

'50-50' AXED FROM SENATE FARM BILL

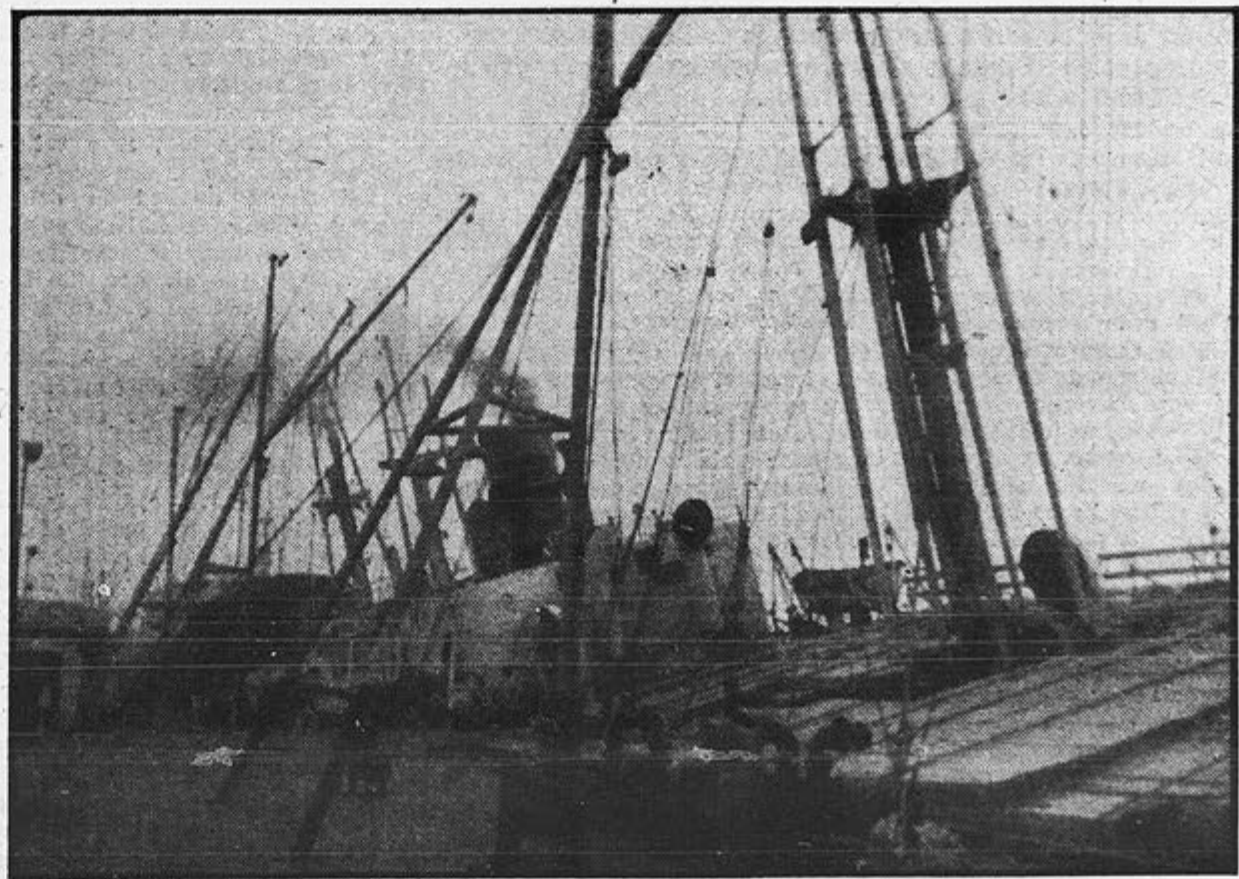


Senate Committee Action Perils US Tramp Ship Fleet

Story On Page 3

Announce Ten As Winners Of SEAFARERS LOG Award

Story On Page 3



Trouble...And More Trouble. SIU-manned Trojan Trader had more than its share of mishaps on last trip. Before heading for East Coast, the ship took on load of lumber on Pacific Coast and developed list shown at right. List was corrected in part by crew after she finished taking on her bunkers at Wilmington, California, pier. Then after getting to East Coast without further mishap and discharging her cargo, ship had to stop off Cape May, New Jersey, on January 29 to put injured 1st assistant engineer aboard Coast Guard cutter. Crew lowered engineer from ship via gangway and recommends method highly. Photos and report of ship's intercoastal difficulties were submitted by Seafarer R. McNeil of the Trojan Trader crew.

AFL-CIO Hears Subsidy Views; Meany Blasts ILA

MIAMI BEACH, FLA.—The AFL Executive Council concluded its midwinter meeting last week after hearing the opposing views of the Maritime Trades Department and the CIO Maritime Committee, particularly in the area of ship subsidies. The difference in viewpoints on the subsidy issue has been referred to a committee for an attempted solution.

In dealing with another maritime issue, AFL-CIO President George Meany leveled a blast at Harry Bridges' longshore union and the International Longshoremen's Association, calling them "Commies and racketeers." Meany's ire was aroused when Congressman Herbert Bonner asked the AFL-CIO head to get maritime unions together on industry problems. "It ought to be a matter of great interest to the American people," he declared, "when a member of Congress suggests that we sit down with Commies and gangsters. We have no intention of doing it, whether Mr. Bonner likes it or not."

Representatives of the ILA and Bridges union have already met in Washington on a program of mutual agreement.

Subsidy Thorny Issue

Differences of opinion between unions affiliated with the MTD and the NMU over subsidies developed in the course of the last unity convention. MTD unions submitted a resolution critical of the administration of the subsidy program, but the NMU would not go along with the criticism. Agreement was reached on most other issues before the convention with this issue going over to the Executive Council.

After hearing discussion pro and

con, the Council selected a committee of two, consisting of vice-presidents Matthew Woll and David MacDonald, to bring in a report on the subject.

Representing the SIU, A&G District, at the meeting was Paul Hall, Secretary-Treasurer. Also from the East Coast was Morris Weisberger, East Coast Representative for the SUP.

The Executive Council meeting also drafted plans for putting into effect the AFL-CIO organizing program which was voted at the merger convention. One immediate outcome of that program has been an agreement to support the Miami hotel strike, with the American Federation of Musicians promising to respect the strikes at various Miami Beach resort hotels.

What threatened to be a major jurisdictional dispute over the movement of machinery and equipment at the Studebaker-Packard corporation was amicably settled between the International Brotherhood of Teamsters and the United Automobile Workers, preserving harmony in the merged organization.

No decision was reached on whether or not to call a special convention later this year for the purpose of endorsing a presidential candidate. The council has taken a number of political positions which were critical of both major political parties.

Crews Respond To Quiz On Ship Safety

In response to the Union's request for safety suggestions, a number of ships have already held shipboard departmental meetings and forwarded their findings to headquarters. Examination of the findings shows a consistent pattern of suggestions from widely-separated ships.

For example, an almost universal request is for safer gangways, catwalks over deck cargoes and improvements in fire-fighting gear. A great many other suggestions have been received both on gear and work practices from all three departments.

Seek Uniform Standard

The safety quiz is part of the SIU's new safety program which will be conducted jointly with SIU-contracted operators. It aims to establish uniform standards of health and safety on all SIU ships as opposed to piecemeal attacks on the problem by individual operators.

Safety quiz forms have been mailed to all SIU ships and each department has been asked to hold meetings to discuss shipboard safety in all its aspects and come up with ideas on the subject.

When all ships have been heard from, the suggestions will be studied thoroughly by a joint Union-shipowner committee which is in charge of the safety program plans.

Suggestions received thus far have placed heavy emphasis on good housekeeping practices. Many ships have noted the need to clean oil spills and prevent oil leaks, cover or relocate hot pipes, wear

non-skid shoes, put mats or handles in showers and the like.

Suggestions about living quarters include those for larger portholes as an emergency escape device, and a number of requests for ladders to upper berths.

Crews have expressed the need to have fire extinguishers identified as to the kind of fire they can be used on; better goggles or full face plastic shields for chipping and grinding purposes were also recommended. There were requests too, for dark glasses for firemen.

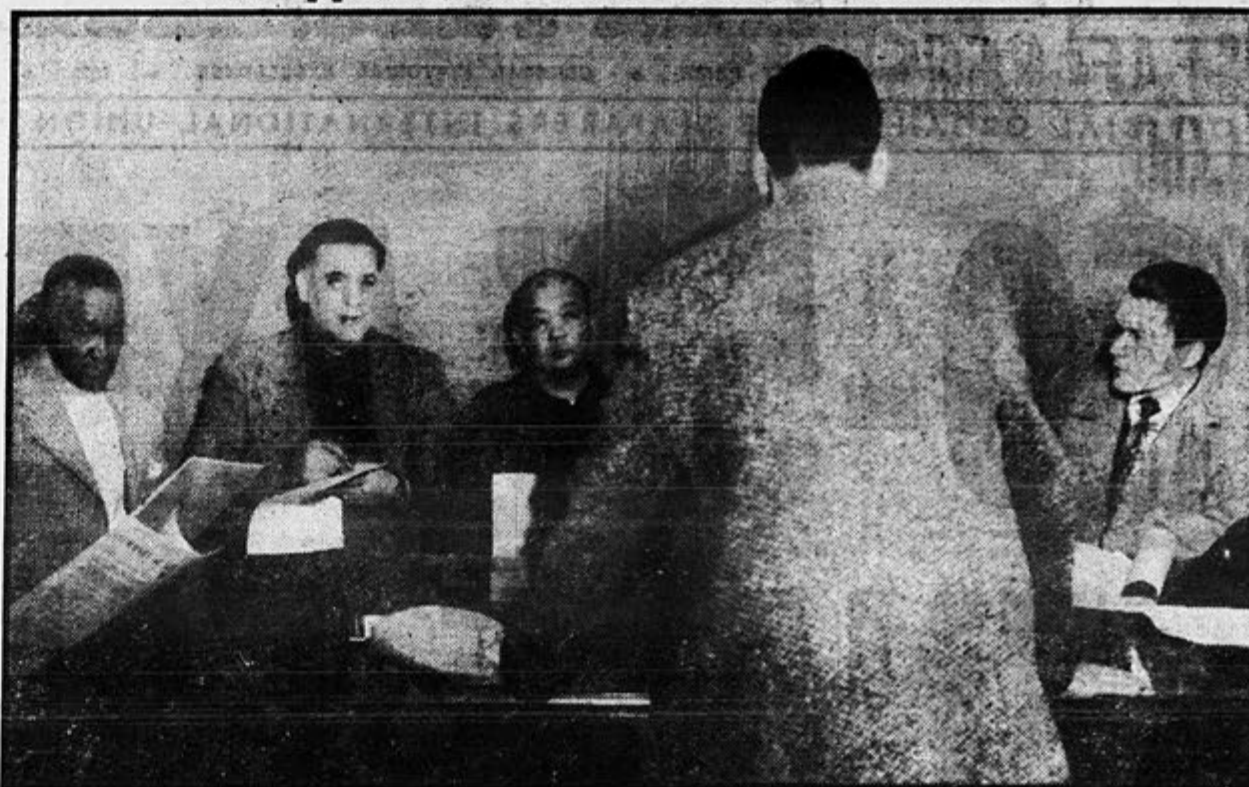
Pumprooms, chain lockers and
(Continued on page 15)

Next Meeting February 23

Because of Washington's Birthday, the SIU membership meetings that would normally be for Wednesday night, February 22, will be moved up one day to Thursday, February 23. All port offices and hiring halls will be closed on February 22.

The Wednesday night schedule of meetings will be resumed thereafter, with the following meeting taking place on March 7.

SIU Appeals Committee Sifts Trial Verdict



A Seafarer appeals verdict on a set of charges against him before a recently-elected rank-and-file appeals committee in New York. Four members of the constitutionally-elected appeals panel of seven Seafarers are shown, including (l to r) Seafarers Cecil Leader, Mike Miller, F. C. Lukban and Juan Vega.

CS Seeks \$30,000 Liability Lid On Tanker Blast Victims

SHREVEPORT, La.—Taking steps to forestall claims by families of Salem Maritime victims, the Cities Service Oil Company has asked the courts here to set a ceiling of \$30,000 on its total liabilities. If the company move is successful it would mean that families of the 21 men who perished in the explosion of the ship, as well as the injured, would be entitled only to a share in that amount of compensation.

Meanwhile, the Seafarers Welfare Plan proceeded with the payment of \$39,500 in SIU death benefits to next of kin of the 13 lost Seafarers. A total of \$17,000 has been paid out thus far with the rest of the payments being speeded.

\$30,000 for Scrap

The company based its petition on its estimate of the value of the hull of the burned-out vessel. The ship itself has been offered for sale as scrap and has been towed away from the dock pending the arrival of a purchaser to take her over.

Legal opinion is that a valuation of \$60 a ton is the court accepted figure applied in determining liability. Should the courts hold the company responsible in any way for the disaster, the liability could not be limited arbitrarily by the value of the hull but would be subject to award decisions made by the court or settlements negotiated with the company.

No Report Yet

No findings have yet been issued by the Coast Guard board of inquiry which conducted on the spot hearings on the disaster. The Coast Guard heard testimony to the effect that there was a gasoline leak into an empty starboard wing tank on the afternoon of the explosion. Subsequently a company chemist pointed to this as a possible cause of the disaster.

One outcome of the disaster has been a change in Cities Service loading practices. When kerosene is being loaded, the tank bottom is now covered with a layer of dry ice. The dry ice gives off carbon dioxide which acts to keep kerosene from coming in contact with free oxygen.

In the course of the Coast Guard hearing, testimony was introduced

that Cities Service had been using the dry ice method in loading barges because of difficulties it had run into in safe loading, but the method had not been applied to tanker loading.

Exploded At Pier

The Salem Maritime exploded on Tuesday, January 17, at 10:25 PM, as she was taking on cargo at

the Cities Service loading dock in Lake Charles. Thirteen Seafarers and eight others were lost, including the captain, chief mate, second mate, radio operator and bosun as well as three shoreside employees.

The list of missing is down to three as four more bodies were recovered and identified. All of the missing men are presumed lost.

First Trip Almost His Last!

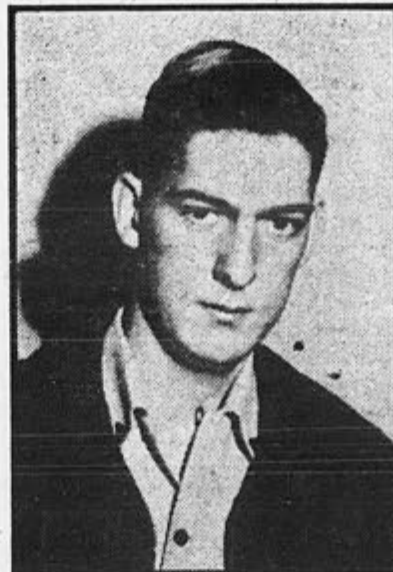
"We thought the whole refinery had blown up." That's how Seafarer Gerald Mulholland, wiper, and two companions reacted when they heard the roar of the Salem Maritime explosion Tuesday night, January 17.

The 19-year-old Brooklyn Seafarer had started sailing for the first time in his life a few weeks before, and the Salem Maritime was his first ship. Along with Seafarer Harris L. Crocker,

When Mulholland was able to board the ship and enter the foc'sle he shared with wipers Frank Albano and David M. Heber, he found all his gear burned out.

Although he lost the first ship he ever sailed on, Mulholland will take another tanker if one comes along. The way he figures it, "It might not happen again in another 20 years."

Mulholland has an older brother, Paddy Muldoon, sailing with the SIU as OS. Muldoon's last ship was the Portmar.



Gerald Mulholland

messman, and another messman, Jesse, who paid off the ship, he was passing the time at Crocker's home waiting for the 2 AM sailing.

Their first thought when the explosion rocked the area was to head back to the ship as they figured it would have to be moved from the dock. But like other crewmembers ashore at the time, they were halted at the roadblocks.

SEAFARERS LOG

Feb. 17, 1956 Vol. XVIII, No. 4

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

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Above is a reproduction of the engraved award key which will be presented to the 1955 LOG award winners.

Senate Committee Axes '50-50' Rule From Surplus Bill

WASHINGTON—The fate of the American tramp shipping fleet and the thousands of jobs that go with it now hang in the balance as a result of the Senate Agriculture Committee vote to knock "50-50" out of the \$1.5 billion agricultural surplus program it sent to the Senate this week. The tramp fleet, decimated as it has been by recent transfers, still consists of approximately 100 US ships providing jobs for about 4,000 US seamen. It was twice that size previously.

Service Reward



Harold E. Crane, Del Norte ship's delegate, presents inscribed teapot as gift to "Ma" Laurence Chopin, for service as ship's treasurer.

Judges Announce Ten Winners Of 1955 LOG Award

Ten winners have been named by a panel of judges as recipients of the SEAFARERS LOG awards for 1955. Three awards each were made in poetry, stories and letters, and photographs, while a single award was made in a fourth category, ship's reporting.

Winners of the awards and the order in which they were picked are: Poetry—Joseph Michael Connelly, John Wunderlich and Mrs. E. A. King, mother of a Seafarer; Stories and Letters—Jack "Aussie" Shrimpton, Peter Prevas and Thurston Lewis; Photographs—Robert Black, Oscar Raynor and Sal Terracina; Ship's Reporting—Luis Ramirez. The awards are the first to be made under a newly-established program.

Those winners who are ashore in headquarters will receive their award keys at the next membership meeting. The other awards will be given whenever the winner comes in on a ship.

All Printed in 1955

All material submitted by Seafarers and printed in the LOG in 1955 was eligible for the award. A similar award will be given each year.

Connelly won his prize for the poem "Outside" which appeared in the LOG in April 29, 1955, painting a word picture of a ship leaving port on a dark rainy night. Wunderlich's winning entry "A

Jewell Named Safety Chief

WASHINGTON — Captain Henry T. Jewell has been named by the US Coast Guard as chief of the Office of Merchant Marine Safety. Captain Jewell succeeds Admiral H. C. Shephard who retired last week.

At present, Captain Jewell is chief of staff of the 12th Coast Guard District at San Francisco.

Enlisted in 1923

Captain Jewell enlisted in the Coast Guard in 1923 and has served in numerous capacities since then. In the years 1938 to 1944 he served in the Maritime Service and the Merchant Marine Personnel Division.

The Office of Merchant Marine Safety is responsible for enforcement of navigation and marine inspection laws.

The Senate Committee's action, in response to pressure by the State and Agriculture Departments and foreign shipping lobbyists, means that supporters of "50-50" face a floor fight to reinstate the provision in the Agricultural surplus program. (The "50-50" Law is a longstanding requirement that half of the US aid and surplus cargoes be carried in US ships.)

More Important

While the \$1.5 billion surplus disposal program is smaller in dollar value than the economic and military aid programs to which "50-50" applies, the type of cargo involved is of considerably more importance to the US-tramp fleet. The tramp fleet subsists largely on bulk cargoes, such as wheat, rice and other products, which are destined to go out of the country as agricultural surplus. Other aid

cargoes are carried in large part on regular liner ships.

In addition, the tonnage of agricultural surplus is a much larger percentage of aid cargoes than its dollar value because of the bulk nature of the commodities involved. For example, \$1 million in grain weighs much more than a \$1 million military airplane. Tramp ship operators have been unable to obtain figures on the total tonnage involved in the agricultural surplus program.

The Senate Committee's action came at the same time hearings on "50-50" were ending before the House Merchant Marine Committee. The House Committee heard repeats of previous arguments by farm groups against "50-50," namely, that it was "holding up" sale of US surplus abroad at bargain prices.

It was evident at the conclusion (Continued on page 15)

Dreamer" appeared on May 13, and Mrs. King's prizewinner, "Thoughts About The Sea" was published on August 19.

Shrimpton won the top award in the "Stories and Letters" category with his account of a trip aboard a ship laden with a cargo of monkeys from India. His report, headed "Seafarers Aid Sauk" appeared in the LOG on May 13. Pete Prevas' award was the result of a letter defining the functions of shipboard delegates which appeared in the June 24 LOG. Thurston Lewis' reminiscent short story of a green hand in World War II days "The Hammer and The Wrench" appeared on September 16.

Salvage Photos

Bob Black's series of photos on the salvage of the San Mateo Victory carried top honors in that department. They appeared on February 18. Oscar Raynor's pictures of the transfer of two stowaways from the Robin Tuxford to the Robin Mowbray were published on March 4. Sal Terracina's colorful picture spread on Siam was in the July 8 LOG.

Ramirez won his award in ship's reporting for his consistently informative observations on various parts of the world, many of them accompanied by photographs.

The panel of judges who selected the winners consisted of Gordon Manning, managing editor, Collier's Magazine; Mark Starr, educational director, International Ladies Garment Workers Union, and Victor Reisel, nationally syndicated labor columnist.

SIU Triplets Born On '56 Eve

New Year's eve, 1956, will always have a special meaning for Seafarer Lars Nielsen and his wife Una, because just a few minutes before midnight they became the parents of triplets, all boys. It was 11:52 PM when the third and last of the boys was born in New York City just eight minutes before the birth of the New Year.

The three boys are the first children for the Niensens and the second set of triplets born to a Seafarer since the SIU maternity program went into effect in 1952. Seafarer Robert Long of New Orleans became the father of two girls and a boy in that city on December 14, 1953. Long had another daughter who was born 15 months earlier.

Tax Saving

Like Long, Nielsen has collected \$600 in SIU maternity benefits, \$200 for each child, plus three \$25 US defense bonds from the Union. The birth of the triplets on December 31 means that he can claim them as exemptions for the full year 1955 under the US tax laws. Since two of the infants are still in the hospital, the benefits and the exemptions will no doubt come in handy.

The three boys—Lars Valdemer, Kirk Alexander and Hans Neal—weighed 3 lbs. 1 oz., 3 lbs. 3 oz. and 3 lbs. 5 oz. respectively. Two of

the children are still in Sloane Hospital until they grow up to the five pound size which is considered the minimum necessary for safe

removal from the hospital. Nielsen, who is 44, has been a Seafarer for the past 11 years, joining the Union in March, 1945.



Proud parents of triplets, all boys, born just before the New Year 1956 chimed in, Seafarer and Mrs. Lars Nielsen of New York are shown in a recent photo. They collected triple benefits of \$675 under the SIU maternity benefits program.

Beneficiary Cards Lacking . . .

As an aftermath of the loss of the Salem Maritime, trustees of the Seafarers Welfare Plan have called on all Seafarers to make sure that they have an up-to-date beneficiary card on file. In examining the records, the trustees found that fully half of the men who lost their lives on the ship did not have a card in the files of the Welfare Plan. In at least one instance, the card was not up to date, inasmuch as the Seafarer had since acquired a wife and family.

All Seafarers are urged to make sure they have a card on file designating their beneficiary, so as to protect their families in the event of an unforeseen accident.

The Welfare Plan is now in the process of speeding death benefits payments to the Salem Maritime victims' next of kin.

— SHIPPING ROUND-UP AND FORECAST —

January 25 Through February 7

Port	Registered					Shipped				
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Deck A	Deck B	Eng. A	Eng. B	Stew. A
Boston	8	4	5	4	3	101	23	1	64	26
New York	57	32	44	21	46	20	4	0	19	1
Philadelphia	13	3	16	4	11	26	8	5	20	9
Baltimore	37	21	26	14	30	15	9	4	6	4
Norfolk	14	5	11	9	4	6	2	0	4	2
Savannah	8	10	5	1	6	1	1	2	4	3
Tampa	4	3	6	1	8	24	1	0	12	4
Mobile	16	4	11	6	28	29	10	0	20	7
New Orleans	40	17	21	15	38	19	10	3	19	17
Lake Charles	19	12	14	16	6	18	7	1	17	10
Houston	9	7	12	10	8	10	7	0	6	4
Wilmington	8	7	5	9	5	13	4	1	8	3
San Francisco	12	8	18	12	16	5	3	0	9	6
Seattle	5	6	5	6	7	5	3	0	9	6
TOTALS	250	139	199	128	216	295	89	17	209	98

SIU Baby Day In Savannah



Mrs. Frank Nelson of Savannah receives SIU maternity benefit of \$200 plus a \$25 bond for the baby from SIU patrolman Nevin Ellis outside the Union hall in that city. Her husband, Seafarer Frank Nelson, was injured and paid off the ill-fated LST Southern Districts just before she left New Orleans in December, 1954, and disappeared with all hands. A lucky guy, Nelson owes his life to falling off a ladder. He recovered okay from that one.

SIU Scholarships For '56 Still Open

Two Seafarers and four children of Seafarers have completed filing thus far for the four \$6,000 Andrew Furuseth Scholarship awards given annually by the SIU. The Seafarers Welfare Plan, which administers the awards, reports a number of other applications pending. Twenty-eight inquiries in all have been received by the Plan thus far this year.

Meanwhile one of the successful candidates of previous years, Seafarer Ed Larkin, has completed his course of study at the New York State School of Industrial and Labor Relations, Cornell University, and will receive his degree this month. Eleven other students, four of them Seafarers and seven children of Seafarers, are still in school under the program, making a total of \$72,000 in benefits in all.

Candidates for the Seafarers scholarship awards are selected on the basis of their previous school record and performance on the standard College Entrance Board Examination. The next examination will be given on March 17 with the deadline for late filing for the exam being March 10.

Urge Early Exam

Examinations are given several times yearly, but the trustees of the Seafarers Welfare Plan stressed the importance of taking an early

exam so that all the findings can be in their hands in time for the awards. The winners are picked by a board of professional educators and college administrators which meets each June for that purpose.

In Any Field

The \$6,000 four-year scholarships offered by the SIU are for study in any field of subject matter at any recognized college or university. Both Seafarers and children of Seafarers are eligible. Candidates must have been in the upper third of their high school graduating class and must submit transcripts of their high school records as well as three letters of reference.

One of the letters must be from the high school principal. The others are character references from anybody in the community who has a long-standing acquaintance with the candidate.

The candidate, if a Seafarer, must have three years' seetime with SIU-contracted ships. If the son or daughter of a Seafarer applies, the seetime requirement has to be met by their father.

Geo. Novick, Former LOG Editor, Dies

George Novick, who was editor of the SEAFARERS LOG for seven years, died at his Brooklyn home on Sunday, February 12. He was 45 years of age.

Novick had a lengthy record of activity in the labor field both as an organizer and a newspaperman. In the early years of the labor revival of the 1930's he participated in numerous organizing drives in New York. Subsequently he rode the rods all over the country on behalf of the auto workers, rubber workers, steel workers, sharecroppers and other union groups.

He came to work for the SIU in 1944 after a period in the Army, and was on the staff of the LOG until 1951. In recent years he had been doing free-lance work in the labor field.

He is survived by his wife, Anne, and two young sons.

Funeral services took place in Brooklyn on February 14.

A welcome upturn in shipping for most SIU ports boosted the latest two-week job total over the 1,000-mark once again. Lagging only slightly behind a registration of 1,034, the shipping total rose this week to 1,017, as nine ports shared in the increase over the previous period.

The job statistics showed class A activity at a peak 66 percent of the total. Class B men took another 27 percent, and the class C group, which has no seniority under the SIU shipping system, garnered only 7 percent.

A and B Percentage Up

This latest class C figure showed a drop from the previous report, however, indicating that class A and B men were not letting too many jobs get by in these days of relatively slow shipping. The apparent slump on the West Coast, from which a large number of class C men usually ship, emphasized this point.

On the good side, New York and Mobile enjoyed vastly improved shipping, while seven others, Philadelphia, Norfolk, Savannah, Tampa, Lake Charles, Houston and Wilmington, showed varied increases. Boston stayed about the same as last week: slow. Baltimore, New Orleans, San Francisco and Seattle all declined.

The following is the forecast port by port:

BOSTON: Slow and unpredictable . . . NEW YORK: On the up-

grade again . . . PHILADELPHIA: Fair . . . BALTIMORE: Quiet . . . NORFOLK: Fair; coal movements increasing . . . SAVANNAH: Doing better than expected . . . TAMPA: Slow . . . MOBILE: Holding its own . . . NEW ORLEANS: Should improve . . . LAKE CHARLES: Very Good . . . HOUSTON: Good, especially for group 2 engine department and group 3 steward department men . . . WILMINGTON: Fair . . . SAN FRANCISCO: Slow . . . SEATTLE: Improvement due.

His Aim—20 Day Pedal Across US

Now aboard the Massmar, Seafarer Robert Walton is planning to make an assault on the coast-to-coast bicycle riding record in the name of the SIU. Walton is hopeful that Seafarers will help bankroll his record-breaking attempt.

"I will pay for the bike which will run \$140," he writes, "but I will need money for sleeping and eating along the way."

The transcontinental record is held by a former Princeton University student who rode from the Atlantic to Pacific coasts in 21 days. Walton believes he can lop a day off by starting from the West Coast first. "That way I will be able to get rid of the mountains when I am fresh."

Awaits Warm Weather

The 21-year-old Seafarer, who sails in the engine department, intends to make one trip to the Far East and then make his record-breaking assault in the warmer months. "I'd like to start from San Francisco and finish up around Point Pleasant, New Jersey. I think that will be the shortest route from Coast to Coast."

Last summer, another Seafarer, DeForest Fry, made a transcontinental bicycle crossing, but at the age of 60 he wasn't going after any speed records. Fry made the trip from New York to San Francisco, via Chicago, taking about three months for his journey.

Seafarers interested in contacting Walton can get in touch with him c/o the Massmar, Calmar Steamship Company, 25 Broadway, New York City.

MARITIME TRADES DEPARTMENT

NEWS REPORT

DIRECT-TO-SHIPS



SHIPS' WIRELESS

ROUND-THE-WORLD

EVERY SUNDAY 1915 GMT

EVERY MONDAY 0315 GMT

(2:15 PM EST Sunday)
Europe and North America
—WCO-13020 KC

East Coast South America
—WCO-16908.8 KC

West Coast South America
—WCO-22407 KC

(10:15 PM EST Sunday)
Australia
—WMM 25—15607 KC

Northwest Pacific
—WMM 81—11037.5

Report Of Seafarers Steward Committee

On January 30, 1956, a special steward department meeting in headquarters elected a fifteen-man committee to cast into final form proposals submitted by the previous headquarters rank and file steward committee, as well as amendments and suggestions submitted by steward department members aboard ship. These proposals dealt with procedure, working rules and Union policy for the shipboard steward departments.

The committee consisted of three stewards, three chief cooks, three cooks and bakers, three 2nd and 3rd cooks and three entry ratings, all of them rank and file members of the Union as specified in the Union constitution. The fifteen men brought to the task a total of 232 years' seetime.

Ships Polled For Suggestions

Prior to this committee's election, members of shipboard steward departments had been polled by the Union on the interim report drafted by the original committee elected in September. The shipboard departments were also asked to make suggestions and comments on specific items in the interim report. The committee tallied the responses and found them overwhelmingly in favor of the report, better than ninety-five percent, in fact. In addition, the committee found that the shipboard steward departments had offered a number of suggestions, most of them favorable to the tenor of the report and some objecting to specific provisions.

Each and every one of these suggestions have been read, discussed and acted upon by the committee and some have been incorporated in this final report. In addition the committee discussed and acted on suggestions offered to it orally while it was in session and on the findings of steward department committees which met in the outports.

Consequently, the committee believes it has had the advantage of the widest possible cross-section of opinion in formulating this report. The committee feels that its findings reflect accurately the sentiments of SIU steward department crewmembers.

Question Of 'To Order' Cooking

Among items discussed and approved by the committee are the following:

1. In discussing the new SIU feeding policy aboard ship, some members expressed concern over the "to order" system of preparing steaks and chops, pointing out that it would not be practical to fry pork chops to order because of the length of time involved in their preparation. The committee wishes to emphasize that this section of the report is a "guide" and not an absolutely rigid set of rules which must be followed under any circumstances. Obviously, it would not be practical to fry pork chops to order and in this instance the advance preparation policy would be followed.

The guide should be followed wherever circumstances permit, but the chief steward, as head of the department, will always have discretion to alter procedures to fit the particular problems he faces on his own vessel. However, every effort should be made to conform to the guide, whenever practicable.

2. There were objections from several night cooks and bakers to the provision in the working rules whereby they could be turned to between the hours of six and six in any and all ports, at the discretion of the chief steward. The committee wishes to point out that this is a provision of the SIU contract and as such is not in question here.

Suggest Specific Job Shipping

3. The committee recommends that men shipped in entry ratings should be shipped to a specific job. The committee strongly urges that dispatchers in the various ports should be instructed by the Union to adhere to this recommendation and that stewards and company personnel ordering replacements be asked by the dispatcher to specify the particular entry rating sought.

It is the committee's feeling that it is only fair for an entry rating to know what job he is undertaking before he ships. Such a procedure will produce greater harmony and more efficient operation.

4. The committee believes that its objectives will be realized more rapidly if the Union goes ahead with plans to establish training and upgrading schools in the various ports for steward department members. Here again, the committee is convinced that a regular upgrading procedure under Union auspices is the fairest, most practical and most desirable means of maintaining high standards of feeding and service aboard ships. New ratings will then be a matter of merit and the Union will have assurance of properly trained steward department ratings at all times.

Suggestions To Negotiators

The committee has made a number of other recommendations which concerned contractual matters governing the work of steward department members. These matters cannot be dealt with unilaterally by the membership, but must be negotiated with the operators and written into the contract. Accordingly, these recommendations have been passed on the headquarters negotiating committee to be presented to the shipowners at forthcoming contract talks.

In drafting this final report, the committee has made structural changes in the interim document so as to simplify it and make it more understandable. The report has been drawn up in two parts. Part 1 consists of Seafarers steward department working rules. Part 2 consists of Seafarers steward department guide. Both sections have the unanimous approval of the membership of this committee and are strongly recommended to the membership at large.

Robert Principe, P-52, Ch. Std.
P. Loleas, L-214, Ch. Std.
L. McGee, M-410, Ch. Std.
C. Stevens, S-366, Ch. Cook.
C. Leader, L-6, Ch. Cook.
J. Egan, E-21, Ch. Cook.
Jose Leston, L-400, NC&B.
H. Phillips, P-131, NC&B.

F. Antonetti, A-26, NC&B.
N. Gaylord, G-511, 2&3 Cook.
S. Segree, S-930, 2&3 Cook.
F. Curio, C-675, 2&3 Cook.
F. Keelan, K-33, MM.
F. Regalado, R-167, MM.
A. Seda, S-170, MM.

Membership To Act On Revised Steward Report

A revised set of recommendations to govern the organization and functioning of shipboard steward departments will be submitted for action by steward department members at the March 7 membership meetings in all ports. The latest report is the culmination of six months study and action by

rank and file committees ashore and by shipboard steward departments. As drafted by a 15-man rank and file headquarters steward department committee, the report makes a number of changes in the original draft.

(SIU steward committee's report is in adjoining column; recommendations for steward working rules and department guide are on page 10.)

Before drafting its report, the committee read and acted on all suggestions received from the shipboard steward departments as well as suggestions received orally and from the outports. Ship's departments had received copies of the interim report and had been asked to vote on them as well as to submit objections and changes. The committee noted that 95 percent of the votes had been in favor of the interim report, but it also acted to meet a number of objections to various provisions in the original document.

For example, the committee noted that some members objected to the provision of the "to order" feeding system calling for steaks and chops to be broiled only after orders are received in the galley. Many Seafarers pointed to the obvious difficulty of broiling pork chops to order because they have to be cooked a longer period of time.

The committee clarified this and other problems by emphasizing that the shipboard feeding system is a "guide" and "not an absolutely rigid set of rules." The guide should be followed whenever possible, with the steward having discretion to alter procedures when necessary.

The committee upheld the provision calling for the shipping of

entry ratings to a specific job, and asked that Union dispatchers call the jobs in that fashion.

A number of recommendations in the original report, such as the change in the chief cook's working hours, are contractual matters. The committee noted that they could not be acted on unilaterally but would have to be dealt with in negotiations. They have been turned over to the headquarters negotiating committee accordingly.

The new report has been drafted in two parts, the first part consisting of steward department working rules and the second, the steward department guide.

The first draft was written by a similar committee last September

and then mailed to all SIU ships to be discussed and voted on by shipboard steward departments. It received overwhelming approval as a whole with objections limited to a small number of items in the report.

All Ratings Represented

The new committee, like the previous one, consisted of three men from each steward department rating, plus three entry ratings. In its recommendations it urged the Union to go ahead with plans to establish training and upgrading schools in the various ports as the "most practical and most desirable means of maintaining high standards of feeding and service aboard ships."

SIU 'Recruits' Visit New Orleans



All dressed up for the occasion, 18-month-old Donna Salvina Calascione visits the SIU hall in New Orleans with her dad, Seafarer Frank J. Calascione, to check on the shipping picture.

US Subsidy Offered On Seaway Run

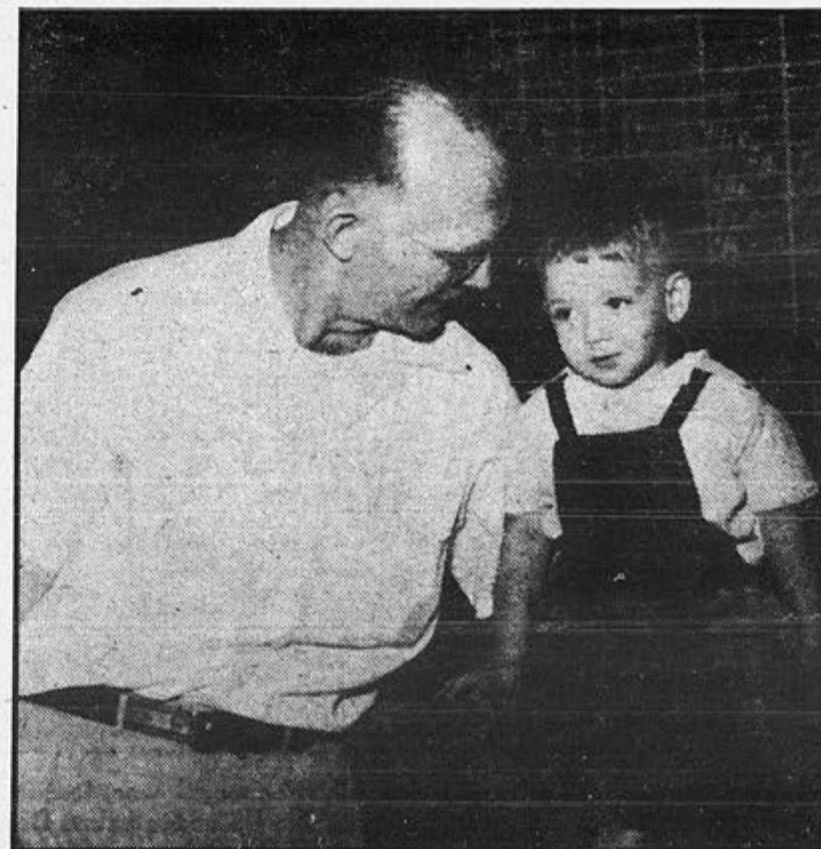
WASHINGTON — US ship operators have become eligible for subsidy on a new trade route, the Maritime Administration has announced. The run from the Great Lakes to northern European ports via the St. Lawrence Seaway has been designated an essential trade route under the 1936 merchant marine act. It has been designated Trade Route 32.

The announcement by Maritime Administrator Clarence Morse calls for subsidy of 11 to 16 sailings a month by ocean freighters when the deep-draft seaway is open in 1959. Until that happens, four or five sailings monthly by coastal steamers will be subsidized.

Monopolized By Foreign Flags

Up until now, the Great Lakes-North Atlantic route has been monopolized by foreign-flag operators who use small coastal steamers with a draft of 12 feet or less. Fears have been expressed that the entire seaway trade would be controlled by foreign flags.

Another route under study to determine whether it can be deemed essential is the run from the Great Lakes to Mediterranean, West African and Caribbean ports.



Ready to ship out whenever his dad gives the word, young James Frederick Smith, 2, makes a job call in New Orleans with his father, Seafarer S. A. Smith, chief baker.

Maritime Board Counsel Backs Bernstein Bid For US Subsidy

WASHINGTON—Prospects have brightened for a subsidy for a new transatlantic passenger service, as the counsel for the Federal Maritime Board has gone on record supporting a subsidy petition by the Arnold Bernstein Line. The Bernstein Line wants to establish passenger service between New York and the Low Countries utilizing up to three converted Mariner ships.

Leroy F. Fuller, public counsel, in a brief filed with the FMB examiner, pointed out that US-flag passenger service was non-existent on the proposed route, which is Trade Route 8. The only vessels on the route are those of the Holland America Line which carried

almost 24,000 inbound and 18,000 outbound passengers in 1954.

Indications are that both the FMB and members of Congressional maritime committees are sympathetic to the Bernstein plea. The only opposition has come from United States Lines, which is the favored carrier under the US subsidy program. US Lines at present does not operate passenger service

to the ports of Rotterdam and Antwerp which Bernstein would service, although it does have freighters on Trade Route 8, service 2.

Bookings Solid

The pressure of transatlantic passenger demand has grown so greatly in recent years that it is now necessary for passengers to make reservations months in advance and thousands are disappointed each year. This is considered a factor in favor of the Bernstein plea.

The Bernstein brief took note of this by pointing out that in the seven years between July 1, 1949, and June 30, 1955, "twice as many persons travelled by sea and air between New York and Belgium-Holland as in the whole fourteen years between 1925 and 1938," a 400 percent increase in traffic.

Approved In 1950

Another factor in favor of the Bernstein proposal is that it was approved once before, in 1950, at a time when the traffic is less than it is now. It was based then on the conversion of a P-2 ship, but the Navy took these vessels with the outbreak of the Korean War, putting an end to the plan for the time being.

If its application is approved, the Bernstein Line plans a one-class service with cafeteria-style feeding. Passengers would buy their own meals on the ship, paying for berths only. This would undoubtedly reduce the cost of a transatlantic crossing.

The plan would be based on 52 sailings a year, with three converted Mariners to be put into service carrying about 900 passengers each. It would take about five years to get the service functioning in full.

One class passenger ships have become increasingly popular in recent years with the shift in passenger traffic to people of more moderate incomes.

Court Rejects Gag On Union's Political Views

DETROIT—An attempt to stifle expressions of political opinions by unions has been thrown out of court by a Federal judge. US District Judge Frank A. Picard ruled out an indictment against the United

Automobile Workers charging violation of the Corrupt Practices Laws.

The decision was hailed by the UAW as vindicating union rights to express political opinions. Emil Mazey, UAW secretary-treasurer, said that "we never doubted that our democratic rights would be upheld."

Mazey pointed out that although the jurist did not rule specifically on the constitutionality of the law "he took judicial notice of the fact that all the Federal judges who have given final decisions in previous cases have at least questioned the law's constitutionality."

Freed Of Jeopardy

In his decision Judge Picard wrote that to uphold the indictment would "jeopardize . . . the right of every newspaper to print any political editorial . . ." and "may also make remarks or speeches of any delegate . . . subject to this act, where the expenses of that delegate are being paid for by a union or a corporation."

The indictment claimed that expenditure of union funds for radio and television programs on

which political candidates appeared was a violation of the Taft-Hartley amendment to the Corrupt Practices Act.

The Taft-Hartley amendment to the Corrupt Practices Act prohibits banks, corporations and labor unions from making "any contribution in connection with an election." The indictment was filed against UAW in July charging the union with contributing \$5,985 to Democratic candidates by permitting them to appear on television programs sponsored by the union. Republican candidates had been invited to appear but had failed to show up.

Judge Picard's ruling is not the last word on the subject because legislation is pending in Congress which would make it illegal for any union official to be involved directly or indirectly in the making of any campaign contributions or expenditures. The bill, known as the Curtis-Goldwater Bill, is aimed at the AFL-CIO Committee on Political Education which conducts political activities on the basis of voluntary contributions from union members.

Iranian Laborites Tour New Orleans SIU



Representing labor in the shipping, oil, tobacco, flower, textile and electric power industries, a group of Iranian labor leaders visiting the US under Labor Department auspices were recently treated to a tour of the New Orleans SIU hall by a group of Seafarers. The SIU group, in the back row, included (l to r) Seafarer P. J. Libby, interpreter I. Valipour, Seafarers Sam J. Lemoine and Al Thompson and US Labor Dept. rep. J. P. deRitis. The visitors showed great interest in the SIU shipping system and wage rates.

YOUR DOLLAR'S WORTH

Seafarers Guide To Better Buying

By Sidney Margolius

Your Buying Questions Answered

Margarine: "Is there any difference in food value among the various brands of margarine? Some sell for as little as 19 cents a pound. Is the only difference in the wrapping and packaging?"

—Mrs. M. C. Clifton, Va.

All margarines must conform to Federal standards and thus have basically the same food value. They all must be at least 80 percent fat and contain 15,000 units of vitamin A per pound. The fat is usually a refined food fat such as soybean and other vegetable oils and is blended with pasteurized cultured skim milk. The only differences among the various brands are small ones of flavor and melting point. Thus you can save as much as 50 percent of the cost of some brands by simply selecting the least expensive brand whose taste you like.

Asphalt Tile: "We will start building a one-story house with a concrete slab base and perimeter hot-water heat soon. The plans call for asphalt tile floors. We think the new tile which resembles cork is very attractive, but I have been told that asphalt tile is the devil to care for—requiring constant washing, waxing and buffing, and that it scuffs easily and soon shows wear. Wooden tiles are said to be much easier to maintain, repair and have better resale value. Can you give us your opinion?"

—Mrs. L. L. Guilford, Conn.

No doubt asphalt tile is not an unmixed blessing. Its advantages are low cost and water resistance, permitting its use on grade, as on a concrete slab, or below grade, as for a basement. However, asphalt tile does have its own problems of cleaning and care, and also tends to show indentations as the tile softens when the floor gets warm. In this case, since you will have perimeter heating, you won't have as much a problem of indentation as in houses with radiant heat coils embedded in the floor itself. There is still the problem of softening and indentation on hot summer days, particularly if the sun shines directly on the floor, as through a big picture window. (This is another of the many errors of ignorance and careless design that builders and the FHA have perpetrated on small home purchasers in recent years.)

Care In Cleaning, Waxing Asphalt Floors

You, and people who already have asphalt tile floors, can compensate a good deal for their problems by knowledgeable care. For some time only liquid water-base waxes could be used on asphalt tile floors because the naphtha solvents in most paste waxes injure asphalt tile. But now water-base paste waxes have been developed for use on asphalt tile, and these provide more durable protection than the liquid self-polishing waxes. You do need to use an electric polisher or buffer for best results. It's important to wax asphalt tiles thoroughly from the start, and avoid using harsh soaps or detergents when cleaning tiles. One authority recommends using a liquid floor cleaner recommended by the manufacturer of the tiles in preference to soap or detergents. You can get a free pamphlet on care of asphalt tile floors by writing to Asphalt Tile Institute, 101 Park Avenue, New York 17, NY.

To avoid dents, it's important to use caster cups or furniture rests under chair and table legs.

Before we get to wood-block flooring, there is another possibility to consider—vinyl asbestos tile. This is water-resistant like asphalt tile, but easier to care for and keep clean, more impervious to oil and grease. It also resists dents better, lasts longer and is available in brighter colors. If asphalt tile would cost you about 30 cents per square foot installed, which is typical, vinyl asbestos would be about 40 cents. Other possibilities for use on a concrete slab are ceramic tile, cement tile, brick and flagstone. If the slab is at least 12 inches above ground pure vinyl tile and rubber tile are other possibilities, but these can't be used on or below grade.

Wooden Tiles Easier To Maintain

The wood tiles you mention are laminated blocks laid in mastic on the concrete slab. Such a floor may be easier to care for than asphalt tile, and would probably give the house greater resale value. In the opinion of most authorities we consulted, although wood floors require maintenance too, and the initial cost would be higher. Such blocks are prefinished at the factory with penetrating seals, and if properly maintained will not need sanding or refinishing thereafter. But note that the manufacturers do not claim them to be water-resistant, as are asphalt or vinyl asbestos tile, but only water repellent. While they are sold to be laid directly over concrete, this use is safest if good drainage exists. This should be determined before the concrete is poured. If drainage is not good, a vapor barrier of waterproofing material has to be provided under the concrete slab. Also, the slab must be very even. Wood block flooring would cost about twice as much as asphalt tile, and 50 percent more than vinyl asbestos.

You can also get an informative bulletin on Flooring Materials for 10 cents from Small Homes Council, University of Illinois, Urbana, Illinois.

Siding Racket: "I read your article about the family in Oregon getting stuck on the shingle deal. My wife and I were victims of a siding deal just like it here in Kansas. We were to get \$25 for each customer who placed an order after seeing the job on our house, and the contractor was supposed to take pictures. But there were no checks and no pictures."

—F. S., Humbolt, Kan.

The "model home" sales device is not localized, but used all over the country to sell expensive household renovation jobs on long credit terms to unsuspecting homeowners. Any promise that the salesman will pay you a fee for showing your house to other prospects should be your immediate tipoff to this long-used racket.

OCEAN DEBORAH (Maritime Overseas), January 22—Chairman, W. Wilkins; Secretary, J. Kane. Ship's fund—\$15.54. No beefs. Vote of thanks to radio operator for MTD news. Discussion held on disability pension.

OCEAN JOYCE (Maritime Overseas), January 22—Chairman, G. Gleannon; Secretary, D. Fischer. Everything running okay. Everyone advised to keep foc'sles clean. No beef. Vote of thanks to steward department. Discussion held on ship not being properly secured leaving Lisbon.

PONCE (Ponce Comant), January 27—Chairman, W. Heater; Secretary, G. Knowles. Motion carried to accept ship's delegate report. Ship's fund—\$22.57. No beefs.

OCEAN ROSE (Ocean Trans), January 21—Chairman, D. Barry; Secre-

ters. To scrape and paint ice box in crew pantry. To scrape and paint crew quarters. Discussion held on shortage of fresh milk.

HILTON (Bull Lines), January 8—Chairman, S. Fisher; Secretary, G. Falcloth. No beefs. Ship's delegate and treasurer elected. Discussion held on TV set and radio; also on laundry and recreation room.

MAE (Bull Lines), January 1—Chairman, C. Wagenfer; Secretary, T. Schultz. Negotiating committee taking up delayed sailing beef. Ship's fund—\$29.03. Motion made and carried to accept and concur in communications from headquarters. All linen to be turned in.

MARGARET BROWN (Bloomfield), January 8—Chairman, M. Hunt; Secretary, F. Cain. No beefs, everything okay. Ship's treasury—\$25.55. Chief mate said anything needed aboard ship will be ordered for crew. Discussion held on record player repairs. Vote of thanks to steward department.

MORNING LIGHT (Waterman), December 17—Chairman, C. Garriz; Secretary, M. Carmichael. No disputed overtime. Everything in order, no beefs. One messman sent to hospital in Liverpool. Motion made and carried to accept and concur in communications from headquarters. Repair list to be turned in.

OCEAN NIMET (Overseas Transportation), January 1—Chairman, C. Moser; Secretary, D. Furman. Ship's delegate elected. Repairs have not been completed as yet. Few hours disputed overtime. Washing machine has been repaired. Vote of thanks to steward department.

ROBIN WENTLEY (Seas Shipping), January 1—Chairman, F. Grider; Secretary, C. Mathews. Ship's fund—\$9.00. No beefs. Motion made and carried to accept and concur in communications from headquarters. Laundry not to be used between the hours of 10 PM and 7 AM. Discussion held on movie time.

STEEL TRAVELER (Isthmian), December 31—Chairman, D. Dickson; Secretary, M. Sosplina. Everything running okay. Repairs are being taken care of. After mealtime mess-room table should be clear since there is no recreation room. Discussion held on slopchest.

VENORE (Ore), January 6—Chairman, C. Webb; Secretary, R. Pulos. No beefs; no disputed overtime. Motion carried to concur in communications from headquarters. Better grade of soap to be used. Two men missed ship.

WILD RANGER (Waterman), January 7—Chairman, D. Merrill; Secretary, J. Manning. One man missed ship in Yokohama. Repair list to be turned in. Vote of thanks to captain for Christmas tree. Everyone enjoyed himself during holiday season. Everything okay. No disputed overtime. Laundry to be moved.

ALCOA PARTNER (Alcoa), January 15—Chairman, L. Kane; Secretary, A. Aaron. No disputed overtime. Repairs to be turned in as they occur. Motion made to concur in communications from headquarters. Union should check into inferior stores put aboard.

ALCOA PLANTER (Alcoa), January 22—Chairman, M. Black; Secretary, R. Graham. No beefs. Discussion held on fans. Motion carried to concur in communications from headquarters. Ship's delegate elected. Ice to be made available to crew at night.

ALCOA POLARIS (Alcoa), January 29—Chairman, E. Yates; Secretary, R. Schwarz. Slopchest prices jumped—everything else is okay. Some disputed overtime. Motion carried to concur with communication sent to vessel from headquarters. Discussion held on cold water. Engine room to be kept closed in port.

ALCOA RANGER (Alcoa), January 18—Chairman, Tesko; Secretary, Carpenter. Discussion held on safety. Some disputed overtime. Motion carried to read, post, and accept communications from headquarters unanimously. Ship's delegate elected. New washing machine to be purchased.

ALCOA ROAMER (Alcoa), January 22—Chairman, M. Bass; Secretary, N. Abernathy. Repairs will be taken care of this trip. No beefs. Motion carried to accept communication from headquarters. Vote of thanks to steward department.

ANDREW JACKSON (Isthmian), January 15—Chairman, R. Ransome; Secretary, A. Brodie. No beefs. Motion carried to concur in communications from headquarters. Ship's delegate elected. Radio operator to get broadcast each week; treasurer will pay him from the ship's fund.

ARCHERS HOPE (Cities Service), January 25—Chairman, J. Tanner; Secretary, T. Mettins. No beefs. Ship's fund—\$55.63. Repair lists to be turned in. Discussion held on repairing TV set.

ARICKAREE (US Petroleum Carriers), January 22—Chairman, L. Mehan; Secretary, W. Pedersen. Double bottoms to be cleaned in Japan. Fans needed in foc'sles. Ship's library to be put aboard.

ARIZPA (Pan Atlantic), January 22—Chairman, R. Eden; Secretary, M. Olvera. Few men were logged. Repair list turned in. Some discussion on penalty overtime. Drinking fountain forward to be cleaned more often. Vote of thanks to steward department.

Digest Of SIU Ship Meetings

ary, P. Cavan. Report on wiper. No beefs. Foc'sles to be painted. Timer to be put on washing machine. Discussion held on linen.

OREMAR (Ore), January 22—Chairman, H. Zuni; Secretary, L. Lockman. No beefs. Motion carried to take \$10.50 from ship's fund for Christmas decorations. Repair list must be turned over to ship's delegate before arrival in port.

PORTMAR (Calmar), January 29—Chairman, M. Lielber; Secretary, J. Leng. Captain to be contacted about washing machine. No beefs; no disputed overtime. Good holiday season aboard. Motion carried to concur in communications from headquarters. Repair list to be submitted. Washing machine wanted in new location. Letter read concerning new health program.

RAYVAH (Ship & Freight), January 22—Chairman, M. Braunstein; Secretary, M. Hodges. Repair list turned in. No beefs. Vote of thanks to steward department. Discussion held on disputed overtime.

REPUBLIC (Trafalgar), January 22—Chairman, D. Piccerelli; Secretary, J. Dedicatona. Payoff scheduled for New Haven. Everything okay. Ship's fund—\$10.42. Ship's delegate elected. Vote of thanks to steward department. Motion carried to concur in communications from headquarters.

ROBIN SHERWOOD (Seas Shipping), January 8—Chairman, S. Olli; Secretary, M. Kammel. No beefs. Ship's secretary-reporter elected. Ship's fund—\$21. Electrician foc'sle painted this trip. Motion carried to accept communications from headquarters unanimously. Ship's delegate elected. Discussion held on care of laundry, and library.

ROBIN TUXFORD (Seas Shipping), January 15—Chairman, Thompson; Secretary, Messenger. Repairs were taken care of last voyage. Discussion held on washing machine. Ship's fund—\$21.45. General discussion held under good and welfare.

ROYAL OAK (Cities Service), January 31—Chairman, J. Phillips; Secretary, D. Beard. Steward ordered extra milk in Lake Charles. Ship's fund \$41.71. Motion carried to concur in communications from headquarters. Ship's delegate elected. Mess-hall and recreation room needs sougeeing.

SANDCAPTAIN (Construction Aggregates), January 8—Chairman, J. Golder; Secretary, H. Franklin. Library requested from SIU. Few hours disputed overtime. Motion carried to accept recent communication from headquarters. Motion carried to set up a committee to investigate the drowning of Moses Lampel. Steward said some stores are being hauled ashore, but not cigarettes.

SEACLOUD (Seatraders), January 15—Chairman, A. Bernard; Secretary, T. Rainey. Gear of two crewmembers who missed ship was sent to Seattle. Ship's fund—\$7.50. No beefs. Motion made and carried not to sign on until company replaces old washing machine.

AMEROCEAN (Amerocean), January 8—Chairman, C. Bellamy; Secretary, O. Farrara. One brother died at sea. Donations for his widow were taken. Ship's treasury—\$4.50. Motion made and carried to see patrolman about the handling of Christmas Dinner. All repairs to be taken care of soon. Patrolman to check washing machine before next trip. Vote of thanks to ship's delegate.

ANGELINA (Bull Lines), January 19—Chairman, J. Bergeria; Secretary, C. Kelleher. Motion made and carried to accept and concur in communications from headquarters.

DEL SANTOS (Mississippi), Chairman, E. Bates; Secretary, F. Neely. Ship's delegate elected. Ship's fund on hand is \$54.93. No beefs. Motion made and carried to accept and concur in communication from headquarter-

Expert Foresees Serious Decline In American-Flag Tankship Tonnage

In the face of a long-range trend towards heavier oil imports from the Middle East, US tanker companies will lose in carrying capacity the equivalent of 55 T-2 tankers in the next five years. The net effect will make the US industrial machine more dependent than ever on foreign-flag tankers and will weaken our national defense.

The reduced US-tanker tonnage is predicted by Harry G. Schad, vice-president and general manager of transportation of the Atlantic Refining Company. His predictions in the January, 1956, issue of "Marine News" confirm the tendency of US oil companies to strip their fleets of all but domestic and nearby-foreign tanker operations, plus a few additional tankers for "50-50" movements.

Tanker Company Cutback

For seamen of US tanker companies the predictions mean a heavy job loss amounting to far more than 55 ships, since by 1960 a great many tankers operating will be in the super class. While Schad foresees a drop of from 414 to 359 ships in terms of T-2 carrying capacity, that does not mean there will be 359 tankers operating, as the super jobs carry far more cargo.

For US defense planners, this trend is exactly opposite to their efforts to encourage placement of more tankers under the American flag. It becomes clear that speeches about national defense needs run into a stone wall when oil companies start estimating dollars and cents. The companies will build new American flag tankers only for the domestic trades reserved by law to the US flag. Where national

Yearly Average Supply and Demand For Commercial Tankers In Terms Of T-2 Units

U'S Flag	1954	1955	1956	1957	1958	1959	1960
Demand	348	366	365	331	342	350	358
Supply	414	390	379	379	373	366	359
Surplus	66	24	14	48	31	16	1
Foreign Flag							
Demand	1,371	1,623	1,753	1,929	2,100	2,272	2,450
Supply	1,440	1,649	2,832	2,039	2,251	2,435	2,531
Surplus	69	26	79	110	151	163	81

defense needs do not coincide with monetary returns, as in the offshore runs to the Persian Gulf, the tankers will go to foreign flags.

US Is Dependent Nation

As the table on this page shows, Schad predicts that the US will be dependent for a large part of its oil needs on foreign flag operations. There will be no operating margin of US vessels to meet even the slightest emergency needs. The dependence on foreign flag tankers coincides with growing dependence on long-haul oil imports. Despite the imminence of atomic power, the long range trend is for oil consumption in the US to rise faster than local oil production.

Schad points out that while 1955 was an exceptionally good year for tankers, the US commercial fleet actually declined by seven percent while foreign tankers grew by an equivalent percentage. The decline in the US fleet, he predicts, will continue and will be marked by a decline in surplus US T-2 units from 66 in 1954 to only 1 by 1960 as demand rises and the supply of

ships drop off from 414 T-2 units to 359.

Foreign T-2 units in the same period, he says, will have increased from 1,440 to 2,531.

The reason for this trend, he declares, is the high cost of operation of US ships. US tankers are only profitably employed during periods of heavy demand. They are the first to lay-up when demand slackens, or else keep operating only by attempting to break even day-to-day, without allowance for the depreciating value of the vessels because of age.

Not only the United States but Western Europe as well is experiencing a big upsurge in oil demand as there is not enough coal in Europe to meet energy needs. Nevertheless, the US-flag will not share in this uptrend.

MSTS Due For Probe In Senate

WASHINGTON — Senate pressure against maritime operations by the Military Sea Transportation Service will be renewed shortly. A new investigation by the Senate Interstate and Foreign Commerce Committee has been scheduled on the subject of MSTS competition with private shipping. The Senators will also look into the year's delay in the tanker construction program.

MSTS has been on the griddle innumerable times before Senate and House Committees and also before the Hoover Commission. Much testimony and findings have gone into the record to the effect that a good deal of MSTS shipping operations could be carried on more economically by private operators, particularly in the passenger area.

Shipowners have complained that it makes no sense for the Government to operate its own shipping arm in competition with private shipowners, when the announced objective of maritime policy is to enable the US merchant marine to hold its own against foreign competition.

Tanker Lag 'Shocking'

The tanker construction program was described by Senator Warren Magnuson, committee chairman, as suffering "a shocking delay . . . despite the fact that new tanker construction was put forth as a matter of urgent necessity." A small number of tankers have been contracted for by US operators under the "trade in and build" program, including three by SIU-contracted Cities Service. Just a few days ago, agreement was reached on tanker construction for MSTS long-term charter by a number of independent operators, after many months of hauling and pulling on the issue.

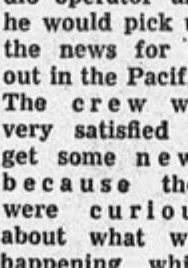
INQUIRING SEAFARER

Question: What's been the reaction on your ship to the Maritime Trades Department's weekly newscasts?

Marcelino Santiago, bosun: We got the broadcasts on the Alcoa Puritan on the Caribbean run and it seemed to me that all of the crew was in favor of getting the news this way. Anytime you are at sea, some news about the ships and the unions is welcome.



Nick Gaylord, 2nd cook: On the Steel Inventor we had a good radio operator and he would pick up the news for us out in the Pacific. The crew was very satisfied to get some news because they were curious about what was happening while they were away at sea.



John Ziereis, bosun: The crew on the Atlantic Water was really eager to get the news because on Sunday nights they would always remind the operator to make sure to pick it up. We were on the Mediterranean run at the time and used to look forward to getting the news each week.



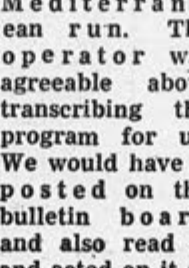
C. Hawkins, chief cook: We got the news broadcasts every week on the Transatlantic both going and coming on the European run. Everybody on the ship was pleased and interested to get it. We had it posted on the bulletin board and used to pass another copy from hand to hand.



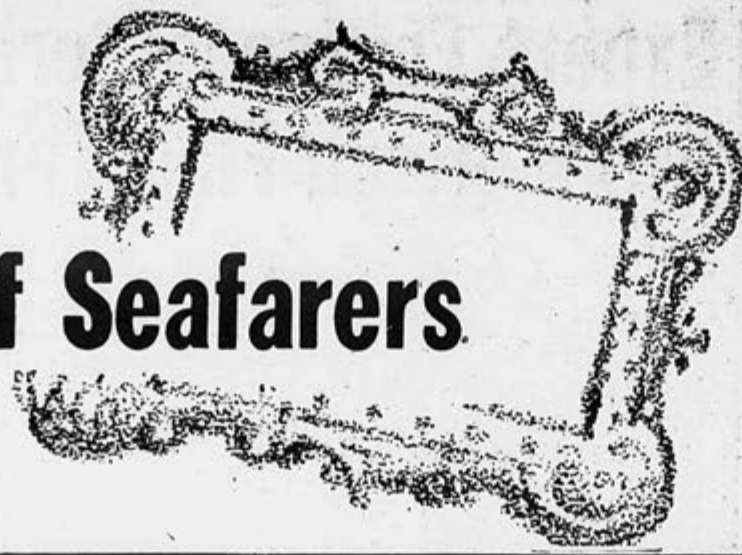
Bernard Friedman, AB: I was on the Alcoa Runner the last time out and we had a cooperative radio operator who put the broadcasts up. Most of the crew appeared to welcome the news, because it was the only way they had outside of the LOG of keeping track of things.



Dan Butts, bosun: I was on board the Seanan on the Europe and Mediterranean run. The operator was agreeable about transcribing the program for us. We would have it posted on the bulletin board and also read it and acted on it at shipboard meetings. I'd say everybody was for it.



A Gallery of Seafarers



Aboard the Citrus Packer, one of Waterman's Far Easters, chief cook Johnnie Simon (left) and Steward Nicholas (Pete) Hatgimisios hold an impromptu galley conference. Citrus Packer photos by Seafarer William Calefato.



Estaurdo Cuenca, fireman, stands watch in Packer's engine room. Hagan boilers on ship are tough to handle, he says.



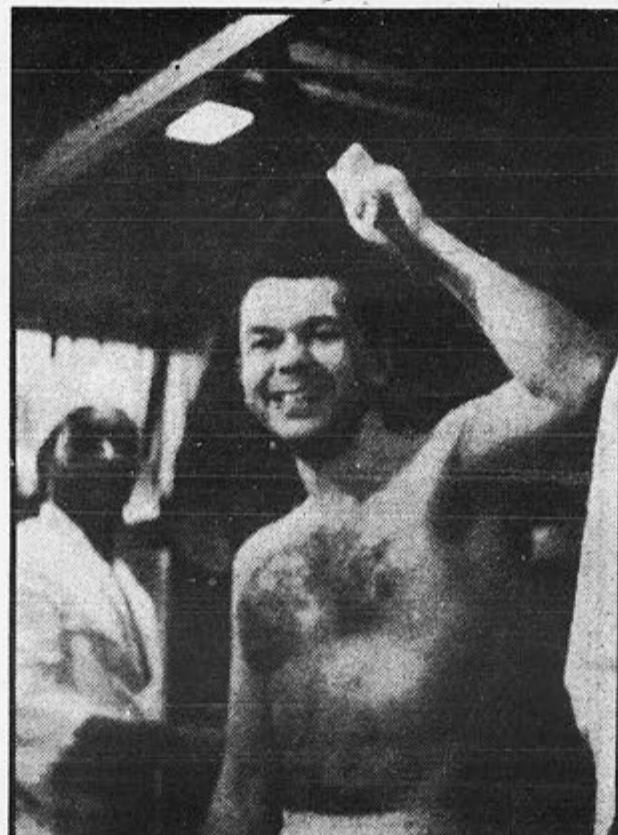
"Potato Joe," the galleyman on the City of Alma (Waterman), disposes of garbage in the usual way—heaving it over the side. Ship was on run from California to Formosa. Alma photos by Seafarer Luis Ramirez.



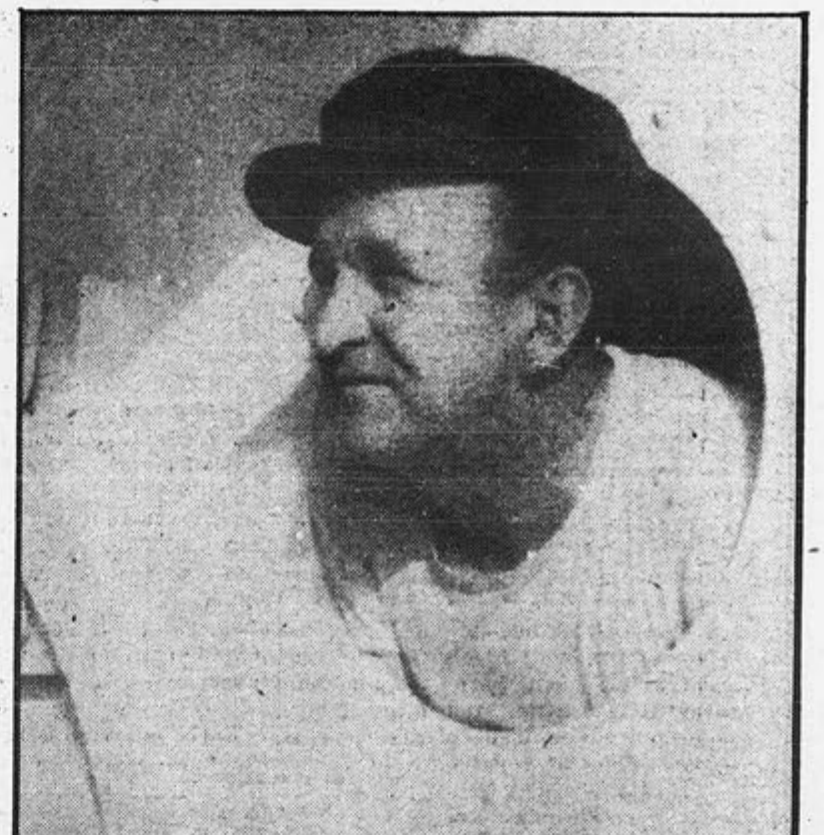
Daily constitutional on City of Alma's catwalk is just the thing to keep in shape, according to Seafarers Levy and Weir.



The City of Alma's chief cook finds fresh air and a little music on his portable just the thing to relax with between meals.



Burt Davis (front) and Johnnie Simon doing a clean-up job on the Citrus Packer galley range before preparing the next meal.



After long trip across Pacific, Seafarer Alfred Hamm on Alma is anxious for the sight of dry land. He's shown here standing his own private lookout watch.

Where You Can Find The SEAFARERS LOG

In . . . **Canada & Alaska**

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

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

Puerto Rico

New Carioca Night Club,
Pier 3, San Juan,
Puerto Rico.

Central Jr. High School,
Ponce, Puerto Rico.

SIU of NA.,
252 Ponce De Leon,
San Juan 28, Puerto Rico.

Azores

Doris Wilson-De Planaseno
Bar Antindana
Las Palmas, Canary Is.

U. S. Consulate
Ponta Delgada
Azores

Poland

Seamen's Union
Zwiasek Marynarsy Plac
Kaszubski 11
Gdynia, Poland

Ireland

Black Swan Tavern
Cork, Ireland
SS City of Cork
c/o Palgrave Murphy Ltd.
17 Eden Quay
Dublin, Ireland
National Union of Seamen
113 Marlborough St.
Dublin, Ireland

Fishermen's Union,
Halifax, Nova Scotia.

Seafarers Int'l Union,
298 Main St.,
Vancouver, 4, B.C.

Seafarers Int'l Union,
634 St. James St.,
Montreal, Canada.

Sweden

Svenska Sjöfolks Förbundet
Barnhusgatan 12
Stockholm, Sweden

Finland

Finnish Seamen's Union
Passivourig 5
Helsinki, Finland

Scotland

Seven Seas Club
Buchanan Street
Glasgow, Scotland

Norway

Grev Wedels Plass 5
Oslo, Norway

Holland

The American Bar
NW Nieuwstraat 18
Amsterdam, Holland
Dutch Seamen's Union
323 Heemraadsingele N
Rotterdam, Holland
Apostleship of the Sea
Stella Maris
33 Van Vollenhovenstraat
Rotterdam, Holland
Pacific Bar
23 Sumstraweg Katendrecht
Rotterdam, Holland
Top Hat Bar
Oldenbarneveldtstraat
Rotterdam, Holland

New Ships, Spurt In Jobs Cheer Hq.

NEW YORK—A sizable shortage of rated black gang men failed to nip vastly-improved shipping in all three departments here last week, as the port once again climbed over the 300-mark in the number of jobs dispatched.

The welcome rise in activity kept some jobs hanging on the board for 24 hours and more with no takers. Only electricians failed to share in the prosperity, due to an over-supply of that rating among the men on the beach.

'Like Old Times'

In addition to the total of 307 men shipped to regular jobs, headquarters dispatchers also filled orders for 25 "standbys" split among all three departments. "All in all, it seemed like old times around this port for the past two weeks," Claude Simmons, SIU assistant secretary - treasurer, commented. "The activity kept all hands busy on the waterfront," he added.

The sudden boom was brought on by the arrival of a number of ships returning from long runs, including three Libertys that paid off from five-month trips and took nearly full crews. One of them, the Liberty Flag, was sold by Gulf Cargo Carriers to Actium Steamship Company, but since both companies are under SIU contract, there was no job loss to Seafarers in the transaction.

Gain Five New Ships

Another boost for shipping throughout the A&G District is also in sight due to the shift of five ships from operators formerly contracted to the National Maritime Union, and turned over to the Colonial Steamship Company, an SIU company.

The five ships involved are two supertankers, the Orion Clipper and Orion Planet; two T-2 tankers, the Ivy and Chrissy Jane, and the Liberty ship Charles Dunaif. One of the newly-acquired vessels, the Orion Clipper, took an SIU crew out of Lake Charles last week.

WC Job Dip Won't Last In Seattle

SAN FRANCISCO — The drop that affected most of the A&G District two weeks ago finally seems to have reached the West Coast and the ports of San Francisco and Seattle to the north.

Both declined similarly during the past period, although Seattle forecasts an immediate upturn. Reporting from there, Port Agent Jeff Gillette indicated that the steady boom of past years in his balliwick has likely tapered off for a while. "The result will probably be just plain good shipping instead of terrific shipping here in the months to come," he commented.

Here in the Bay area, Port Agent Leon Johnson asserted that the dip in job activity is expected to hang on, although he offered no long-range forecast.

Quartet Of In-Transits

During the past period, he listed two sign-ons, the Raphael Semmes and City of Alma (Waterman), plus a quartet of in-transits. There were no payoffs. The in-transit ships were the Seamar (Calmar); Citrus Packer, Hurricane (Waterman), and the Robin Kettering (Seas Shipping).

Seattle handled one payoff and sign-on, the Mankato Victory (Victory Carriers), plus nine in-transit vessels, including the City of Alma, Raphael Semmes, Citrus Packer, Yaka (Waterman); Calmar, Seamar, Alamar (Calmar); Western Trader (Western Navigation), and Robin Kettering (Seas Shipping).

Both ports reported smooth handling of the ships, and no major beefs encountered.

Seafarers In Action

One of the problems Seafarers run into overseas is that local authorities in some ports demand they leave their seamen's papers in the custody of a local official when they go ashore. Seafarer Millard B. Elliot, aboard the Warrior,



Elliot

suggests that a separate photo-identity card could be issued for this purpose.

Seamen don't like to part with their validated ticket under any circumstances, he says, particularly since all the papers are thrown together in one box and sometimes a man gets the wrong papers when he goes back to the ship. In the old days, he says, the seamen used to leave their seamen's passports with the officials and the photo-identity cards would serve that purpose.

Ship's delegate R. Burnsed on the Hastings got a stronger than usual vote of confidence from the Seafarers aboard. Burnsed was re-elected delegate with a vote of thanks for a good job done in the past. The ship's minutes further observed that "everyone felt he is suitable for the job."

The crew of the John B. Waterman certainly deserves special mention according to the shipboard steward department. "It was the first crew in a long time," they wrote, "that didn't leave cups and glasses all over the deck." After hearing the steady stream of requests to return cups to the pantry, the sentiments of this ship's galley force are understandable.

The Seafarers-aboard the Royal Oak have been fully briefed on the Maritime Trades Department broadcasts, thanks to Seafarer James A. Phillips, who was chairman of the last shipboard meeting. Phillips explained what the newscasts are all about and urged his shipmates to be sure to keep abreast of them at all times.

Seafarer John Cantrell, ship's delegate on the Beauregard, was right on the ball when one of the crew members



Cantrell

suffered a fatal heart attack. Cantrell promptly notified the San Francisco union hall of what had happened. Subsequently the Seafarers on the ship made all the necessary preparations for a proper burial at sea of the departed brother.

When it comes to purchasing stores of the proper kind, there's nobody who can beat J. "Speedy" Gonzales, according to the crewmembers of the Rayvah. The ship originally left the States with 60-days' stores under an MSTs charter, which stretched out to five months. That left it up to Gonzales, the chief steward, to shop around in foreign ports and stock up as best he could.

The results passed all expectations, with the crew noting in a formal written motion that he came up with a "fine selection, variety and quality" of stores. From there the rest of the galley gang did their stuff in style.

'Scab' Buses Infest Baltimore

BALTIMORE—Bootleg buses operated by non-union drivers are appearing more and more in all parts of this city, as striking union drivers and mechanics stand pat in their fight for higher take-home-pay against major local bus companies.

Appearing out of nowhere, the "fink" buses are getting the brushoff from local trade unionists backing the strike by the AFL-CIO Amalgamated Association of Street, Electric Railway and Motor Coach Employees.

Take Union Cabs

Apprising local Seafarers of the strike situation, Port Agent Earl Sheppard urged SIU men who might be using cabs during the tie-up to make sure they patronize only unionized taxis especially at this time.

"We don't want the non-union fleets to get fat now or at any time," he commented. "Every ride we can give to the union taxi companies will also be a help to the cab drivers union in its future activities."

He also urged continued full assistance "in any manner or form that they desire" for Westinghouse strikers who have been off the job here and all over the country about four months.

SIU assistance to the International Union of Electrical Workers here has been warmly applauded by IUE officials and other labor leaders. The local plants were a focal point of a company-sponsored "back to work" pitch in December.

Shipping Reduced

Slower-than-usual shipping, meanwhile, continued to grip the port for another two weeks, with no signs of a let-up. Sheppard therefore urged all Seafarers to

take advantage of jobs as they came up on the board, until the picture improved.

He listed the past two weeks' activity as 14 payoffs, sign-ons and 16 in-transits. Although these statistics indicated a busy period, most of the ships concerned took few replacements.

All of the ships were in fine order, he said, and were a credit to the crews and delegates.

Stay Put For Idle Pay

Seafarers who are collecting state unemployment benefits while on the beach waiting to ship are urged to stay put and avoid changing their mailing addresses if they want to continue receiving their checks regularly. Several Seafarers have already experienced interruptions of from three to five weeks in getting their next check after they notified the state unemployment offices that they had moved and changed their mailing address.

An average delay of a month is reported in most cases, causing considerable hardship to the men involved.

NEWS OF OUR SIU AFFILIATES

Hitting back at the owners of the Jacques Cartier, the SIU Canadian District has filed a complaint under Canadian law against the company for firing the entire crew. Company officials laid off the crew when crewmembers signed up with the SIU. In Canada, firing a man because he joined a union is a criminal offense.

Rapid progress is being made on the new headquarters hall for the Marine Cooks and Stewards. The necessary excavation and foundation work has been done and structural steel is being put into place. Present plans call for the building to be ready sometime this summer.

Voting in the Sailors Union of the Pacific elections came to a close on January 31 at midnight. The two-month election was for union officers. There was also one proposition on the ballot. Results will be announced shortly. SUP Secretary-Treasurer Harry Lundeborg was unopposed for reelection.

The Great Lakes District, SIU, like its counterpart in Canada, is also in process of discussing new contracts with Lakes Carriers. Increased vacation and welfare benefits are among the major objectives of the talks.

Summing up the outlay of its Welfare Plan for the year 1956,

the Brotherhood of Marine Engineers reports payment of 442 benefits for \$42,205.59. The total includes death benefits, hospital weekly payments, disability, and a variety of surgical, medical and doctor's benefits for engineers' families. The union recently negotiated a pension fund.

Mopping up operations on contract negotiations are rapidly being completed by the Marine Cooks and Stewards Union. An agreement with the Coastwise Line has been approved applying Alaska rates and pay when the vessels are in Alaska waters. American-Hawaiian and Shepard Steam are also wrapping up contract negotiations with the MCS.

SIU Steward Dept. Working Rules

(Proposal of January 30, 1956)

In order to insure continued harmony and efficiency in the steward department, this outline of duties is submitted as a guide for the steward and his department. It is not intended to conflict with or supercede our agreement, nor is it intended in any way to limit the chief steward's authority.

The steward department must work as a unit. The regular routine will be carried out within the scheduled working hours as specified and it shall be the duty of the steward department to organize their work so that it is accomplished within their eight hours per day as scheduled in the agreement.

Routine duties of the steward department shall be to prepare and serve meals, cleaning and maintaining quarters of the licensed personnel, including the radio officers, pursers and passengers, all dining rooms, messrooms, galley and pantry, culling and sorting fresh fruits and vegetables; unless otherwise specified in the agreement. No overtime applies to the above routine work.

The following duties of each member of the steward department as outlined, shall be enforced by the steward and shall apply to the manning scale as herein adopted by the Seafarers International Union of North America, Atlantic and Gulf District.

Duties of Steward: Eight hours between the hours of 6:30 AM and 6:30 PM. The steward shall have the full authority of making any changes and adjustment of this work, according to the circumstances or conditions that may arise, and the Union demands that each member cooperate in carrying out his assignments as a condition of our contract. It shall be left up to the steward's good judgment, who will bear in mind that the results are always the determining factors, in better service, maintenance and greater economy. He shall coordinate the work of his department in the different classes so that none of his men will be taxed unfairly or beyond their capacity. He shall have free access to all parts of the vessel, where the function of his department is necessary. When settling differences he should make every effort to settle them satisfactorily for all concerned. His employees are entitled to private interviews when brought to task. This will improve the harmonious relationship now existing aboard ships. The regular duties of the steward shall be to supervise all work of the steward department, including the supervision of preparing and serving all meals; he is responsible for the receiving and issuance of all stores, inspection of work, preparing requisitions, taking inventory of stock, authorizing, checking and recording overtime, conforming with the agreement in distribution of extra meals to each man individually, issuance of linen and soaps to the crew and officers on the days designated with the help of the steward utility. He shall see to it that the SIU feeding system and list of instructions, as set forth by headquarters and its representatives, shall be followed and he will be held accountable for its application aboard ship.

When ordering replacements for entry ratings, the steward should specify a definite entry rating. The dispatcher should be instructed to call the job as specified for the particular entry rating involved.

The chief steward shall set up a schedule for members of the department to keep the steward department quarters clean.

Upon two hours notice, members of the steward department shall be required to assist the steward in taking voyage stores. The steward will designate the number of men necessary for storing.

He shall prepare all menus and control all keys. He shall see that all quarters under his jurisdiction are cleaned properly, that meals are served on time, authorize the cleaning of all refrigerated storage boxes. He may assist when there is a shortage of help in his department; he may also do any work which he may deem necessary for the efficient operation of his department.

Duties of the Chief Cook: 8:00 AM to 1:00 PM—3:00 PM to 6:00 PM*

The chief cook is in charge of the galley. He shall do the butchering, cook roasts, soups, gravies and sauces; direct the preparation and serving of all food, including night lunches, assist the chief steward in preparation of the menus when required. He shall work under the supervision of the chief steward and shall receive stores when necessary and assist in the proper storage of same. As directed by the steward, he shall assist in taking inventory of galley stores and galley equipment; also report to the steward any repairs and replacing of all equipment. He shall render all fats, he shall be responsible for the general cleanliness of the galley and its equipment. He shall keep the meat box in an orderly condition.

*The committee recommends that the negotiating com-

mittee ask for a change in the working hours to 7:30 AM to 12:30 PM.

Duties of the Cook and Baker: 2:00 AM to 10:00 AM at sea—In all ports as the steward may direct, between the hours of 6:00 AM to 6:00 PM.

He shall work under the direction of the chief cook; he shall do the necessary cooking, baking breads, pies, cakes, puddings, pastries, hot cakes, and all flour work, cook cereals, stewed fruits, assist with cooking and serving meals, and when required, he shall at 6:00 AM start the preparation of all meats left out by the chief cook except when the cook and baker is on day work. He shall be responsible for cooking and serving breakfast. He shall slice, prepare and serve all breakfast meats and assist in the preparation and serving of all meals while on day work. He shall assist in the general cleaning and upkeep of the galley and equipment. On Liberty ships where there is no galleyman, the night cook and baker shall do the third cook's duties between 9:00 AM to 10:00 AM.

Duties of the Second Cook: 7:00 AM to 1:00 PM—4:00 PM to 6:00 PM.

The second cook shall work under the direction of the chief cook and the cook and baker. He shall cook all vegetables and assist in preparing for the cooking and serving of all meals, prepare all cooked salads, and shall assist the night cook and baker with breakfast to order. He shall prepare all night lunches. He shall assist in the general cleaning and upkeep of the galley and equipment, sort and cull perishable fruits and vegetables, with the galleyman, as required.

Duties of the Third Cook: 7:00 AM to 1:00 PM—4:00 PM to 6:00 PM.

The third cook shall work under the direction of the chief cook and other cooks. He shall prepare and cook all vegetables, keep a sufficient amount of onions, carrots, etc., available for use, sort and cull perishable vegetables and fruits, with the galleyman, as required. Keep refrigerated space neat and orderly, and clear out paper wrappings, crates, etc. Draw necessary linen for galley in exchange for soiled linen, assist in the general cleaning of galley and equipment, return unused and left over food to the refrigerator when necessary. When no galley utility is carried, he shall perform the work of the galley utility, and his working hours shall be 6:30 AM to 9:00 AM, 10:00 AM to 1:00 PM, 4:00 PM to 6:30 PM.

Duties of the Galley Utility: 6:30 AM to 10:00 AM—11:00 AM to 1:00 PM—4:00 PM to 6:30 PM.

The galley utility shall work under the direction of all cooks; he shall clean the galley and all utensils, peel potatoes, and vegetables, cull perishable vegetables and fruits with the third cook or second cook, and keep refrigerated spaces neat and orderly, clearing out paper wrappings, crates, and so forth; empty and scrub garbage pails. After each meal, scrub galley deck. He shall assist chief cook in drawing daily meats from meat box, when required. Each morning after breakfast draw

stores as directed, including linen. Clean between deck, passageways, outside refrigerator boxes and stairway leading to the main deck, he shall light fires when prescribed.

Duties of the Passenger Utility: 6:30 AM to 9:30 AM—10:30 AM to 1:00 PM—4:00 PM to 6:30 PM.

When passengers are aboard, the passenger utility shall make and clean the passenger rooms each morning, he shall be responsible mostly for the caring and services to passengers, as the chief steward may direct, clean passenger lounges and smoking room. He may be required to assist steward in receiving and disembarking passengers. When six or less passengers are carried he is to serve them breakfast. He is to serve lunch and dinner at all times and when over six passengers are carried he will be relieved of serving breakfast to do his cleaning and will work in conjunction with the saloon and pantry messmen, as the steward may direct.

On certain types of vessels the messmen and utilitymen may be required to clean certain ladders and passageways as part of their routine duties.

Duties of the Saloon Messman: 6:30 AM to 9:30 AM—10:30 AM to 1:00 PM—4:00 PM to 6:30 PM.

The saloon messman shall be responsible for the serving of the three meals daily to the captain and officers, he shall also assist in serving all meals to passengers. However, the saloon messman and saloon utility are solely responsible for preparing and serving breakfast when more than six passengers are carried. He shall be responsible for the cleanliness of the saloon, condiments, etc., polish silver and clean glasses, clean port boxes and glasses, mop the saloon each morning after breakfast and sweep after each meal, and clean fans in saloon. Draw all linen to be used in the saloon and be responsible for the setting of all tables for service. Spot sougee when necessary.

On certain types of vessels the messmen and utilitymen may be required to clean certain ladders and passageways as part of their routine duties.

Duties of the Saloon Utility: 6:30 AM to 9:30 AM—10:30 AM to 1:00 PM—4:00 PM to 6:30 PM.

The saloon pantryman shall be responsible for the pantry and the refrigerator and fruits and all needed stores for the officers and passenger service. He is responsible for the preparation of salads (except cooked salads) under the direction of the steward. Keep pantry and utensils, bootlegs, steamtables, crockery and pans used by him, cleaned after each meal. Dish out food at service. Make coffee at each meal and morning (coffee time) before retiring. Empty and scrub garbage pail after each meal, work jointly with saloon messman and passenger's utility in preparation and serving at all times. He may be required to assist in serving breakfast with

(Continued on page 15)

SIU Steward Dept. Guide

In order to improve the preparation and serving of food and eliminate waste on all SIU contracted vessels, the following guide is put into effect aboard this vessel:

1. Menus are to be prepared daily, on main entrees at least 24 hours in advance. Standardization must be avoided.

2. The chief steward is to issue all daily stores when practicable and must control all keys. Storerooms and iceboxes are to be kept locked at all times.

3. Maximum sanitary and orderly conditions must be observed in all steward department facilities such as galley, messrooms, storerooms, etc. No smoking in the galley at any time. No smoking by any steward personnel while serving or preparing food.

4. White jackets must be worn by messmen at all times while serving. T-shirts may be worn while preparing for meals. Galley gang to wear white caps, cooks jackets, white or T-shirts during hot weather. Caps to be paper or cloth. Cooks jackets to be $\frac{3}{4}$ length sleeves. However, white or T-shirts may be worn by messmen during hot weather.

5. Only qualified food handlers are to handle food and all personnel outside of the steward department are to be kept out of the galley at all times.

6. All entrees such as meats, fowl, and fish, including ham and bacon for breakfast, must be served from the galley, and when practical, vegetables should also be served from the galley.

7. All steaks and chops are to be grilled to individual order. However, chops may be grilled thirty minutes prior to serving, when necessary. Meats and roasts must be carved to order.

8. No plates should be overloaded and only non-watery vegetables will be served on the same plate with the meat or other entree. Other vegetables to be served on side dishes.

9. At least two men of the galley gang must be in the galley during meal times. The steward to supervise the serving of all meals. Either the steward or the chief cook must supervise the meals when in port. Steward to be aboard and responsible to check voyage stores when they are received.

10. Salads, bread, butter and milk are to be placed on the table not more than five minutes before the serving and only on tables where needed.

11. All coffee served for meals and coffee time is to be made in electric percolators when practicable.

12. No food, including vegetables, is to be thrown away after meals without the consent of the steward or the chief cook. Left-overs to be utilized as soon as possible, not to exceed forty-eight hours.

13. Inclusion of sardines, boiled eggs, sliced left-over roasts, such as pork, beef, ham, etc., potato salad, baked beans, besides the ordinary run of cold cuts and cheese to be served for night lunches. The night lunches are to be cut and placed by the 2nd cook or 3rd cook before retiring.

14. Hot bread or rolls to be baked daily when practicable. Cakes or other pastries to be served during coffee time as much as possible.

15. Stewards must keep a record of all daily menus for future reference.

16. Ground coffee for the black gang to be drawn from the steward within the steward's working hours and not from the pantry.

17. Typewritten copy of the daily menu to be furnished the galley force.

'To Be Or Not To Be...'



It was just last year that it appeared the "50-50" issue was settled once and for all when Congress approved a "permanent" law giving US-flag ships 50 percent of Government-financed cargoes. But once again, "50-50" is in a fight for its life because of the inability of the Agriculture Department to unload overwhelming supplies of food surplus overseas.

The "50-50" principle has been endangered untold numbers of times since the first fight on the subject back in the early days of the Marshall Plan. Each time the Union has had to expend a great deal of energy battling on this issue. But like anything worthwhile, the fight is well worth making.

Loss of "50-50" on the issue of farm surplus would not affect its operations as far as other Government military and economic aid is concerned. But a defeat would be fresh encouragement to the numerous and powerful enemies of the "50-50" principle—the State Department among them—to attempt to eliminate it in those areas as well.

Of immediate importance to every American seaman is the stark fact that defeat of

"50-50" on farm surplus would be a crippling blow to the US tramp shipping fleet. There is no doubt that if "50-50" is eliminated in carriage of agricultural products it will lead to renewed demands for transfer to runaway flags of the remaining segments of the tramp fleet. And with them would go thousands of seamen's jobs.

The strangest aspect of the whole agricultural surplus picture is that "50-50" is being used as a scapegoat by farm bloc Senators and the Agriculture Department to excuse the Department's inability to sell low-cost food surplus to other food-producing nations. Senators who vote the abolition of "50-50" to appease farm bloc pressure groups are playing a cynical and insincere game at the expense of the US merchant marine. There is little doubt that the Agriculture Department will have just as much difficulty in moving surplus commodities without "50-50." The only ones who stand to benefit from abolition of "50-50" are foreign shipowners who welcome the opportunity to take an even larger share of US offshore trade than the 72 or 73 percent they now carry.

For Seafarers, the course of action is clear. They should write the Senators from their home states letting them know how they feel on "50-50." If the Seafarer comes from a so-called "farm bloc" state, so much the better.

Well-Deserved Awards

This issue carries the announcement of the ten award winners of the SEAFARERS LOG award for 1955. The ten named were selected by a panel of judges as having made the most significant contributions to the pages of the LOG in the year 1955.

The Log awards have been set up with one thing in mind—to encourage greater membership participation in the content of the Union newspaper. The editors have said many times that the appeal and quality of the LOG derives in large part from the stories, letters,

photos, drawings, poems and news reports sent in by Seafarers themselves. It is these articles which have made the LOG the outstanding labor newspaper in the country.

The 1956 LOG award contest is already open, since every membership article appearing in any 1956 issue automatically qualifies for consideration. Professional finesse does not count as much in the awards as content and relationship of the material to the sea and to the life of seamen as Union members. Keep them coming and qualify for the 1956 awards.

Oil Boom Holds Key To Mobile's Future

MOBILE—A major oil boom is in the making for this area, with talk already focused on possible locations for a giant refinery to utilize this deepwater port as an easy outlet for the finished petroleum products.

Successful oil "strikes" in the Citronelle area, less than 30 miles northwest of here, are attracting the attention of Texas and Oklahoma oil interests, as additional wells come in every day.

A new refinery in the Mobile district would assure a cheap, convenient method of handling the finished products such as gas, oil and kerosene, SIU Port Agent Cal Tanner pointed out.

Citronelle itself, a town of less than 1,500 population, is already a local stop on the Gulf, Mobile and Ohio Railroad, and if the newly-

developed oil fields continue to come in as they are presently doing, the area is assured a bright future.

Additional prospects for the port in coming years center on plans of a newly-formed promotional committee for an intense "sell" of Mobile to the shipping industry and call for the construction here of an "International House" similar to the one in New Orleans. Both plans are scheduled to be put to work right away.

Mardi Gras Week

The oil fever tended to overshadow the annual Mardi Gras festivities, which wound up early this week after several days of merry-making by visitors and local citizens alike. Seafarers on the beach here joined in the revelry as many of them, here for the first time, enjoyed themselves thoroughly during the pre-Lenten festival.

Shipping, though fair for the period, likewise couldn't compete with the other goings-on for attention. About 100 men were dispatched to various relief jobs around the harbor during the past two weeks, in addition to the 69 deep-sea berths handled. Nine pay-offs, five sign-ons and two in-transits accounted for this activity.

Final Dispatch

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

Michele Candeliari, 30: Brother Candeliari died on January 25, 1956, from third degree burns incurred in explosion of the Salem Maritime. Burial took place in Long Island National Cemetery, Long Island, NY.

Brother Candeliari had joined the union in the Port of Boston in 1953 and been sailing in the deck department. He is survived by his mother, Mrs. Filomera Candeliari, of Brooklyn, NY.

Leo J. Kennedy, 57: Brother Kennedy died in the explosion of the Salem Maritime on January 17, 1956. He was buried in St. Joseph Cemetery in Lynn, Massachusetts. Joining the union in Boston in 1951, Brother Kennedy had been sailing in the steward department. He is survived by his wife, Marguerite Kennedy of Lynn, Mass.

Dallas Rushing, 50: Brother Rushing died in the explosion of the Salem Maritime on January 17, 1956. Burial took place in Ponchatoula, Miss. Brother Rushing was one of the first members of the Union, joining in the late part of 1938 in New Orleans. He had been sailing in the deck department. He leaves his son, Denmon Rushing, of Ponchatoula, La.

Ernest P. Belkner, 61: Brother Belkner died in the explosion of the Salem Maritime on January 17, 1956. He was buried in Mt. Auburn Cemetery in Watertown, Mass. Brother Belkner had been sailing with the Union since 1943, joining in Boston and shipping out in the steward department. He is survived by his wife, Rita M. Belkner, of Farmington, Maine.

Vote Makes Kings Point Permanent

WASHINGTON — Overriding the objections of virtually all maritime unions, the Senate has approved the bill which would make the Kings Point Merchant Marine Academy a permanent Federal institution. President Eisenhower has already indicated he would sign the bill.

Passage of the bill came after hearings by a Senate Foreign Commerce Subcommittee at which shipowners supported the academy and the unions opposed it. Union opposition stressed that the academy was not needed as the industry has more than enough officers and could get additional ones "out of the foc'sle." The unions also pointed out that Kings Point had not been fulfilling its intended function as only 14 percent of its graduates have made the sea their career.

Navy Training Base

A far larger number accept the Government-paid training and go into the Navy and shoreside careers. The unions argued that funds appropriated for Kings Point could be better used for some other, more vital, maritime purpose.

At the time of the subcommittee hearings, the failure of Kings Pointers to go into maritime was criticized from all sides with the Senators declaring that some obligation to serve in maritime should be written into the entrance requirements. Thus far, the requirements have not been altered in this respect although they were changed this year to permit men up to six-feet six-inches tall to enroll as cadets. The purpose of this change has been described as giving the Academy a chance to come up with a better basketball team.

LOG-A-RHYTHM:

Play It Safe!

By William Willdridge

(Brother Willdridge, an officer on the tanker Archers Hope, dedicates this to the men of the Salem Maritime, lost after the explosion and fire of January 17, 1956.)

You've heard of ship's disasters Of sorrow down the line, But have you heard the story Of the Salem Maritime? It was a ship of Cities Service (Which they have quite a few), And it was manned by good men Of our Union, SIU.

She was loading her oil cargo At a Louisiana dock, When suddenly out of nowhere Earth and ship began to rock. There were two blasts aboard her, The second in number eight, Then the crew began to scramble, But for some it was too late.

Some were trapped up on the deck And some of them below, We can only guess what happened, We will probably never know. There were 5 men lost from topside And 13 of the crew, If you've sailed the CS fleet Of most of them you knew.

So my advice to all of you Is keep this thought in view: Ship disasters can happen Just as quick as a wink, So when you board a tanker Just stop a while and think.

We have a reputation Where accidents are few, And to keep our slate clean We must depend on you.

Frozen Rolls Can Lick Rush For Busy Bakers

A suggested boon for busy bakers who may be confronted with an unusually heavy schedule or a holiday menu, and be crowded both for time and utensils, is the quick freezing of dinner rolls, cinnamon rolls, doughnuts and even baking powder biscuits days or weeks before they have to be served.

As outlined by Seafarer Ted Schultz, baker on the SS Mae, "these of course must be frozen in their dough and later can be thawed, proofed, baked and served hot and fresh. This method helps a great deal when rough seas, cold weather or a heavy schedule is anticipated."

Schultz says he has had very good luck with the following mixture for "soft rolls," using these ingredients:

3 lbs, 12 oz. bread flour, 5 oz. shortening, 2 lb. 2 oz. cold water, 5 oz. sugar, 1 oz. salt, 2 oz. powdered milk (or 3 oz. evaporated milk) and 2 oz. yeast.

Mix up well, place in a greased bowl and allow to rise for 90 minutes, at about 90°. Now throw the dough on a bench (but don't punch or turn it), divide into one pound pieces, round them up and allow them to rest for 10 minutes.

Then divide the one-pound pieces into 12 parts, so that the whole mixture yields about 6 dozen pieces to an 18x26 sheet. This dough makes Parkerhouse, napkin, clover leaf or regular dinner rolls.

If the rolls are to be served hot for supper, or the next day or later, as soon as they're placed on pans, spread well-greased waxed paper over the pans and put them in the freezer or meat box at once. They will freeze solid and, Schultz points out, can be kept this way as long as two weeks before they're used.

Care should be taken that the rolls are thawed and proofed completely before baking, however, since 12-15 minutes in a 410° oven makes them well done. After this, just brush with butter, serve and relax.

Due Home Soon



Serving with the Army in Germany, Seafarer O. C. Chapman smiles at the much time to serve as he once had, and will soon be back sailing under the SIU banner.

Republic Galley Is Rated Tops

To the Editor: Hot pizza pie, coffee rolls or doughnuts at coffeetime are not unusual fare for Seafarers on the Republic (Trafalgar).

Crewmembers were unanimous at a recent shipboard meeting in giving the steward department a vote of thanks for a job well done.

Danny Piccerelli is steward, and knows the secrets of Italian

and the monthly payment raised to \$150.

This increased the seetime requirement five years and the benefits by \$50 per month, so that for each year or more of seetime a man receives an increased benefit of \$10 monthly.

Work On 'Sliding Scale'

Certain other pension plans work on a so-called sliding scale. Social Security for one, is based on length of service and money paid into the fund.

Why not change our present requirements for eligibility to receive a disability benefit to seven years minimum seetime to receive a minimum payment of \$100 per month? This could be graduated in periods of 90 days seetime upward, so that each additional 90-day period of seetime shown would pay \$2.50 more per month in benefits or \$10 more per month for a whole year of seetime.

Thus, the "seven-year-man" would have \$100 worth of protection, the men with eight, nine, ten or eleven years' time would have correspondingly more protection and the "12-year-man" would receive the maximum.

The idea of the plan in the first place was protection for the incapacitated seaman. Disability can come at any time, to the younger brothers as well as the older men.

I believe half a loaf is better than none, and when disability strikes a pension in even a small amount is better than nothing to depend on at all.

I am sure our representatives can and will work out something along this line if enough of the membership should do desire. Let's have some more opinions on this.

In closing, let me add that things seem to be running smoothly on the ("Ocean Debris") Ocean Deborah.

Elmer A. Hancock

Letters To The Editor

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

sauce and veal scallopini. Julian Dedicatoria is chief cook; he can roast flesh or fowl or bake a fish to satisfy the most discriminating taste of Seafarers.

Elbert B. Brown is night cook and baker; his bread, rolls, pies and cakes are soon devoured by all hands. His raisin bread is especially liked. Bringing up the rear, but no Johnny-come-lately in the galley, is Antoine Johnson, 3rd cook.

Besides the traditional turkey and trimmings for Christmas dinner, baked ham and roast prime rib were featured along with hot parkerhouse rolls and two kinds of pie.

Food Out Of World

The chicken egg drop soup and consomme were good, and the mushroom sausage dressing with giblet gravy was out of this world.

Jimmy Cardell, officers' messman, and Gene Graves, crew messman, were assisted by Leo Gillis, crew pantryman. All messrooms were decorated with Christmas trees and tinsel.

Thurston Lewis

Airs Views On Pension Set-Up

To the Editor: I read with interest the letter of Brother Frank Cannella in the LOG (Dec. 23, 1955) regarding the SIU disability pension.

I agree with Brother Cannella on certain statements he made, namely, that the SIU has made some wonderful gains for the membership over the past years. I too believe that 12 years (4380 days) is too long for a man to have to work before he is entitled to receive a disability pension in any amount.

Rejects 2nd Fund

I disagree with the idea of making any donations to a second pension fund, as I believe that if the present fund can be upped from \$100 monthly to \$150 per month there must be sufficient money on hand or coming in regularly from the employers to take care of our needs as of this time. Of course the future may present a different picture and a change may be warranted.

The following is my idea of a pension plan that would serve to protect a greater number of men, although some will undoubtedly receive less than others.

The original plan called for a minimum of seven years (2555 days) of seetime on SIU-contracted vessels and paid a maximum of \$100 a month. Later the required seetime was increased to 12 years (4380 days)

Wife Thankful For SIU Help

To the Editor: May I take this time to express my feelings and thoughts of the officers and members of the Seafarers International Union.

I can say with all my heart that I have never been treated with as much kindness and thoughtfulness as you have shown me in this past week. You and your members, and the crew and officers of the City of Alma have been most kind and thoughtful. I cannot tell you in words my feelings for such a fine group of men.

To Lindsey Williams, Buck Stephens and Herman Troxclair in New Orleans, and to Reed Humphries of the Wilmington Branch, I offer my heartfelt thanks. If at any time I may be of service to you and the Seafarers Union, please feel free to call on me.

I know there are a lot of our members' wives and families who fall ill when their husbands are at sea and they are alone. If I may help them as you have helped me in my hour of need, please call on me.

May I also please still continue to receive the LOG, as I like to read it very much.

In case I have missed anyone, please print my thanks in the LOG as I am sure Harry would want it that way. May I again say thank you, and God bless you and yours to all of you.

Mrs. Harry L. Parrott (Ed. note: Funeral services for Seafarer Harry L. Parrott, who died of a heart attack aboard the City of Alma (Waterman), were held at New Orleans on February 4.)

SEAFARERS IN THE HOSPITALS

- USPHS HOSPITAL BALTIMORE, MD. Newton Baker, Albert Hawkins, Wm. C. Baldwin, Edward Huizenga, T. P. Barbour, Daniel Hutto, Edward Burton, David E. McCollum, H. Castellino, E. Markin, Carl Chandler, George Meltzer, Jessie A. Clarke, William Nickel, O. Esquivel, John W. Parker, Louis M. Firlie, Fred Pittman, Donald Forrest, G. Richardson, C. E. Foster, James L. Ryan, William French, James L. Thompson, Jack Gardner, Claude Virgin, Gorman T. Glaze, Albert L. Willis, Eugene Greaux, Archie Wright

- USPHS HOSPITAL NEW ORLEANS, LA. Joseph Ifsits, G. Silvertsen, Thomas Isaksen, Henry E. Smith, John W. Keenan, Karl Treimann, J. R. Klemowicz, Harry Tuttle, Ludwig Kristiansen, Fred West, Frank J. Kubek, Norman West, Frederick Landry, Virgil E. Wilmoth, Chee K. Zai

- USPHS HOSPITAL STATEN ISLAND, NY. E. C. Anderson, J. Maisonet, Charles P. Benway, Antonio Martin, Albert Birt, Richard J. Mason, Robert B. Carey, Thomas E. Maynes, George Carlson, R. L. Montes, John DeAbreu, Joseph Neubauer, Carl DeMarco, Timothy Nungzer, Juan Denopra, Howard C. Parker, Estell Godfrey, Jose Quimera, M. Gonzales, G. H. Robinson, J. G. Gullede, Jose Rodriguez, L. E. Gutierrez, E. Roszro, B. F. Hall, Jose Sanchez, William R. Horne, Nighbert Stratton, Alfred Raju, Jack B. Wenger, F. R. Kazukewicz, John T. Westfall, Michael Loretto, Maurice Whaley, John McWilliams, C. L. Yearwood

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

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- VA HOSPITAL WICHITA, KANS. Frank S. Stevens
- USPHS HOSPITAL SAVANNAH, GA. Maximino Bernes, Albert Rakocy, Birdie W. Biggs, Wm. E. Roberts, Austin Kitching, Earl J. Sillin, Jimmie Littleton, Berry B. Tippins, John H. Morris

ALCOA ROAMER (Alcoa), January 7—Chairman, R. Klonest; Secretary, M. S. Arvin. Engineers complained about sanitary work. Two hours are allowed each day for this work. No beefs. Some disputed overtime. Ship's delegate resigned. New ship's delegate elected. Ship's delegate asked to turn in requisitions.

BEAUREGARD (Waterman), January 8—Chairman, J. Cantrell; Secretary, M. Hallman. Ship's fund—\$20.65. No beefs. Everything running okay. Motion carried to concur in communications from headquarters. Motion carried that agent in first port be contacted regarding daymen's facilities. Discussion held on hanging clothes in foci's.

DEL SANTOS (Mississippi), December 28—Chairman, E. Bates; Secre-

communications from headquarters. MTD news to be received from radio operator.

KATHRYN (Bull Lines), January 22—Chairman, J. Gierdano; Secretary, Al Adamson. Smooth sailing. Delayed sailing time from New York. Ship's fund, \$5. Motion made and carried to accept and concur in communication from headquarters. To see patrolman about coffee urn.

SANTORE (Ore), January 7—Chairman, P. Winfield; Secretary, J. Saint John. Most keys for foci's received. Haven't been able to get fans repaired. All hands to put in for delayed sailing time. Motion carried to concur in communications from headquarters. To keep pantry clean, to have dayman's lights fixed. Vote of thanks to steward department.

SEATRAN LOUISIANA (Seatrains Lines), January 21—Chairman, J. Gribble; Secretary, F. Flanagan. Letter written to Union was answered, everything okay with washing machine. No beefs, some disputed overtime. Motion carried to accept and concur in communication from headquarters. More cooperation requested in helping to keep messroom clean.

ELIZABETH (Bull Lines), December 11—Chairman, T. Ferrara; Secretary, J. Murphy. Everything okay; few hours disputed overtime, no beefs. Motion made and carried to accept and concur with communications from headquarters. Doors to showers to be locked in port.

FAIRLAND (Waterman), November 25—Chairman, H. Knowles; Secretary, I. Weisbrof. Three nights lodging to be paid at payoff as well as delayed sailing for men off watch in Wilmington. Motion made and carried that second mate be made to attend to all clocks regularly. All hands to keep washing machine clean. Vote of thanks to steward department for Thanksgiving Day dinner.

HASTINGS (Waterman), December 2—Chairman, U. Sanders; Secretary, J. Wells. Few minor beefs to be taken up later, everything running okay. Ship's delegate to see mate about regulating clocks. Crewmembers requested to take more care of washing machine and keep it clean. More night lunch to be put out.

HILTON (Bull), December 7—Chairman, R. Savior; Secretary, G. Faircloth. Money to be collected at payoff for ship's fund. No beefs. Motion carried to concur in communications from headquarters. Ship's delegate elected. It was suggested that Union investigate the matter of getting cleaning gear, soap, mops, cleanser, etc. Each department should be furnished with these things. It was suggested that juices and fruit be placed in chill box over night rather than using ice.

ROBIN LOCKSLEY (Seas Shipping), December 4—Chairman, J. Wood; Secretary, W. Marcus. Second electrician went to hospital in Capetown, South Africa. Ship's fund, \$15.50. Radio operator to post communications. Ship's delegate to ask chief if one sink may be taken from laundry room, so there will be more room.

DEL VALLE (Mississippi), December 4—Chairman, H. Higginbotham; Secretary, O. Manifold. No beefs; some disputed overtime. Motion carried to concur in communications from headquarters. Motion made and carried that a speaker be installed in messroom. Washing machine to be kept clean. Repair list to be repaired. Silverware to be sterilized. Steam valve in sink pantry to be repaired.

ROYAL OAK (Chies Service), December 5—Chairman, R. Ruppert; Secretary, D. Beard. Talk with steward was satisfactory on linen and hot cake beefs. Captain will take care of repair list. Ship's fund, \$31.68. Motion made and carried to accept and concur with recent communication from headquarters. Ship's delegate and deck delegate elected. Repair list was posted on bulletin board and all needed repairs must be detailed in writing.

CHICKASAW (Pan-Atlantic), December 4—Chairman, M. Chapman; Secretary, F. Keelan. All beefs were settled. Hospital has been cleaned. Motion carried to concur with communications from headquarters. Ship's delegate and ship's treasurer elected. Crew messman thanks bosun for paint job on messroom deck. Delegates to check stores with steward.

SEAMONITOR (Excelsior), No date—Chairman, E. Such; Secretary, H. Kaufman. Ship's delegate elected. Motion carried to concur in communications from headquarters. One man was taken ashore by US Coast Guard because of illness.

FAIRPORT (Waterman), December 1—Chairman, J. Kearney; Secretary, E. Farrell. Some logs and disputed overtime to be taken up with skipper by patrolman. Motion carried to concur in all communications to date.

ALCOA CORSAIR (Alcoa), January 22—Chairman, S. Morris; Secretary, J. Flanes. No beefs, everything running okay. Donation taken up and wreath sent to funeral of crewmember's grandmother. Ship's fund—\$156. Motion carried to concur in communications from headquarters. Various changes in menus suggested.

ALCOA PATRIOT (Alcoa), January 24—Chairman, Dukes; Secretary, Auer. Hospital to be cleared of loose gear belonging to crewmembers. Ship's fund—\$114.00. Everything okay. Motion carried to concur in communications from headquarters. Ship's delegate elected. Arrival pool to be made. Laundry bags to be moved to port instead of starboard side of ship.

On Steel Age



Relaxing after a day's work, Seafarers Bob Coleman, DM (left), and John Brady, oiler, pose for crew lensman C. Tobias.

9, Pens Poem For SIU Men In Her Life

One thing they have in quantity out at the McGuigan household in Camden, New Jersey, is SIU men.

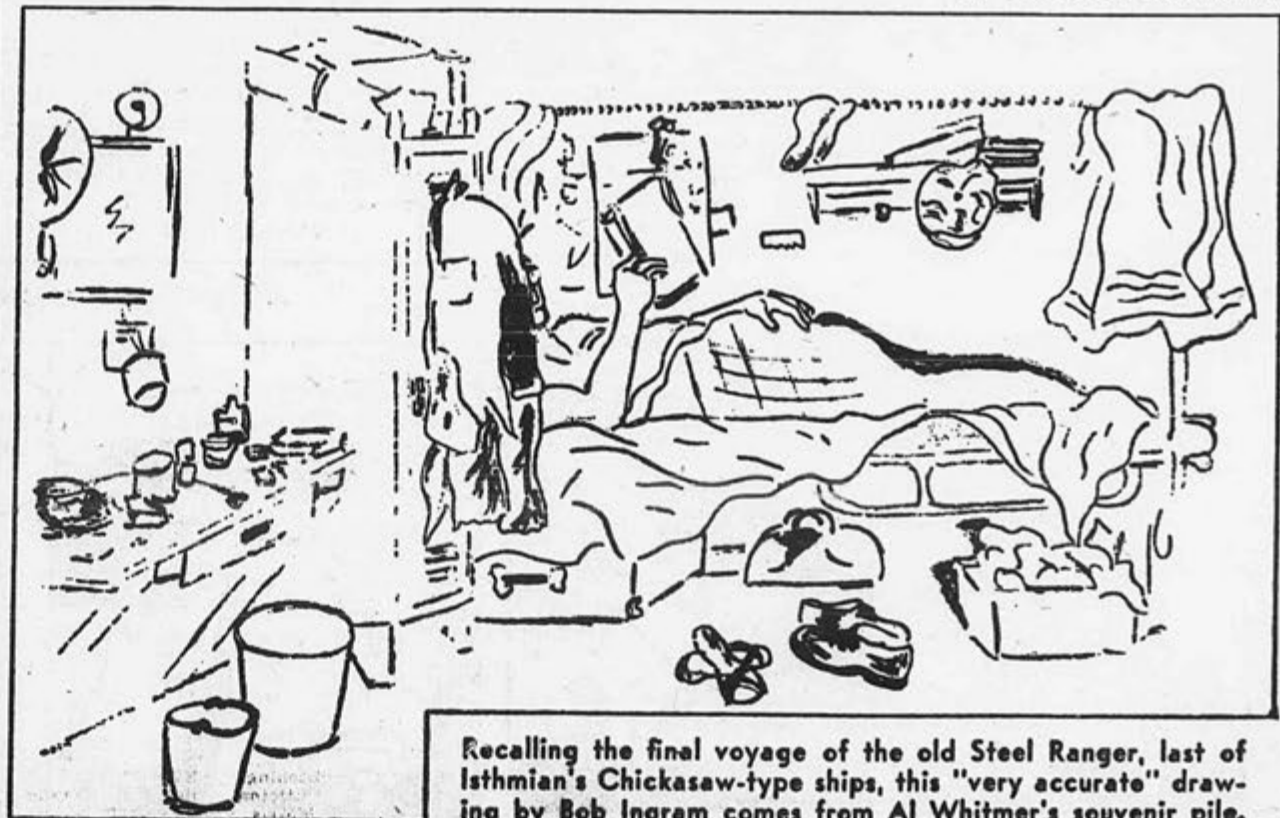
There's Thomas McGuigan, FWT, the head of the house; John A., FWT, his 20-year-old son, and William McGuigan, OS, Tom's brother.

Also very much in evidence is daughter Maryann, 9, a budding poetess, who undoubtedly is treated to sea stories in ample doses. With a father, brother and uncle all actively sailing, she apparently finds the SEAFARERS LOG among her "must" reading.

And since poets, even at the tender age of nine, need an audience, Maryann recently dispatched one to the LOG which "I wrote for my daddy, my brother and my uncle who sail SIU."

Entitled "Mother Of All," it runs as follows:
 "Mother of heaven
 "Mother of Earth,
 "Queen of the angels
 "Mother of birth,
 "Queen of the highways,
 "Queen of the seas,
 "Mother of Jesus,
 "We shall always love thee."
 "And God bless all the boys of the SIU," she adds.

'The Ingram Corner'



Recalling the final voyage of the old Steel Ranger, last of Isthmian's Chickasaw-type ships, this "very accurate" drawing by Bob Ingram comes from Al Whitmer's souvenir pile.

Recalls Bangkok: City Of Amazing Contrasts

Arriving in Bangkok, Thailand, one is immediately struck by contrasts between the old and the new, writes Seafarer F. J. "Whitey" Johnson, reporting on a recent visit with the Steel Apprentice.

Popularized through the movie "Anna and the King of Siam" and later by the Broadway musical "The King And I," Siam boasts 2,000 miles of railways that radiate from Bangkok to every corner. The largest commercial concern, in fact, is the Royal Thai Railways, Jonsson points out. "These have proved so important and profitable that you find few highways and main roads anywhere in the country.

"Thus, everywhere you go, you are sprayed with dust. I had arrived right during the dry season, and one theater even had a picture called 'Excuse My Dust,' with Red Skelton. "Bangkok is a city where one-fifth of the area is occupied by temples and temple grounds . . . But you can also find people on the street to sell you anything from a whole carcass of meat caked in blood to a selection of nude photographs.

Air-Conditioned Bars
 "Several air-conditioned bars feature American as well as Siamese whiskey, beer and soft drinks, and if you want to get rich quickly,

Offers Motto For Cafeteria
 Since everybody else seems to be putting pen to paper to set down words in rhyme these days, Seafarer Blanco T. Williams has taken the plunge also. Pleased with the way things were operating at the SIU headquarters cafeteria, Williams recently suggested this "motto" for the SIU eatery:

"We treat you right
 "Both day and night,
 "We give no cause for sorrow
 "So eat your fill,
 "Pay your bill . . .
 "And call again tomorrow!"
 He's on the Council Grove now.

you only have to purchase a lottery ticket, which is available everywhere . . . Together with rice mills and sawmills, you find foreign lega-



Beautifully - costumed natives perform classical Siamese dances for visiting tourists.

tions, fine race courses and quite modern buildings. There are also many klongs or canals, tricycle taxis and friendly mosquitoes.

Neon Lights
 "At night, the city is ablaze with lights and neon advertisements offering everything from headache pills to back scratchers. One large, lighted signboard read, 'Deliciously Yours: Hams and Sausage Obtained Here.' "The silver work is very good, and beautifully-made jewelry is obtainable at reasonable prices . . . Theaters are quite modern, with air-conditioning as well as Cinemascope and other types of screens just like back home.

"Here you find monuments of the famous Rama kings. There is one monument to Victory and Democracy in the form of a bayonet, reminding you as you pass that you are an outsider in the land of the free. Siam is their land, and Siam is Muang Thai . . . a free country."

—By Seafarer Bob Ingram

Digest Of SIU Ship Meetings

tary, L. Swodgrass. Christmas holiday was spent in Port of Recife, Brazil, and everyone had a wonderful time. Vote of thanks to steward department for excellent food during the holiday season. Captain Miller paid steward department a personal compliment for turning out such a fine Christmas dinner. No beefs, smooth sailing.

ALCOA PLANTER (Alcoa), December 11—Chairman, R. A. Swayne; Secretary, R. Graham. Some repairs not yet attended to. No beefs. Action taken on ship's minutes. Discussion held on night lunch.

ALCOA POLARIS (Alcoa), January 14—Chairman, E. Yates; Secretary, R. Schwarz. Give notice to messman regarding beef. Motion made and carried to accept and concur in communications from headquarters. Steward to post meal hours for passengers.

OREMAR (Ore), January 12—Chairman, W. Lawton; Secretary, E. Ponis. Everything running okay. No beefs. New meeting clerk and ship's reporter elected. Dirty drinking water and wash water to be put on repair list.

ROBIN KIRK (Seas Shipping), January 8—Chairman, J. Manners; Secretary, C. Allison. Ship's fund—\$17. There is rust in drinking water. To get fruits and vegetables in season. Drinking water tanks should be cleaned before next sign-on.

SEANAN (Stratford), January 11—Chairman, D. Guggers; Secretary, W. Burton. Ship's delegate reports repairs of all departments. Ship's delegate elected. No beefs. Discussion held on soap powder. Brand to be changed.

STEEL DIRECTOR (Isthmian), December 17—Chairman, A. Mosher; Secretary, A. Anopol. Ship's delegate elected. Ship's fund—\$10. No beefs. Noise to be eliminated in passageways. Deck maintenance room too small. Vote of thanks to steward department for their cooperation.

CUBORE (Ore), January 17—Chairman, Nickols; Secretary, B. Spear. One man was hospitalized. Motion made and carried to accept and concur in communications from headquarters. Bell ringing at mealtime to be discontinued. Discussion held on who is to make salads and division of galley work—to be referred to patrolman. Messman to feed men going on watch first. Second cook and baker was given a vote of thanks for a good job.

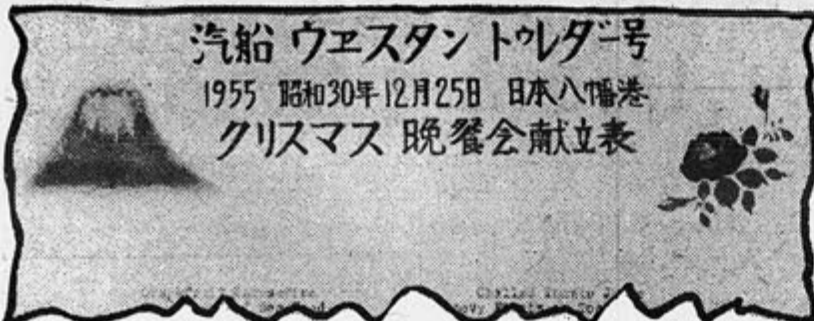
ELIZABETH (Bull Lines), January 12—Chairman, B. Barrett; Secretary, A. Ferrara. No beefs; no disputed overtime. Motion made and carried to accept as read communications from headquarters. Motion made and carried that meeting be held on one trip at 1 PM and the next trip at 7 PM. It was suggested that men having beefs to bring them up at meetings, not at coffee time.

FELTORE (Ore), January 15—Chairman, C. Harris; Secretary, J. Ellis. One man missed ship. Crew was advised not to sign on without patrolman okay. No beefs. Motion made and carried to accept recent communication from headquarters. Ship's delegate and secretary-reporter elected. Chief engineer to repair washing machine.

FORT HOSKINS (Chies Service), January 18—Chairman, M. Launcey; Secretary, J. Portway. Some disputed overtime and delayed sailing time. Ship's delegate elected. Crew advised not to slam doors. To see patrolman about ice box. Discussion held on disaster in Lake Charles.

GATEWAY CITY (Waterman), January 14—Chairman, D. Collins; Secretary, W. Sink. Ship's delegate reported that there is a great number of men getting on and off. No beefs. Few hours disputed overtime. Repair list to be turned in on West Coast. A beef on hot water not being turned off for the deck department when they knock off. All hands to take care of washing machine. Vote of thanks to steward department. Motion made and carried to accept and concur in

Only Meal Topped Menu On Trader



汽船 ウェスタン トレダー 号
1955 昭和30年12月25日 日本八幡港
クリスマス 晩餐会 献立表

Hand-painted decorations by a Japanese artist on the Christmas menu was only one of the special holiday touches arranged for the crew of the Western Trader at the expense of Steward Joe Powers who, with his department, also "went overboard" to provide a dinner "that was out of this world."

Stewardess On Del Mar Assists A 'New Arrival'

All kinds of assignments become the lot of an SIU stewardess on a cruise ship to South America.

During the course of an average voyage, she is shepherd and confidante for an assortment of dowager ladies, spinners who manage all types of embroilments once the tropic air takes hold, widows with marriageable daughters on the prowl, plus a stable of often unmanageable children and/or pets, none of which ever seem to be housebroken.

course, because the job on a sea-going hotel also has many pleasant compensations. Still, the variety of tasks is endless and the good stewardess is a jack of all trades.

A recent one, during the last Southern cruise of the Del Mar, found Chief Stewardess Jennie Rizzuto, a veteran sailor on the run, on tap in the ship's hospital, alongside Dr. L. M. Cox, ship's doctor, assisting at the unexpected arrival of Susan Frances Delmar Gudera into the world.

The actual delivery of the baby was in the hands of Dr. Cox, but the night hours before Susan's 7:45 A.M. debut last December 21 had its busy moments both for Jennie and the child's mother, Mrs. H. H. Gudera, a passenger.

Place of birth was on the run from St. Thomas, Virgin Islands, to Rio de Janeiro,



Rizzuto

Neva West's No Headache

Word has it that when "Pappy" Pappan became SIU ship's delegate on the Neva West, the first thing he did was to go and get himself a big bottle of aspirin tablets.

Two weeks later, according to David E. Jones, ship's reporter, he quietly returned them to the medicine locker and confided to the mate that he wouldn't need the aspirin after all, because there was "a real SIU crew" aboard the ship.

One slight note of discord did arise on the latest voyage, with the ship in Bremerhaven, Germany, however. When the steward arose at the last ship's meeting to announce that he had purchased such delicacies as enchilladas, hot tamales and calf's brains to serve to the crew. Eddie Keagy, chief electrician, jumped up to inform the steward that "it would be okay to serve the enchilladas and tamales, but that he could keep the brains for his own use."

"What makes it so darned comical is that the whole crew agreed with him, and to top the cake, this is written for publication, and I am that darned steward," reporter Jones added.



Keagy

All Goes Well Aboard Fairport

To the Editor:

Speaking on behalf of the entire ship's crew of the SS Fairport, I wish to commend and praise Brother Fred R. Hicks, Jr., steward on this ship, for the wonderful Christmas dinner and the many things he went out of his way to do to make it a wonderful holiday season aboard this vessel.

Both messrooms, for officers

evenly, and our steward, Allen Bell, has found a very good way to handle it which other stewards might use.

We had a total of \$64 for extra meals, of which half went to the galley force. This meant \$32 split four ways, or \$8 a man. The other half went topside, and was split two ways, or \$16 per man, since the steward realized that most of the extra work falls on the messmen, rather than the cooks.

It worked out wonderfully this way. We had no beefs in the steward department at the payoff, which was handled by patrolman Johnny Hetzell, who did a fine job.

Edmund K. W. Eriksen

~ ~ ~

Elizabeth Hails Passenger Gift

To the Editor:

On December 30, 1955, the good ship Elizabeth left New York for San Juan. On the 31st, to our surprise, two of our passengers donated a case of French champagne for the crew and, on New Year's Day, we had a big dinner with champagne for those who wanted it.

The thanks of the entire crew go out to Mrs. Dorothy Dalton and her brother, Mr. Irving Gilmore, for their generosity. The dinner, incidentally, was enjoyed by all and will stand up to the best of them.

Those who didn't care for champagne were served beer, with the compliments of our steward, Esteban Cruz.

Allen J. Friend

~ ~ ~

Alcoa Clipper Crew Hailed

To the Editor:

It would be appreciated tremendously if you could carry this in the LOG.

I wish to take this means to convey and express my thanks and appreciation to the crewmembers and officers of the SS Alcoa Clipper, for the kindness and consideration shown me during my recent misfortune.

Milton "Bill" Robinson

~ ~ ~

Queenston Not Getting Mail

To the Editor:

Now that the holidays are over, things have returned to routine aboard the Queenston Heights (Seatrade).

The mail situation is very bad. We are hardly getting any aboard the ship, so the company must be holding it in New York.

Otherwise, everything is going as well as can be expected. The ship is going on to the Persian Gulf, where she will load. Then to Singapore for bunkers and on to Sasebo, Japan, for unloading.

Eugene Ray
Ship's delegate

Letters To The Editor

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

and crew, were decorated with Christmas trees and each individual man was given a copy of the menu with his own name typed on it. Brother Hicks had the menu specially printed in Wilmington, NC prior to our departure from that port, and bore the expense of this and other items for adding to the holiday spirit on the ship.

His whole department went overboard for this crew and we say thanks for a job well done in true SIU style to Brother Hicks and his gang. He truly deserves to be called brother of the "Brotherhood of the Sea."

No-Beef Ship

While we are still on the subject of praise, we wish to further praise the officers aboard this ship for they do deserve it. The black gang and engineers are tops; not one beef is known to have come up so far.

We know this promotes a better working relationship between the crew and officers although there was a little trouble in Wilmington keeping men on board because the ammo loading piers are so far from any town and the transportation situation is so bad.

However, things are running along very smoothly now. We are now in Nordenham, Germany, discharging and loading, and again I'll mention the fact that there is harmony among all so far and that we have a fine SIU ship.

L. B. Bryant, Jr.

~ ~ ~

Finds 'Solution' For Extra Meals

To the Editor:

After paying off the Beatrice in Philadelphia today, I find that I'll have to make a correction concerning my letter in the LOG (Jan. 20, 1956) about pay for extra meals.

This money has to be divided

Back Ashore, Asks For LOG

To the Editor:

I have served in the Army for the last five years, during which time many things have changed in maritime.

I wonder if I could receive the LOG like I used to. I'd like to find out how shipping is and hear from my old friends. The address is Route 1, Grayson, Ga.

James R. Brown

(Ed. note: Your name has been added to the LOG mailing list as requested.)

~ ~ ~

He's Doing Fine On City Of Alma

To the Editor:

I'm now with the City of Alma as a FWT. There are not many New Yorkers here, but everything is going very fine so far.

She is a good feeder, I can tell you that. There is not even a minor complaint against the cooking yet, and I hope she stays that way for the rest of the trip.

As for the firing job, it is just as good as it was some five years ago, when I was also sailing FWT on here. They just don't come any better when it comes to the firing job.

Luis A. Ramirez

~ ~ ~

New York Visit Is An Eyeopener

To the Editor:

For the first time in five years I came into New York last week after paying off the Westport in Baltimore. Man, things have changed! Last time I was here we were located in Beaver Street and were dreaming about having a new hall.

My visit to the hall this week in Brooklyn was well worth the trip up north. A visit to Baltimore and New York should be on the list of every Seafarer who hasn't seen our halls in these ports.

To all my pals, after this trip just ended, my hands are on my chest and I'm taking a rest.

Blackie Abbey

~ ~ ~

Sunion Sees '55 Year Of Gains

To the Editor:

Greetings from the Sunion to all SIU men for the New Year.

In our wake we have left a year in which the SIU has become wiser and stronger. At present we have 60 brothers receiving our special disability pension under an increase which provides them with SIU benefits of better than \$150 per month.

It is through a solid membership such as the crew of this vessel that we enjoy being the tops in the maritime industry. A vote of thanks to all.

Al Lopez
Ship's delegate

Burly



Bargain-Hunters

By Bernard Seaman

RECENT ARRIVALS

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

Janet Ann Smith, born December 2, 1955. Parents, Mr. and Mrs. Bobbie L. Smith, Lucedale, Miss.

Michel Williams, born December 18, 1955. Parents, Mr. and Mrs. Robert Williams, Mobile, Ala.

Frank Gregory Mouton, born December 7, 1955. Parents, Mr. and Mrs. Philip B. Mouton, Harahan, La.

Theresa Ann Clark, born October 3, 1955. Parents, Mr. and Mrs. Frederick Clark, New Orleans, La.

Debera Louise Reed, born December 28, 1955. Parents, Mr. and Mrs. Eugene L. Reed, Emery's Mill, Me.

Beverly Jean Gnagey, born December 23, 1955. Parents, Mr. and Mrs. Jacob R. Gnagey, Jr., Baltimore, Md.

Portia Louise Gullet, born January 7, 1956. Parents, Mr. and Mrs. Clifton Gullet, Mobile, Ala.

Linda Marlane Bethea, born October 19, 1955. Parents, Mr. and Mrs. James H. Bethea, Ponce De Leon, Fla.

Judith Valles, born December 21, 1955. Parents, Mr. and Mrs. Isidoro Valles, Brooklyn, NY.

Genie Mary McGovern, born December 25, 1955. Parents, Mr. and Mrs. Daniel T. McGovern, New Orleans, La.

Rosemarie Pizzitolo, born January 14, 1956. Parents, Mr. and Mrs. Vincent P. Pizzitolo, New Orleans, La.

Cynthia Charles Rogers, born December 25, 1955. Parents, Mr. and Mrs. Charles E. Rogers, Baltimore, Md.

Linda Faye Young, born January 28, 1956. Parents, Mr. and Mrs. John D. Young, Crichton, Ala.

Julia Marie Murphy, born January 11, 1956. Parents, Mr. and Mrs. Carmelo Murphy, New Orleans, La.

Alida Regina Rakocy, born January 6, 1956. Parents, Mr. and Mrs. Albert A. Rakocy, Tampa, Fla.

Andres Ruiz Vega, born January 28, 1956. Parents, Mr. and Mrs.

Teodoro Ruiz, Fajardo, Puerto Rico.

Richard Edward Derol, born December 7, 1955. Parents, Mr. and Mrs. Boleslaw Derol, Brooklyn, NY.

Lars Valdemer, Kirk Alexander and Hans Neal Nielsen, born December 31, 1955. Parents, Mr. and Mrs. Lars O. Nielsen, New York, NY.

Dennis Alexander Pages, born January 14, 1956. Parents, Mr. and Mrs. Federigo G. Pages, New York, NY.

Marilyn Lynn Lundy, born December 21, 1955. Parents, Mr. and Mrs. Thomas J. Lundy, Wing, Ala.

Susan Diane Quimby, born January 2, 1956. Parents, Mr. and Mrs. John Quimby, Citronelle, Ala.

Lydia Marie Landa, born November 22, 1955. Parents, Mr. and Mrs. Carlos L. Landa, Baltimore, Md.

Daniel Lavern Coats, born January 16, 1956. Parents, Mr. and Mrs. Lavern Coats, Jackson, Miss.

Patricia Ann Dill, born January 14, 1956. Parents, Mr. and Mrs. Henry L. Dill, Mobile, Ala.

Brian F. Nagle, born December 22, 1955. Parents, Mr. and Mrs. Lawrence Nagle, Lynn, Mass.

Marta Marie Rodriguez, born December 20, 1955. Parents, Mr. and Mrs. Juan Rodriguez, San Juan, PR.

Rilla Jaine Johnson, born December 31, 1955. Parents, Mr. and Mrs. Woodrow Johnson, New Orleans, La.

Crews Respond To Safety Quiz

(Continued from page 2) deep holds should be equipped with alarm bells, several crews asked. Where electric tools are used, one crew suggested that a third line be added as a ground with an alligator clip on it so that it could be fastened to any handy ground.

Galley safety suggestions included proposals for icebox locks which can be opened from the inside; first aid kits and extinguishers in the galley; painting of deck obstructions in luminous paint for convenience of men who have to go out after dark and similar items.

One ship proposed that each crew elect a safety representative whose purpose it would be to check on shipboard safety conditions. Many ships spoke of the need of regular inspections of all ship's gear and small tools.

Any crews who have not received the safety forms should get in touch with the nearest SIU port office where copies are available.

'50-50' Rule Cut From Farm Bill

(Continued from page 3) of the House hearings, that the testimony of hostile witnesses had not moved the committee to reconsider its support of "50-50." Many committee members felt that the "50-50" issue was being used as an excuse to cover up the inability of the Agriculture Department to unload US surplus overseas under any terms.

Foreign agriculture, it has been pointed out, is noticeably hostile to what it considers "dumping" of US agricultural products abroad. Consequently the argument put forth by foreign shipowners that "50-50" stands in the way of sales of US agricultural products is considered by many maritime observers as bait for farm interests to join in attacking US-flag shipping operations.

Organized agriculture's interest in "50-50" is the result of huge accumulations of surplus farm products which have been forcing down farm prices. These surplus farm products have already been sold to the US Government. To dispose of the surplus, the US offered to "sell" these Government-owned products to foreign governments on extremely favorable terms.

Despite these favorable terms, the sale of the products has been lagging, and farm interests out to sell surplus have teamed up with foreign shipowners out to cripple "50-50" altogether and eliminate US tramp shipping. Once that is done, foreign tramps will have clear sailing.

PERSONALS AND NOTICES

Charles Robinson
Get in touch with Santos Garcia aboard the Seatrain Texas. He has a message for you.

Eugene F. Goodwin
Contact your wife at 26-204, Minot, North Dakota. She has important papers for you to sign.

Frank (Francis) H. Smith
Get in touch with John W. Sweeney, 80-15 162nd Street, Jamaica 2, NY. Phone: REpublic 9-2542.

Billy K. Nuckols
"Remember the Alamo! Remember the 23rd!"

Francis A. Warren
Contact mother at once in Norwalk, Conn., NO 6-4360.

Rudolfo Diaz
Contact your family in Los Banos, Laguna, Philippine Islands. They are worried about you and anxious to know your whereabouts.

James Otis Martin
Your mother is ill. Urgent you contact your sister, Mrs. Pearle M. Adrine, 705 Willoughby Way, NE, Atlanta, Georgia. Phone: CY 2651.

Robert Thompkins
Contact R. Tobias, Continental and American Trading Company, 130 E. 59th Street, New York City.

Roger S. Cowperthwaite
Kindly contact your grandmother at Dry Branch, West Va.

Raymond L. Perry
Contact your brother Fred, 34 Dawes Street, Revere, Mass. Very urgent.

Benedicto T. Tagle
Get in touch with your son, Bede, at 327 Azcarrage Extension, Tondo, Manila, Philippines.

Eusebio Flores
Get in touch with Mary Rodri-

guez, 242 So. Second Street, Brooklyn.

John Faracy
Contact your draft board.

Jack W. Arallanes
Your sister Catherine would like to hear from you. Get in touch with her in San Francisco.

Ex-SS Florida Crew
The following men should get in touch with Rassner, Miller & Roth, 550 Brickell Avenue, Miami 32, Florida; Ramon Varela, Faustino Lamelas, C. E. Dandridge, Jesus Otero, E. Waldorf, R. Kaduck, F. Delgado, Pedro Sosa, Jesus Fernandez, M. Yglesias, Joe Cambor, Pantaleon De Los Santos, Albert Rivero and Raymond Toribio.

Jarrico A. Ray
Your mother is anxious to hear from you. Get in touch with her at 105 South 1st Street, Sanford, North Carolina.

The following seamen have baggage in the Bull Line terminal in Brooklyn which will be disposed of by March 30th unless claimed: V. Walrath, R. Harvey, Jr., A. Baker, R. Doshier, G. Paytas, J. A'berts, S. Perzproki, F. Melanson, J. Ashley, Jr.

Also S. Florlak, C. Gaster, R. Musselwhite, Norman Hall, W. Walton, W. Lawhorne, W. Hall, T. Trainor, T. Brace, N. Latham, L. Van Evera, A. Gatter, J. Cannon, D. Bissett.

Owner of 1941 Chevrolet with 1953 license tag, Mass. H 49-678 get in touch with Zeiler Brothers, 226 So. Wolfe Street, Baltimore 31, Md., or mail in title so they can dispose of the car.

Edward Lowe
Please contact your wife at 1607 2nd Avenue, Columbus, Georgia.

DIRECTORY OF SIU BRANCHES

SIU, A&G District

BALTIMORE 1216 E. Baltimore St
Earl Sheppard, Agent Eastern 7-4900
BOSTON 276 State St
James Sheehan, Agent Richmond 2-0140
HOUSTON 4202 Canal St
C. Tannehill, Acting Agent Capital 7-6558
LAKE CHARLES, La 1419 Ryan St
Leroy Clarke, Agent Hemlock 6-5744
MOBILE 1 South Lawrence St
Cal Tanner, Agent Hemlock 2-1754
NEW ORLEANS 523 Bienville St
Lindsey Williams, Agent Magnolia 6112-6113
NEW YORK 675 4th Ave., Brooklyn
HYacinth 9-6600
NORFOLK 127-129 Bank St
Ben Rees, Agent Madison 2-9834
PHILADELPHIA 337 Market St
S. Cardullo, Agent Market 7-1635
PUERTA DE TIERRA PR Pelayo 51-La 3
Sal Colla, Agent Phone 2-5999
SAN FRANCISCO 450 Harrison St
Leon Johnson, Agent Douglas 2-5475
Marty Breithoff, West Coast Representative
SAVANNAH 2 Abercorn St
E. B. McAuley, Acting Agent Phone 3-1728
SEATTLE 2505 1st Ave.
Jeff Gillette, Agent Elliott 4334
TAMPA 1809-1811 N. Franklin St
Tom Banning, Agent Phone 2-1323

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

SUP

HONOLULU 16 Merchant St
Phone 5-8777
PORTLAND 211 SW Clay St
Capital 3-4336
RICHMOND, CALIF. 510 Macdonald Ave.
BEacon 2-0925
SAN FRANCISCO 450 Harrison St
Douglas 2-8363
SEATTLE 2505 1st Ave
Main 0290
WILMINGTON 505 Marine Ave
Terminal 4-3131
NEW YORK 675 4th Ave., Brooklyn
HYacinth 9-6165

Canadian District

HALIFAX, N.S. 128 1/2 Hollis St
Phone: 3-8911
MONTREAL 634 St. James St. West
Plateau 8161
FORT WILLIAM 130 Simpson St.
Ontario Phone: 3-3221

PORT COLBORNE 103 Durham St.
Ontario Phone: 5591
TORONTO, Ontario 272 King St. E.
EMpire 4-5719
VICTORIA BC 617 1/2 Cormorant St.
EMpire 4531
VANCOUVER BC 298 Main St.
Pacific 3468
SYDNEY NS 304 Charlotte St.
Phone 6346
BAGOTVILLE Quebec 20 Elgin St.
Phone: 545
THOROLD Ontario 52 St. Davids St.
CANal 7-3202
QUEBEC 85 St. Pierre St.
Quebec Phone: 3-1569
SAINT JOHN NB 85 Germain St.
Phone: 2-3233

Great Lakes District

ALPENA 1215 N. Second Ave.
Phone: 713-J
BUFFALO, NY 180 Main St.
Phone: Cleveland 7391
CLEVELAND 734 Lakeside Ave., NE
Phone: Main 1-0147
DETROIT 1038 3rd St.
Headquarters Phone: Woodward 1-6857
DULUTH 531 W. Michigan St.
Phone: Randolph 2-4110
SOUTH CHICAGO 3261 E. 92nd St.
Phone: Essex 5-2416

SIU Steward Dept. Working Rules

(Continued from page 10) saloon messman when more than six passengers are carried. Spot sougee when necessary.

On certain types of vessels the messman and utilitymen may be required to clean certain ladders and passageways as part of their routine duties.

Duties of the Crew Messman: 6:30 AM to 9:30 AM—
10:30 AM to 1:00 PM
—4:00 PM to 6:30 PM.

The crew messman is in charge of the crew messroom; responsible for silverware and glasses, condiments, and serving three meals a day. Provide milk, box cereals, butter, bread, cold drinks, and needed supplies; scrub the deck each morning before retiring. Clean messroom refrigerator, tables and chairs and spot sougee when needed. Assist the pantryman with salads. Place night lunches in proper places. Leave out a few cups and spoons after each meal. He shall check that there are necessary stores left out for night, such as coffee, sugar, milk, etc. Also clean fans in messroom.

On certain types of vessels the messman and utilitymen may be required to clean certain ladders and passageways as part of their routine duties.

Duties of the Crew Utility: 6:30 AM to 9:30 AM—
10:30 AM to 1:00 PM—
4:00 PM to 6:30 PM.

The crew pantryman shall be responsible for the cleanliness of the crew pantry crockery, coffee urn, percolators, all pots and pans used by him, refrigerators and scrub deck each day and sweep after each meal. Make coffee for each meal and coffee for the crew for morning (coffee time) before retiring. He is responsible for the preparation of salads (except cooked salads) under the direction of the steward. He shall assist messman in serving when required during rush period. Draw needed supplies for the crew messroom and assist crew messman in making cold drinks. Spot sougee when necessary.

On certain types of vessels the messman and utilitymen may be required to clean certain ladders and passageways as part of their routine duties.

Duties of the Steward Utility: 7:00 AM to 1:00 PM—
4:00 PM to 6:00 PM.

Routine duties of the steward utility shall, other than making and cleaning officer's quarters include work in storerooms, linen lockers, ships office, officer's passageways and stairways, clean steward department showers, and toilet, count and bag linen, issuance of linen and soaps when necessary; do the general cleaning as the steward may designate. Clean the recreation room alternately with the wiper and ordinary seaman. The laundry is cleaned by each department alternately.

On certain types of vessels the messmen and utilitymen may be required to clean certain ladders and passageways as part of their routine duties.

Note:—Members of the steward department who are required to obtain stores from refrigerated spaces shall assist in keeping refrigerated spaces clean by removing paper, wrappings, crates, etc.

The following United States Senators can be reached by telegrams and letters at the Senate Office Building, Washington 25, DC:

ALABAMA Lister Hill John J. Sparkman	NEBRASKA Carl T. Curtis Roman L. Hruska
ARIZONA Barry Goldwater Carl Hayden	NEVADA Alan Bible George W. Malone
ARKANSAS J. W. Fulbright John L. McClellan	NEW HAMPSHIRE Styles Bridges Norris Cotton
CALIFORNIA William F. Knowland Thomas H. Kuchel	NEW JERSEY Clifford P. Case H. Alexander Smith
COLORADO Gordon Allott Eugene D. Millikin	NEW MEXICO Clinton P. Anderson Dennis Chavez
CONNECTICUT Prescott Bush William A. Purtell	NEW YORK Irving M. Ives Herbert H. Lehman
DELAWARE J. Allen Frear, Jr. John J. Williams	NORTH CAROLINA Sam J. Ervin, Jr. W. Kerr Scott
FLORIDA Spessard L. Holland George A. Smathers	NORTH DAKOTA William Langer Milton R. Young
GEORGIA Walter F. George Richard B. Russell	OHIO George H. Bender John W. Bricker
IDAHO Henry C. Dworshak Herman Welker	OKLAHOMA Robert S. Kerr A. S. Mike Monroney
ILLINOIS Everett M. Dirksen Paul H. Douglas	OREGON Wayne Morse Richard L. Neuberger
INDIANA Homer E. Capehart William E. Jenner	PENNSYLVANIA James H. Duff Edward Martin
IOWA Bourke B. Hickenlooper Thomas E. Martin	RHODE ISLAND Theodore Francis Green John O. Pastore
KANSAS Frank Carlson Andrew F. Schoepfel	SOUTH CAROLINA Olin D. Johnston Strom Thurmond
KENTUCKY Alben W. Barkley Earle C. Clements	SOUTH DAKOTA Francis Case Karl E. Mundt
LOUISIANA Allen J. Ellender, Sr. Russell B. Long	TENNESSEE Albert Gore Estes Kefauver
MAINE Frederick G. Payne Margaret Chase Smith	TEXAS Price Daniel Lyndon B. Johnson
MARYLAND J. Glenn Beall John Marshall Butler	UTAH Wallace F. Bennett Arthur V. Watkins
MASSACHUSETTS John F. Kennedy Leverett Saltonstall	VERMONT George D. Aiken Ralph E. Flanders
MICHIGAN Pat McNamara Charles E. Potter	VIRGINIA Harry Flood Byrd A. Willis Robertson
MINNESOTA Hubert H. Humphrey Edward J. Thye	WASHINGTON Henry M. Jackson Warren G. Magnuson
MISSISSIPPI James O. Eastland John Stennis	WEST VIRGINIA Harley M. Kilgore Matthew M. Neely
MISSOURI Thomas C. Hennings, Jr. Stuart Symington	WISCONSIN Joseph R. McCarthy Alexander Wiley
MONTANA Mike Mansfield James E. Murray	WYOMING Frank A. Barrett Joseph C. O'Mahoney

Seafarers!

ASK YOUR SENATORS TO SAVE '50-50'!

Thousands of jobs of American seamen will be at stake as the US Senate shortly begins debate on a bill to provide for disposing of over \$1 billion worth of surplus farm crops abroad. The joker in the bill is a provision eliminating the requirement that half of the cargo be carried in American ships.

If the bill (S-3183) passes as it now stands, thousands of jobs will be lost and a sizable number of American ships will go into lay-up—perhaps for good. You, your family, your friends and your shipmates are urged to take action to have the “50-50” requirement included in the bill.

Write the Senators from your home state—and have your family, relatives and friends write too—telling them that it is important to your livelihood and a strong US Merchant Marine that “50-50” shipping provisions be applied to the shipments of surplus farm goods abroad under Public Law 480-Title I.

Write your Senators now!

Seafarers Int'l Union
A&G District • AFL-CIO

