of the Pacific (SUP)

The SUP together with its affiliates for unlicensed personnel in the engine department and the stewards department follow employment procedures which vary slightly from one another, as follows:

(SUP)

1. The employer agrees when hiring personnel, to prefer applicants who have previously been employed as unlicensed members of the deck department on vessels of Pacific Coast steamship companies.

Sailors Union of the Pacific (SUP)—Continued

## (SUP)—Continued

2. Applicants with 3 or more years of such employment shall have preference over applicants with less than 3 years of service.
3. The SUP agrees to furnish competent and dependable employees through the facilities of its employment offices.

## (MFW)

1. The employer agrees to give preference of employment to unlicensed engine department personnel having attained seniority through employment during the period of October 1, 1953, to September 30, 1955, with any company under contract to the MFW, and those applicants who are thereafter employed by such companies for a period exceeding 6 months.
2. The employer agrees to secure all unlicensed engineering personnel from and through the offices of the MFW.

Sailors Union of the Pacific (SUP)—Continued

## (MCS)

1. The employer agrees to secure all stewards department personnel through the hiring halls of the Marine Cooks and Stewards Union.
2. The MCS agrees to furnish the employer with capable, competent, and physically fit personnel where and when required.
3. All personnel seeking employment must be capable and competent to the satisfaction of the employer.
4. No person shall be eligible to register for employment unless he has been eligible for hiring on Pacific Coast ships since October 1, 1952, and has sailed for at least 6 months in such employment.