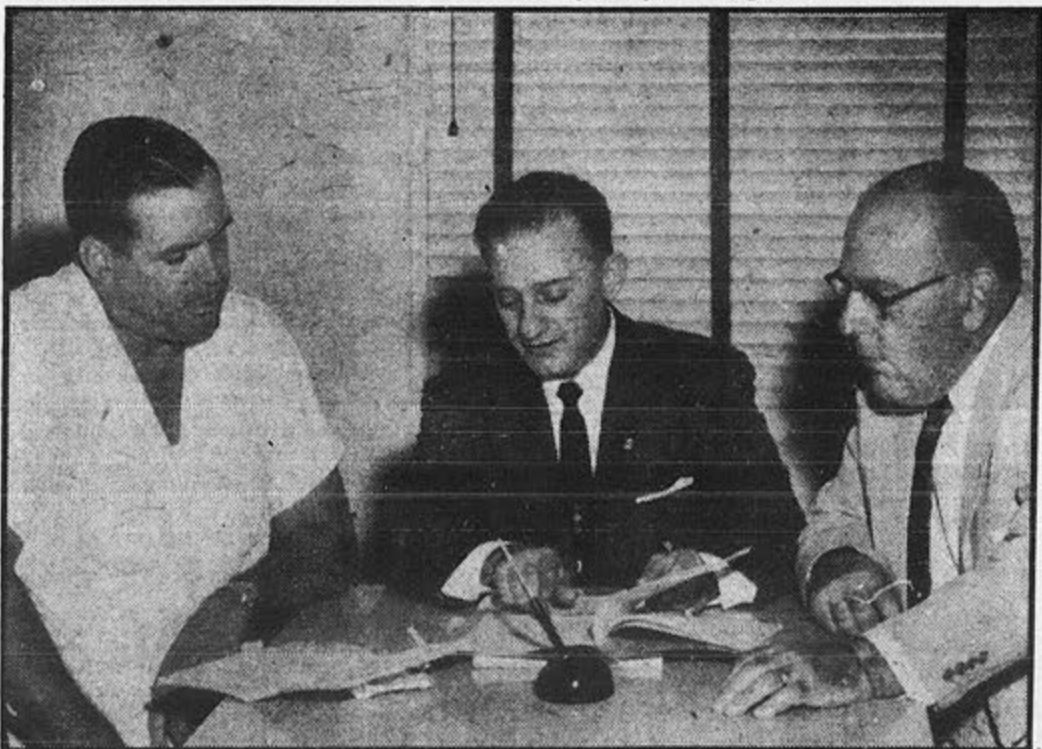




College Board. University administrators who selected five 1956 winners of SIU scholarships worth \$6,000 each go over notes during their meeting. They are (l to r) F. D. Wilkinson, Howard University; Miss Edna Newby, NJ College for Women; Bernard Ireland, Columbia U., and Elwood C. Kastner, NYU.



Double Good Luck. SIU scholarship winner Jeremiah O'Neil, AB, shows former shipmates L. L. Pickett, left, and Richard Koch story of his award. Fortune also smiled on Pickett and Koch this week as mix-up saved them from airliner crash which killed one Seafarer. (Story on Page 5.)



Mapping Plans. Discussing labor's position following repeal of the anti-union "Right to Work" law in Louisiana are (l to r) Lindsey J. Williams, SIU New Orleans Port agent, B. Raynal Ariatti and A. P. Stoddard. Williams is chairman of the executive board, Ariatti is president and Stoddard is secretary-treasurer of the New Orleans LLPE. (Story on Page 3.)

LA. VOTES REPEAL OF 'RIGHT TO WORK'

Election Pledge To Voters Axed Anti-Labor Law

Story On Page 3

Pelly, Byrne Bills Doomed, Sponsors Look To Next Year

Story On Page 2

Pelly, Byrne Bills Doomed, Sponsors Look To Next Year

WASHINGTON—Two proposed laws which would have considerable bearing on the future of US tramp shipping and the jobs of thousands of seamen appear doomed for this session of Congress. They are the Pelly bill which would require foreign tramps to match US cargo rates and the Byrne bill to subsidize tramp shipping. However, both sponsors intend to revive the issue in January when the new Congress meets.

The Byrne and Pelly bills were unable to make headway at this session because of the lateness of their introduction and the pending national elections for President and Congress. The legislators are anxious to wind up business in anticipation of national nominating conventions which are just a few weeks away.

'Must' Bills Get Go-Ahead

Consequently the only shipping legislation getting the go-ahead sign deals with actual ship construction bills where inaction would mean too much delay. These include such items as atom-ship construction proposals, Pan Atlantic's plea for charters on 20 US tankers, revision of Government mortgage guarantees and similar items.

As originally introduced, the Pelly bill, sponsored by Representative Thomas M. Pelly (Rep.-Wash.) would have required foreign ships to pay American wage scales whenever they carried US-Government cargoes. It represented an extension of a practice sanctioned many times by Congress on Government-contracted construction work.

Dual Rate System

If reelected, Pelly says he intends to attack the problem from a different angle in the next session, to overcome objections to his current proposal. He plans to introduce a bill which would set up a dual rate system for foreign tramps bidding for "50-50" cargoes. This would simply involve applying the "fair and reasonable" rule to foreign tramps as well as to US ships.

At present, Government cargoes can be withheld from US ships if their rates are not "fair and reasonable" in light of going market rates and operating expenses. Foreign tramps have no such limitation. The result is that in recent weeks, foreign rates have almost reached the levels of American tramp fees, bringing charges from Government officials that foreign ships, particularly the runaways, are profiteering at US expense.

Discourage Transfers

Obviously a "reasonable" rate for foreign ships would be well below the American rate. Pelly is hopeful that his measure would discourage any further transfers to foreign flags and offer incentives toward maintenance of a permanent US tramp fleet.

The Byrne bill, put forth by Rep. James Byrne (Dem.-Pa.), would have offered operating subsidies to tramps on voyages where they had to compete with foreign tramps. Byrne has promised "If I am in a position to introduce it next year I will reintroduce it at the earliest possible date" so that Congress will have time to consider the measure. The bill was introduced too late this year to make any progress.

Both measures are backed by the SIU and other sea unions.

New Headquarters For 15 Million Union Members In US



Photo shows striking new home of the AFL-CIO in Washington, just across the square from the White House. Originally begun as a new AFL headquarters, the building was adapted for its new function when the AFL and CIO merged before construction was completed. President Dwight Eisenhower and other top officials participated in opening dedication ceremonies.

IBL Ready to Present Petitions For New Dock Election

Filing of an election petition by the International Brotherhood of Longshoremen, AFL-CIO for longshoremen in New York harbor is scheduled to take place in the very near future. All indications are that the IBL will present its pledge cards and petition to the National Labor Relations Board in the early part of July, well ahead of the expiration date of the current ILA contract.

Secret Vote

The petition means that longshoremen in New York will have another opportunity to decide by secret vote whether they want to discard the AFL-ousted International Longshoremen's Association and join the AFL-CIO family as IBL members.

In the last waterfront election in May, 1954, the ILA won by the narrowest of margins, less than 200 votes out of 20,000. Since then, IBL supporters report, the ILA has further alienated longshoremen by failure to follow through

on any of its pre-election promises and by continuation of the abuses which caused its expulsion in the first instance. ILA ties with Harry Bridges and operations of pro-Communist elements in ILA are other major issues in the coming vote.

Full Labor Support

Despite ILA-inspired rumors to the contrary, the IBL will go into the election with the full support of the AFL-CIO and of the Maritime Trades Department representing seagoing and shoreside unions in the maritime industry, including the SIU. Seafarers at the membership meeting of June 13 voted

to reaffirm the Union's standing position of support for IBL in New York and in any other ports where it would challenge the ILA.

For the moment, the focus of the IBL drive is the Port of New York where IBL has collected more than enough pledge cards to meet the 30 percent requirement of the National Labor Relations Board.

IBL men in New York have been heartened by repeated moves of the ILA to duck out on an election, including efforts to rejoin AFL-CIO in one form or another. These efforts, all of which have been rejected by AFL-CIO, are seen as a confession of the ILA's weakness in the port.

MTD Isn't Can Shaking

Bulletins sent out to a number of ships by "The Committee Against Waterfront Screening" have attempted to identify the Maritime Trades Department with the committee's efforts. A section of the bulletin urges ships' crews to support the MTD's demand for civilian control over merchant seamen. In the next breath, it says, "You can collect a few dollars and send it to this Committee to help in our fight."

The MTD has no connection with this committee and does not solicit funds from the membership of affiliated unions, as it is supported by per capita payments. The MTD's policy toward the Coast Guard should not be construed as supporting the operations of "The Committee Against Waterfront Screening," which appears to be a front for Harry Bridges and the remains of the old Communist-dominated National Union of Marine Cooks and Stewards.

SIU Backs Broader Ship Bill

WASHINGTON—SIU Secretary-Treasurer Paul Hall put the Union on record in favor of a bill which would encourage construction of new passenger ships in testimony this week before the House Merchant Marine Committee. Hall spoke for passage of HR 11554 which would broaden the area in which the Government could offer 100 percent mortgage insurance to private operators planning to build US passenger vessels.

Late yesterday the House Merchant Marine Committee voted the bill out of committee after broadening its coverage to include cargo ships.

An immediate beneficiary of the bill would be the Arnold Bernstein Line, which seeks to begin low-cost passenger service to Europe.

In his testimony Hall pointed out that existing passenger vessels built by long-established operators have all had the benefit of the 100 percent insurance which made it a lot easier for them to raise ship construction money. The pending bill would do the same for other operators seeking to fill a long-felt need for an adequate passenger ship fleet. This area could provide jobs for thousands of seamen who have suffered as a result of the drop in ships under US flag.

Need Passenger Ships

American seamen and the American merchant marine, as well as the country's defense establishment, have all suffered from our inadequacy in passenger ships, Hall said. On some trade routes deemed essential by the US, not a single American-flag passenger ship is operating.

Nobody doubts that the business is there, Hall pointed out, with hundreds of thousands now having the money for foreign travel. But the ships have not been built because operators have had trouble raising money.

The new bill, introduced by Rep. Herbert Bonner (Dem.-NC) would eliminate this difficulty by providing 100 percent US insurance under Title XI of the 1936 Merchant Marine Act.

SEAFARERS LOG

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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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Louisiana Repeals 'Wreck' Law

Becomes First State To Dump Anti-Union Law



BATON ROUGE, La.—A two-year fight by Louisiana working men and women for the security of their trade unions ended in a complete victory last week when the State legislature, in session here, repealed the so-called "right to work" law. The successful fight of Louisiana labor, in which Seafarers played a leading role, is the greatest victory scored thus far by AFL-CIO in its campaign against state and national legislation harmful to all Americans.

Until last week, Louisiana was one of 18 states with a "wreck" law on the books. The repeal action followed a US Supreme Court decision upholding the union shop on the nation's railroads. It may mark a turning point after ten years of legislative setbacks to the labor movement.

The repeal cleared the State Senate June 15 by a vote of 21 to 18, after the House voted repeal 57 to 44. The vote was the climax to the election last spring of state legislators, many of them newcomers to the legislature, who pledged to the voters that they would seek repeal of the law. Governor Earl Long also campaigned on the repeal platform.

As the LOG went to press the bill was on the Governor's desk and his signature was expected momentarily.

The Seafarers' role in the repeal drive was highlighted by the fact that the SIU New Orleans hall

served as the headquarters nerve center of the AFL-CIO during the state elections. SIU New Orleans port agent Lindsey J. Williams served as chairman of the board for New Orleans' Labor League for Political Education during the campaign.

Law Undermines Unions

"Right to work" laws (which are described by labor as "right to wreck" laws) have as their basic aim the undermining of unions by prohibiting any form of union security. Unions are not allowed to sign any contracts which require all workers in a bargaining unit to join up and pay dues. At the same time, unions are compelled to represent non-members in the unit who will not pay dues.

The laws then are rigged to keep unions as weak as possible, making them fair game for employers, and of course, keeping wages and conditions at low levels.

Commenting on the legislature's action, Williams declared: "To Louisiana waterfront and shore-side workers, repeal of this vicious law against the working men and women means their union organizations now will be able to present a stronger front to their employers in bargaining for decent wages and working conditions. It means too, that everyone will have a far better opportunity to improve his economic standards in unorganized areas in this state."

The citizens of Louisiana have a right to be proud this week because their state has taken the lead in wiping out drastic limitations on the rights of trade unions and union members. The action of the Louisiana legislature in repealing the so-called "right to work" law remedies a serious injustice to the trade unions of the state and what's more, recognizes the economic facts of life of a modern industrial system.

These facts are simply stated. In our modern, high-powered economy the purchasing power of the consumer, whether country farmer or city worker, is all-important in keeping the wheels turning. Any legislation which seriously handicaps trade unions in their fight for a fair share of productivity is bound to have a damaging effect on the prosperity of all. The only ones who benefit are short-sighted low wage profiteers.

Louisiana's action is a tremendous boon to labor's drive for wholesale repeal of these laws in 17 other states. By their action the legislators went on record as saying that after a two-year experiment the "right to work" law has been a complete and utter failure.

Louisiana's action assumes added significance because it follows the Supreme Court's unanimous decision that "right to work" laws do not legally apply to railroad workers in interstate commerce. The two developments, taken together, are certain to encourage current efforts by labor groups in other states. With Louisiana discarding the law as damaging and useless, and railroad workers exempt from the legislation, it becomes awfully difficult for "right to work" backers to justify the continued existence of the laws. Certainly it should put the kibosh on efforts to extend the law to other states such as Washington. Congress, which paved the way for "right to work" via the Taft-Hartley law, might also be encouraged to take a second look at the issue.

Seafarers in the ports of New Orleans and Lake Charles are entitled to toot their horns over this labor victory because their efforts in the recent state elections helped assure a pro-labor majority in the legislature. Their services were far out of proportion to their numbers, which demonstrates what a united and purposeful membership can accomplish.

'Wreck' Law Repeal Met Voters' Wishes

NEW ORLEANS—Last week's repeal of the Louisiana "right to work" law was a clear expression of the voters' wishes, for a sizable majority of the state's legislators owed

voters. A second part of the campaign was a door-to-door drive throughout the state to acquaint the public with the issues.

Working out of the SIU New Orleans hall, Seafarers and members of other unions rang doorbells, distributed literature and utilized

(Continued on page 15)

their election to their promise to do away with the law. The current legislature represents a considerable turnover from the previous one as Louisiana working people registered their objections to "right to work" backers by voting them out of office. Prominent in the successful campaign in re-vamping the make-up of the legislature were many rank and file Seafarers, with the SIU New Orleans hall serving as the center of labor's election operations in this city.

The effect was that voters elected new representatives to almost 50

Names of La. legislators who voted to repeal State's "right to work" law are on page 15.

percent of the House seats. Many of these new legislators had pledged themselves to repeal. In the State Senate, only 13 of 39 succeeded in re-election. Most of the senators who lost re-election bids were beaten on the "right to work" issue.

The successful labor drive for repeal got underway shortly after "right to work" was enacted. Union members and their leaders carefully prepared for a test of public sentiment on the law in this spring's elections. Candidates were urged to make public commitments of their stand, so the issue would be clear cut for the

SIU Telegram To La. Legislators

NEW ORLEANS—Louisiana legislators who voted to repeal the so-called "right to work" law have been thanked for their action in telegrams sent by Lindsey J. Williams, SIU New Orleans port agent. Williams serves as chairman of the executive board of the New Orleans Labor League for Political Education. The text of the message is as follows:

"YOU ARE TO BE COMMENDED FOR THE PUBLIC-SPIRITED MANNER IN WHICH YOU SUPPORTED PASSAGE OF HB-250 GUARANTEEING TO THE WORKING MEN AND WOMEN OF LOUISIANA THE RESTORATION OF THEIR FREEDOM OF CONTRACT AND THEIR DEMOCRATIC RIGHT TO BARGAIN COLLECTIVELY WITH THEIR EMPLOYERS.

"WE ARE INFORMING OUR MEMBERSHIP OF THE SPLENDID MANNER IN WHICH YOU HAVE ACTED TO PROTECT THE UNION SECURITY PROVISIONS OF OUR CONTRACTS WHICH OUR MEMBERS RECOGNIZE AS THE BULWARK GUARANTEEING TO THEM THE RIGHT TO WORK IN AN ATMOSPHERE OF DECENCY AND SELF-RESPECT AND TO MAINTAIN FOR THEMSELVES AND THEIR FAMILIES THE ACCEPTED AMERICAN STANDARD OF LIVING.

"ON BEHALF OF OUR MEMBERSHIP, I WANT YOU TO KNOW THAT YOUR EFFORTS IN THEIR BEHALF ALWAYS WILL BE REMEMBERED AND APPRECIATED."

Welfare Plan Maintains Speedy Service Record

The SIU's record of giving the fastest possible service to Seafarers and their families through the SIU's 13-point Welfare Plan is being maintained, according to a survey made this week by the Union of the Plan's administration.

The SIU check-up disclosed that thousands of dollars worth of SIU benefit checks are going out daily, on the same day that the applications are received at the Welfare office. The only incident where payments are not made immediately is where a Seafarer has failed to file a beneficiary card or an enrollment card or the card on file lacks all the necessary information.

In this area, the Union noted, there has been considerable improvement. Most Seafarers now realize the importance of having up-to-date, accurate beneficiary and enrollment cards on file with the Welfare Plan. Seafarers are also urged to file copies of their marriage certificates and children's birth certificates, both documents being needed to process hospital-surgical benefits.

Speedy Records

An important asset to the Welfare Plan in offering its speedy service is its records system which gives a complete record of every Seafarer's seetime up to his current voyage.

The record enables a quick check of eligibility to be made for the previous year or past years, so that at most the Seafarer is called on to supply discharges showing one day's work in the 90 days prior to filing the claim.

The survey revealed that maternity benefit payments are almost totally delay-free, for the obvious reason that these are long-anticipated events. Seafarers who are fathers-to-be usually get applications from the Union before the day arrives and have marriage certificates and seetime proof ready. As soon as the Seafarer or his wife has the baby's birth certificate, the package is sent in to the Welfare Plan office and a check goes out the very same day.

Death benefit payments to Seafarers' beneficiaries can be completed within a week under ideal circumstances. What can hold up a death benefit payment is the delay in obtaining a death certificate. This is particularly true if death takes place in a foreign country.

Assuming the Seafarer died in the US, the filing of an application with the death certificate and a quick check of the seetime record is sufficient to get a check mailed out usually the same day the documents are received. Difficulty arises here if the beneficiary card is missing or improperly filled out. This means that under law the beneficiary has to go to court to be appointed administrator of the estate. There can be a delay

of several weeks, plus legal expense for this purpose. Then even after the court acts, the administrator is not permitted to touch the benefit for several months afterwards.

Commonest Errors

The commonest errors on these cards are failure to sign the cards, absence of a date, failure to designate a proper beneficiary and indicate their relation to the Seafarer, if any, and failure to have the card witnessed.

When a card comes in from a Seafarer with these errors on it,

the Plan immediately sends out a new one to him, pointing out the error. These requests go to the address listed on the beneficiary card.

The enrollment card is what counts in payment of hospital-surgical benefits. If enrollment, marriage certificates and birth certificates are on file then all that the Seafarer has to supply is the application, with accompanying hospital and doctor bills, and recent seetime. But if an enrollment card should be missing then the claim has to wait until the Seafarer fills one out.

Crew's Surprise Party Hails Retiring Seafarer

When Seafarer Ed Jacobsen, 68, decided it was time to call it quits to his sailing days his shipmates on the Steel Designer thought it only proper to give him an appropriate send-off. It took the form of a farewell party in the crew messhall before payoff in New York at which he was presented with gifts



Ed Jacobsen

and the best wishes of his shipmates.

Jacobsen has been sailing for 47 years on European and American ships, the last seven of them as an SIU member. After being in a number of unions, Jacobsen is convinced that SIU membership offers the best in protection and security for seamen.

The carefully-planned party was

a complete surprise to Jacobsen who was kept in the dark on his shipmate's plans. A cake with appropriate trimmings was supplied by the baker, while crewmembers presented him with an expensive pen and pencil set and a bottle of Scotch to celebrate his retirement.

INQUIRING SEAFARER

Question: What quality do you believe is necessary to make a good delegate?

Jay Gold, OS: Most important is good knowledge of the agreement and the ability to apply the contract intelligently. Also a delegate ought to have a flair for dealing with the officers and the crew so he can get things done as smoothly as possible with no disturbance.



Tom Little, AB: A guy who can get along with everybody in the crew and cooperate with all departments makes a good delegate. He should also know his business; no sea lawyer but somebody who knows what he's talking about. He should be able to stand up to the officers.



William C. Palmer, chief steward: A delegate first of all should be a seaman who knows his obligations as a Union member and the agreement between the company and the Union so he can set a good example to the newcomers and let them know what it means to be Union men.



Alfonso Rivera, bosun: A delegate has to know the agreement because if he knows what he's talking about there is no beef on the ship. He also has to be serious about the job and be a responsible person because a good delegate can make a great deal of difference on a ship.



Leonardo Torres, wiper: The most important thing I think is that a delegate should be fair and not play favorites. He should keep in mind that he represents the crew at all times and should stick with them and not fool around with the officers when the crew is involved.



Frank Panette, fireman: A delegate has to have information about the job and the agreement. He has to know the facts and be able to back them up. There is no quality that will substitute for experience in a delegate's job. I think the Union should have a school to train them.



SIU Award Caps Long Try

Getting a college education came the long way around for Seafarer Jeremiah O'Neil, but it proved to be one instance where perseverance paid off. It's been 15 years since O'Neil graduated high school and immediately went to work to help support a family of 11 brothers

and sisters. Now the 31-year-old Seafarer has enrolled in Columbia University. With the help of the \$6,000 SIU scholarship award, he intends to apply himself with determination to his college studies.

O'Neil's experience smacks of the classic Horatio Alger pattern, only in his instance it was a thirst for knowledge rather than riches that moved him. Even before he got out of high school at 16 he had been working after school hours to pay his own way. He worked

This is the first of a series of articles on the 1956 SIU scholarship award winners.

ashore two years after graduation in and around his native Providence, Rhode Island, as a factory hand and construction worker until he entered Sheepshead Bay maritime school in 1943.

From then on he worked steadily on SIU ships. As he is the second oldest of 12 children, a good deal of his earnings went to help the younger brothers and sisters. All the while he had the idea of going on to college at some future date.

Meanwhile though, his education was not neglected. Like many Seafarers he is a voluminous reader and he took advantage of his spare time to familiarize himself with the giants of literature—Dostoevski, D. H. Lawrence, Faulkner, James Joyce, Thomas Wolfe, Hemingway and others. Now he intends to major in English literature and his wide reading is sure to give him a head start over classmates.

Fittingly enough, what finally



Seafarer Jeremiah O'Neil thanks SIU for scholarship at hq membership meeting.

shaped his decision to enroll was the success of a shipmate in winning an SIU scholarship. "I got a big lift," he said, "when Seafarer Pickett Lusk won the scholarship award last year. It was very encouraging to my ambitions to know that he had made the grade."

He decided to take a crack at the scholarship and win, lose or draw, to enroll at school anyway, paying his way by his earnings as a Seafarer if that was necessary. All of his brothers and sisters are now grown up with the youngest finishing high school, so he was free to devote his funds to his own purposes.

As it turned out though, O'Neil

was one of four Seafarers to win the competition for the 1956 SIU scholarship awards, which should make the going much easier for him from now on.

"I'm profoundly grateful," he declared, "for the chance given me to attend college at this late date. The scholarship award the Union has given me is that much more incentive to do the very best work I possibly can. I intend to apply all my energies to justify the faith the Union has placed in me."

SEAFARERS WELFARE PLAN
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NEW YORK CITY

Please check my enrollment and beneficiary cards to see if they are properly filled out. Send the answer to the following address:

Name
Address Soc. Sec. No.
City State

Use the above form if you have already filled out enrollment and beneficiary cards and want to make sure they are correct. If you have not filled out these cards, or want to make changes, you can get new cards from any SIU port office.

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EARL LAWS, electrician, gets hearty congratulations at Baltimore membership meeting from Seafarers George Reier (left) and Thomas Lowe, among others. Laws paid off Steel Recorder in the Bay city.



JEREMIAH O'NEIL, AB, was warmly applauded at New York membership meeting. He's shown afterwards with SIU Secretary-Treasurer Paul Hall. O'Neil has enrolled at Columbia University's School of General Studies.



HERMAN SPERLING, AB, now attending Long Beach City College was at Wilmington meeting and got a hand each from W. Woodill (left) and B. Haukebo. He will switch over to the University of California at Los Angeles.

Seafarers Laud Winners Of SIU College Awards

Seafarers in all ports applauded the announcement that four SIU members had been awarded \$6,000 Andrew Furuseth Memorial Scholarships to cover four years of college or university study. A fifth award was won by the daughter of a Seafarer.

In four of the ports, Seafarers were able to congratulate the winners in person, three of them at the last membership meetings. Seafarer Jeremiah O'Neil, AB, was at the New York meeting and spoke briefly, thanking the membership for his newly-won opportunity. Seafarer Earl Laws, chief electrician, paid off the Steel Recorder in Baltimore

and then enter the University of California at Los Angeles. He is majoring in economics and may go on to a law degree. The four Seafarers make a total

of nine SIU men who have won the awards since the SIU's scholarship plan was instituted in 1953. One Seafarer has already completed his studies. Five children of Seafarers are currently attending college under the scholarships.

Stories on four of the five winners of this year's scholarship awards will appear in next week's issue of the SEAFARERS LOG. The fifth winner is portrayed in the current issue on page four.



Anne Virgin

upon getting the good news and was present at the meeting there to be greeted by the membership. Seafarer Herman Sperling, currently attending Long Beach City College, was presented to the membership at the Wilmington port meeting, and expressed his thanks to the Union for giving him a big boost towards a career in economics and law. The fourth SIU winner, Seafarer George Butenkoff, AB, was at sea aboard the Seatrain Savannah on meeting night.

Daughter Of Seafarer

The winner of the fifth award was Miss Anne Virgin, daughter of Seafarer Claude Virgin of Atlanta, Georgia. Miss Virgin is currently attending the University of Georgia where she is maintaining an outstanding record after graduating number one in her high school class. She intends to teach English in the secondary schools.

The overjoyed winners wasted no time in following through on their successes. O'Neil, who will

specialize in English literature, has already enrolled at the Columbia University School of General Studies. He then took an AB's job off the board in New York on the Mankato Victory, headed for Europe. Butenkoff shipped aboard the Savannah the day the awards were announced. He has been attending Newark College of Engineering and is specializing in marine electronics.

Laws was on tenterhooks over whether or not to sign on for another trip on the Steel Recorder when the news of his award came through. He promptly paid off and started making arrangements to enter the Milwaukee School of Engineering where electronics will probably be his specialty. Sperling has said he will complete another year at Long Beach City College

Seafarer One Of Victims As Air Crash Kills 74

One Seafarer lost his life and at least two others narrowly missed disaster when a Venezuelan airliner crashed into the Atlantic Ocean near New York on June 20, killing all 74

passengers and crew. Seafarer Frank Barenthin, FWT, was one of the victims of the worst air disaster in US history. He was headed for a berth aboard the Sandcaptain, the Construction Aggregates dredge which is now completing work on the Maracaibo ship channel job. Three other Seafarers, D. DeGraff, FWT, Richard Koch, welder, and L. L. Pickett, AB, missed taking the plane only because of a last minute mix-up. Several other Seafarers have been dispatched to the ship by air during the past week.



Barenthin

The four engine Super-Constellation was operated by Linea Aero-

postal Venezolana, the Venezuelan national airline. Accounts of the accident, as reported from the Coast Guard and other sources, said that the pilot radioed he had engine trouble a short period after he left New York International Airport, and was turning back. Subsequently the plane caught fire, apparently while it was jettisoning extra gasoline in preparation for a landing. It plunged steeply into the sea and burned. Coast Guard rescue craft were unable to locate any survivors.

Barenthin, who was 34 years old, made his home in Baytown, Texas. He had been sailing with the SIU for two years. He had been sent ahead on the plane while other crewmembers were left behind because there was urgent need for a fireman-watertender on the Sandcaptain.

Calmar Buys 2 More Libertys

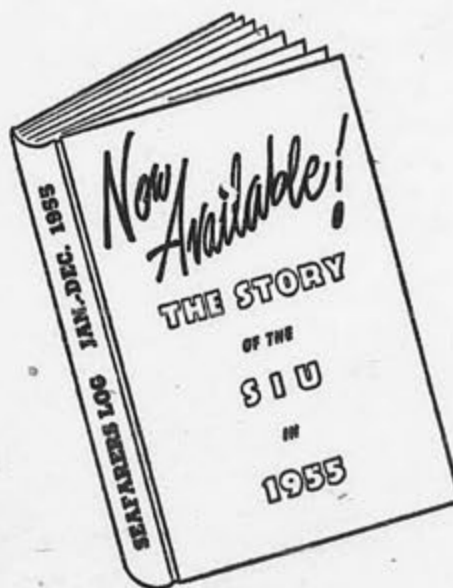
Two more Liberty ships will be crewed by Seafarers in the near future as the Calmar Steamship Company has purchased them for use in the intercoastal trade. The two ships were bought from an NMU-contracted company.

The purchase reflects the growing demand for shipping space in the intercoastal service. In recent months, some shippers have been unable to find space for cargoes.

The withdrawal of Isthmian from the intercoastal service following sale of that company to States Marine has also added to the need for ships in this trade.

Originally an eight-ship fleet, Calmar has been expanding in recent years with the addition of the Texmar and Flomar, and the Bethcoaster, an LST. The new purchases will make 12 Libertys in all.

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



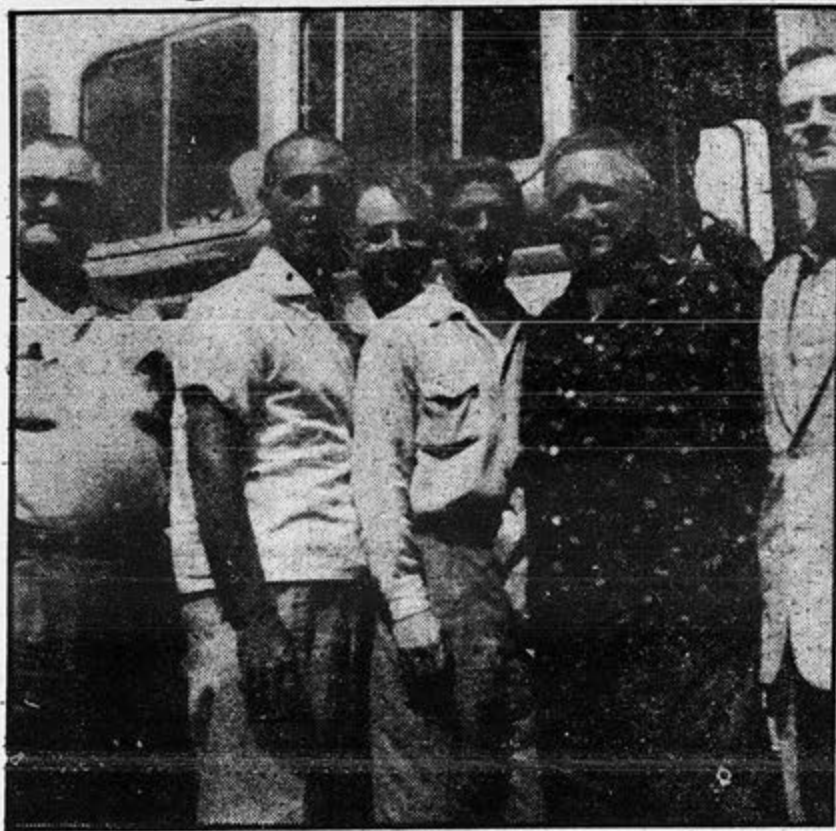
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Heading For Jobs On A Supertanker



Part of crew dispatched from Wilmington hall to supertanker Orion Star are shown before boarding bus for San Diego. They are (l to r): A. Hill, G. Quinones, P. Raptakis, H. Peterson and A. Slaybough.

SIU Wins 5G Extra OT For Dredge Crew

NEW YORK—Steward department members in the SIU crew of the Army dredge Chester Harding collected \$5,000 worth of disputed overtime at the payoff here this month as ocean-going tank ships began sailing through a new man-made channel at Maracaibo, Venezuela, for the first time.

The Harding has been returned to the Army after completing ten months on the bonus-pay dredging job. She had been operated under charter by Construction Aggregates, an SIU company which handled a \$12 million offshore channel-digging contract in Venezuela.

A second ship, the SIU-manned Sandcaptain, has been on the scene since December, 1954, and is due to remain at least another three months.

Settle Steward OT Beef

SIU headquarters officials who paid off the Seafarer-crew of the Harding last week reported full settlement of the 2,000-hour overtime steward department beef for the men, according to SIU Assistant Secretary-Treasurer Claude Simmons.

The overtime represents routine items disputed during the 10-month period and accumulated while it was outside the US and lacked services of Union patrolmen.

Since both the Harding and the Sandcaptain are operating under special SIU contracts, providing bonus rates of 25 percent above regular monthly wage and overtime scales, the beef netted an additional \$5,000 to be split among galley personnel.

The special pacts also provided an additional 25 percent bonus for Seafarers who remained on the job nine months or more, because of the tropical conditions under which they had to work and the long period of the sign-on.

Completion of the first phase of the huge dredging project enabled the Dutch tanker Kermia to sail from Lake Maracaibo back to Europe on June 1 with a full cargo of oil pumped from one of the numerous wells sunk deep in the lake bed. Previously the oil had to be pumped overland to refineries or onto shallow draft barges which in turn pumped it into ocean-going tankers offshore.

Dug 8-Mile Channel
The assignment of the two SIU-

manned dredges involved digging an eight-mile-long channel at the neck of the lake to permit deep-draft tankers to sail in on their own. The present channel opens the way to ships with a draft of 31 feet and an 18,000-ton displacement. Eventually, when the entire project is completed, there will be a channel depth of 38 feet.

The overall job is estimated to cost \$56 million. One Venezuelan-flag dredge and numerous smaller vessels belonging to other companies are taking part in the "dig-out" program.

Meanwhile, shipping in the port remained at a good pace, with over 300 men shipped to regular jobs. Another 26 standby jobs split among all three departments were dispatched during the period.

Headquarters dispatchers report the port still short on deck and engine ratings. The outlook for the future is still good.

A total of 18 ships were paid off, 5 signed on foreign articles and 17 were serviced in transit during the period. All of them paid off in good shape, Simmons said.

Far From Regular Run, Robin Hood Eyes Japan

SEATTLE—A long way from her "home" on the New York to South Africa run, the SIU-manned Robin Hood was due to arrive in Yokohama this week to discharge cargo from the West Coast.

The Robin Line ship is under charter to States Marine Lines and is due back in San Francisco in July to take on cargo for Europe. She paid off here during the past two weeks after completing another voyage to the Far East.

She's due back in New York after the European trip.

Prediction Is 'Fair'

Shipping here, meanwhile, has remained good and is predicted "fair" for the current period. Two

Shipping Round-Up & Forecast

May 30 Through June 12

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	10	3	4	5	3	1	17	9	26
New York	80	27	67	22	61	9	208	58	266
Philadelphia	18	2	16	12	16	6	50	20	70
Baltimore	61	38	45	29	35	17	141	84	225
Norfolk	8	7	5	1	2	8	15	16	31
Savannah	12	5	9	3	3	3	24	11	35
Tampa	3	2	1	2	5	3	9	7	16
Mobile	18	9	17	5	17	6	52	20	72
New Orleans	47	21	35	30	64	21	146	72	218
Lake Charles	13	10	12	8	4	8	29	26	55
Houston	15	4	9	10	7	5	31	19	50
Wilmington	4	4	2	7	6	2	12	13	25
San Francisco	17	12	10	5	12	5	39	22	61
Seattle	17	13	5	9	6	9	28	31	59
Total	323	157	237	148	241	103	801	408	1209

Port	Shipped									Total A	Total B	Total C	Total Ship.
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C	Stew. A	Stew. B	Stew. C				
Boston	1	0	0	0	0	0	0	1	0	1	3	0	4
New York	77	21	19	62	22	15	56	16	14	195	59	48	302
Philadelphia	25	4	1	12	15	5	16	4	1	53	23	7	83
Baltimore	48	39	29	49	33	23	34	16	16	131	88	68	287
Norfolk	11	4	1	12	2	3	4	7	1	27	13	5	45
Savannah	5	0	3	2	2	1	1	2	1	8	4	5	17
Tampa	6	2	1	2	2	1	9	1	0	17	5	2	24
Mobile	29	10	5	24	15	11	19	9	6	72	34	22	128
New Orleans	50	12	12	36	16	22	35	20	20	121	48	54	223
Lake Charles	12	9	0	7	6	0	4	2	0	23	17	0	40
Houston	16	7	2	9	12	4	9	6	1	34	25	7	66
Wilmington	11	1	0	4	5	0	9	3	0	24	9	0	33
San Francisco	14	6	4	13	5	2	12	6	1	39	17	7	63
Seattle	15	14	0	8	8	0	4	3	2	27	25	2	54
Total	320	129	77	240	145	87	212	96	63	772	370	227	1369

Another SIU 'First'



Mrs. Mert Woodill, wife of Seafarer W. Woodill, is shown with first born, 3-month-old daughter. \$200 maternity benefit plus \$25 bond went to family.

SIU shipping boomed again during the past two weeks, equalling the high mark for the year. The gain was almost entirely due to the class A jobs shipped, as the class B and class C dispatch figures remained fairly constant.

Eight ports, particularly Baltimore, Mobile and New Orleans, shared the prosperity, while six others, including New York, declined. The slight dip for New York amounted to less than a

dozen and a half jobs, however. Standby jobs more than took care of this lapse.

Philadelphia, Norfolk, Tampa, Wilmington and Seattle also showed increases, as Boston, Savannah, Lake Charles, Houston and San Francisco, all slipped back slightly.

Baltimore Record

Major gains were scored in Baltimore, which broke a 29-month record, and Mobile, which climbed over the 100-job mark again. New Orleans was very good also.

The district-wide shipping gain showed the class A shipping almost even with class A registration, and the same held true for class B. The biggest shortage of men still was in the engine department, where shipping and registration were relatively far apart.

On the other hand, New York, Baltimore and New Orleans shipped fully 75 percent of all the class C men shipped in the district, while three others, Boston, Lake Charles and Wilmington, shipped no class C men at all.

Class A Gains

The percentage figures show class A shipped 56 percent of the total jobs, a gain of five percent; class B shipped 27 percent, a decline of two percent, and class C shipped 17 percent, or a three percent decrease, although only two less C men were shipped this period than in the preceding two weeks.

The following is the forecast port by port:

BOSTON: Very slow; should pick up . . . **NEW YORK:** Good; needs deck and engine ratings . . . **PHILADELPHIA:** Good . . . **BALTIMORE:** Booming . . . **NORFOLK:** Fair . . . **SAVANNAH:** Slow . . . **TAMPA:** Fair . . . **MOBILE:** Good . . . **NEW ORLEANS:** Slowing up . . . **LAKE CHARLES:** Fair . . . **HOUSTON:** Good . . . **WILMINGTON:** Fair . . . **SAN FRANCISCO:** Good . . . **SEATTLE:** Good.

Office Help Lagging On Pay Gains

WASHINGTON — White collar workers are lagging further behind in their efforts to keep up with rising wage trends because of their failure to join unions, the AFL-CIO reports. A survey of wage changes since 1939 shows white collar people on the bottom of the wage raise pyramid.

The survey, reported in Economic Trends, a monthly publication of the AFL-CIO Committee on Economic Policy, listed salary gains for semi-skilled workers at 233 percent in the 1939-1954 period. By contrast, male white collar workers only received 163 percent increases, and skilled workers got 224 percent.

Unions Closed Gap

The report concluded that the statistics show "how the manual worker, with the help of unionism, has been narrowing or eliminating the old gap between himself and the white collar worker." Added to the union members' wage gains are the fringe benefits and job security under Union contract.

Many of the wage gains of white collar workers in the 15-year period, it was emphasized, were given to them to match gains negotiated by unions representing manual workers.

payoffs, the Coeur d'Alene Victory and the Longview Victory, both for Victory Carriers, are due in any time, SIU Port Agent Jeff Gillette said.

Besides the Robin Hood, the Wacosta (Waterman) paid off and signed on again during the last period. In addition, Calmar provided three in-transit ships, the Yorkmar, Calmar and Alamar, and Waterman sent in the Fairport and Wild Ranger. There were no outstanding beefs on any of them.

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

How To Pick Auto Repair Shop

Modern high-horsepower cars with automatic drives, multi-barrel carburetors and complex ignition systems are increasingly complicated to repair. They require more expert service and their engines require more sensitive adjustments, because of their close tolerance, than older cars needed.

Unless present-day cars do get expert care, some queer phenomena occur. In fact, one of the country's outstanding service experts tells

this department that nowadays a given symptom may not be at all related to the seemingly ailing component.

In modern cars, everything must synchronize. One component can throw others out. An automatic transmission may fail to upshift promptly because the motor itself needs a tune-up. Or a car may creep, not because anything is wrong with the transmission, but because mechanics sometime advance the idling speed to offset stalling caused by improper carburetor adjustment or faulty ignition.

Not only are cars more delicate and precise, but they are driven under increasingly harder conditions. Nothing is as rough on a car as today's stop-and-go traffic congestion.

For these reasons it's increasingly important to find a reliable repair

shop. Car owners not only can't repair their own cars any more but they can't even take a chance on relatively inexperienced repairmen. Here are tips developed with the aid of auto club and repair specialists that can help a cost-harrassed and repair-bedeveled car owner select a competent service shop.

Does the shop use modern test equipment? The equipment a shop uses is one clue to its competence. A well-equipped shop these days increasingly needs and should use volt meters, engine operation and vacuum gauges, distributor gauges and fuel-mixture testers.

Does the shop look well-organized? Mechanics themselves judge service shops by their appearance. They know that a clean, well-organized shop is better able to handle a car efficiently. Admittedly a dirty shop may have a top-notch mechanic. But the shop's appearance does often reflect the attitude of the owner and mechanics towards your car.

Does the mechanic diagnose carefully? A careful shop makes adequate tests before it will say what the trouble is. A less-skilled or less careful serviceman is more apt to give a flash diagnosis. For example, if the difficulty is insufficient power in a comparatively new engine, a careful mechanic will either use a dynamometer (which simulates road conditions) or at least hand instruments, and also road-test the car. Or, before telling you you need a new battery, he'll not only test the old one but also the generator and voltage regulator. The extra time he spends will often save you money in the long run.

Is the shop experienced in your make? An AAA mechanical specialist advises that in these days of automatic transmissions and other power features it's especially desirable to use a trained specialist in your particular make or accessory.

Is the shop unionized? As with other services, the special advantage here is that since work conditions are more stabilized (the men have seniority and stay on the job) you are more likely to get highly-skilled personnel. Many union shops also have formal apprenticeship programs of four-year duration, plus additional training, which further assures car owners of skilled service.

What do others think of the shop? Ask other owners about their experiences with local shops. Also note if the shop seems busy. A good shop is often a busy one. All those people can't be wrong.

Does the shop use high-pressure? A scrupulous mechanic will advise you on your needs but won't high-pressure you, and often may advise that you don't need something you think you want. For example, he won't sell you a set of plugs merely because you've had yours in a certain number of miles, but will test them to make sure, and clean and regap the old ones if that is sufficient.

Does the shop practice preventive maintenance? A good shop tries to locate incipient troubles while still small. For example, it will try to keep the body tight to avert costly future body and steering gear repairs. It will check spark-plug gapping to make sure plugs fire properly. It will hydrometer-test your battery periodically and recommend regular lubrication. A well-greased car not only minimizes chassis wear, but saves gas and wear on the engine wear because the chassis has less friction to overcome.

A leading repair specialist tells this department that he finds a car that is regularly serviced rarely needs as many or expensive repairs as the one that doesn't come into the shop until trouble shows up. It's simply true that grease is cheaper than metal.

Sometimes owners themselves abuse their cars. The most common abuses cited by service specialists are unnecessarily fast acceleration, which strains car components and is especially damaging to automatic transmissions; habitually abrupt stops, which damage brake systems; fast driving in cold weather before the oil has a chance to warm up; turning the steering wheel while the car is standing still (assuming you don't have power steering), and infrequent use of the car. Cars used only on short trips build up carbon faster than those that occasionally get a chance to warm up fully on a highway. Also, constant city stop-and-go driving is hard on cars and builds up carbon quickly. A car used mainly in city traffic should get a highway trip now and then to clean out the carbon and free the valves.



SIU Co's Seek 25 Reserve Ships

As Gov't Plans Huge Cargo Lift

WASHINGTON—Predictions of very heavy ship movements of Government and private tonnage in the next two years highlighted current Federal Maritime Board hearings on proposals to break out Government reserve ships. The International Cooperation Administration and the Department of

Agriculture plan to ship over 23 million tons of bulk commodities in the coming year alone, witnesses told the board. SIU-contracted companies have so far asked for 25 ships.

Substantiating the need for additional tonnage, Colonel Arthur Syran, ICA Director of Transportation, said that he had to waive the "50-50" law and charter 11 runaway flag ships at exorbitant rates because no American-flag ships were available. The Department of Agriculture has had to

charter another 15 ships for the same reason. Syran estimated that a breakout of 30 Victories would be a conservative figure.

Applications for ICA ship breakouts now total 75 vessels with the following SIU companies seeking ships: Bull Steamship Company—10 Libertys or Victories; Robin Line—five Victories, and Marine Transport Line—10 Libertys or Victories. Most of the other tonnage has been requested by West Coast companies.

Other ship breakout requests not

connected with ICA are pending, including legislation which would give SIU-contracted Pan Atlantic the use of 20 T-2 tankers for the coastwise trade.

Coal Export Company

Adding to the prospect of a continued shipping boom is the formation of a new corporation consisting of several major coal companies, the United Mine Workers of America and major coal-carrying railroads. The new corporation will seek to promote export of coal, which is expected to increase by 10 million tons this year over 1955. It has announced that it is in the market for ships to engage in long-term coal carrying trade.

The huge tonnage to be moved by ICA and the Agriculture Department includes 6 million tons of wheat, rice and beans alone under the international wheat agreement and an additional 5.6 million tons under barter agreements. Cotton, coal, lumber, fertilizer, sugar and steel scrap are other heavy items.

In face of these huge projected shipments, the Maritime Administration revealed that US privately-owned dry cargo ships dropped from 627 to 615 in the year 1955.

Syran's testimony strongly underscored the need for additional tonnage to keep cargoes out of the hands of runaway-operators. He reported foreign rates on coal had increased 61 percent, and anywhere from 42 to 88 percent on grain. Foreign rates are now practically identical with US rates, which means a bonanza for tax-free, low-wage runaway ships.

Ready For A First-Class Vacation



Seafarer Frank Prezalar of Jackson Heights, New York, gleefully shows \$318 in vacation pay he received after 18 months aboard the Sandcaptain in Venezuela. Prezalar and his wife plan a 28-day vacation trip by train to Montreal, Quebec, Lake Louise, California and the Middle West. He was chief cook on the dredge.

Meeting Night Every 2 Weeks

Regular membership meetings in SIU headquarters and at all branches are held every second Wednesday night at 7 PM. The schedule for the next few meetings is as follows: June 27, July 11, and July 25.

Hub Peddles Fireboat—No Business

BOSTON — Unable to justify further maintenance costs for a fireboat that didn't fight any fires, Boston's Fire Department has sold its lone fireboat, which has been standing by idle for two and a half years.

The fireboat was unceremoniously towed away from the Commercial Street dock she's called home for several years and turned over to a private company. She had been carrying a crew of 12, including a captain and 11 men.

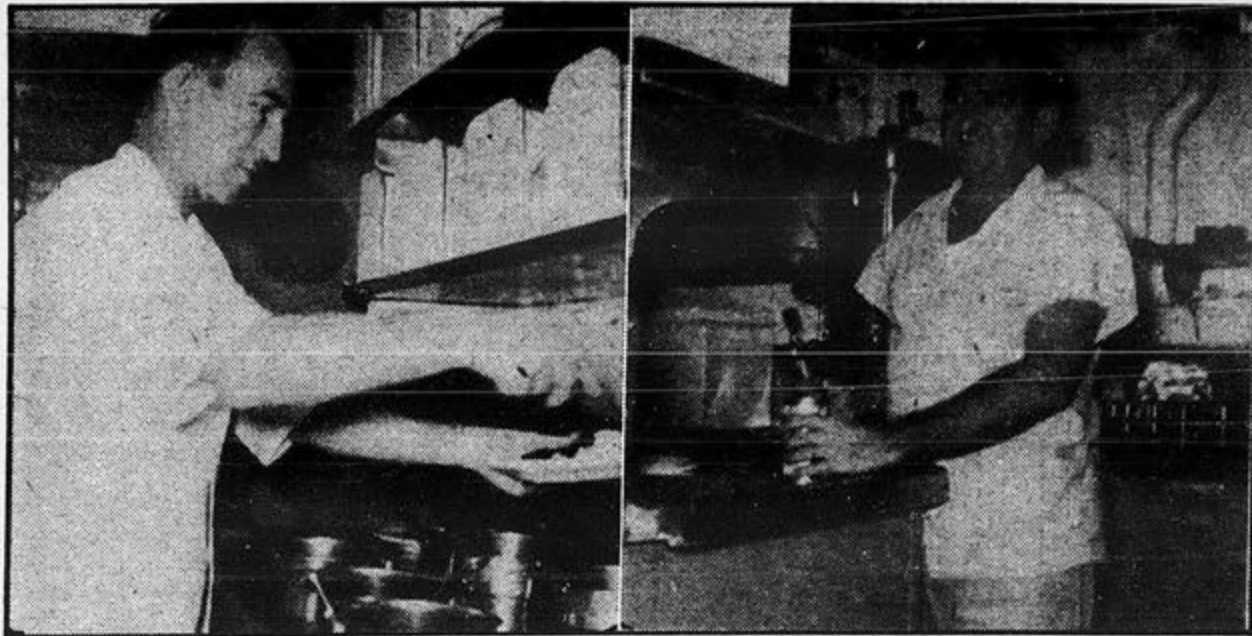
Shipping Due To Rise

For the moment shipping is quieter than it has been in a long time here, and should increase soon. During the past two weeks the Government Camp (Cities Service) paid off and signed on again, and the Robin Doncaster (Seas Shipping) and the Steel Designer (Isthmian) stopped off in transit. None of them had any major beefs.

Stands In For Mother On LOG Award



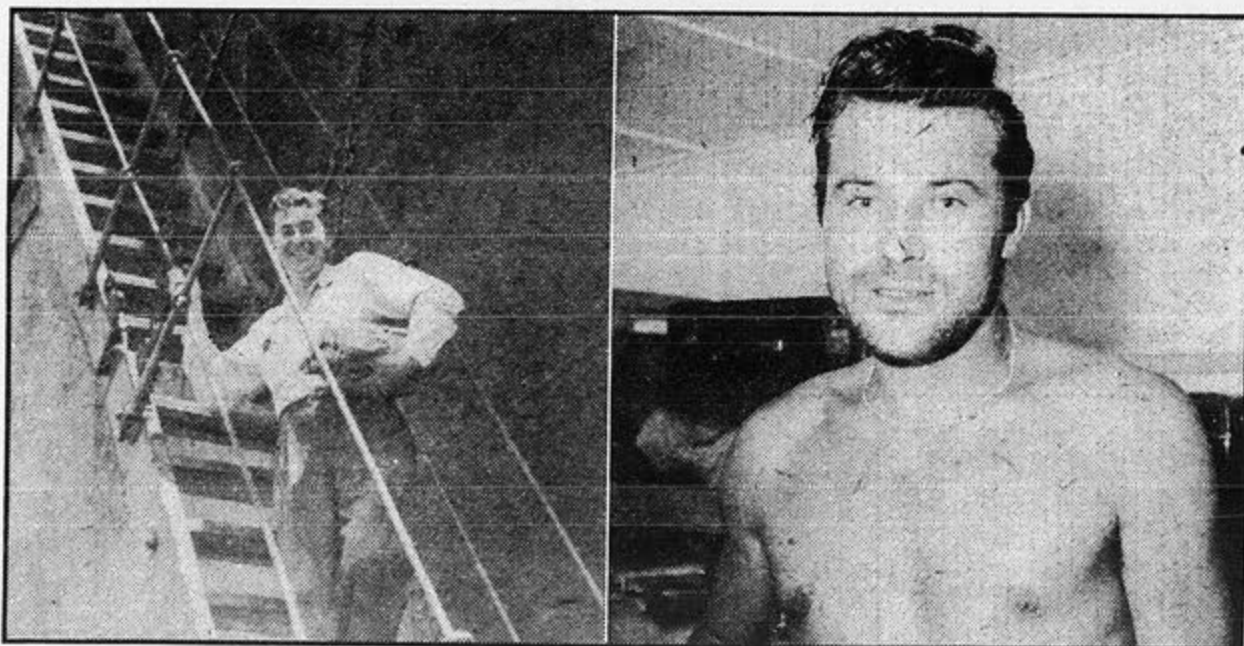
Seafarer Roy Guild (right) and SEAFARERS LOG editor, Herb Brand, look at prize-winning poetry entry in LOG by Guild's mother, Mrs. E. A. King. Guild is holding SEAFARERS LOG award his mother won in 1955 competition. Award is an engraved key.



Aboard the SIU-manned Del Sud, steward department crewmembers Woody Perkins, left, and George Riehm, at right, busy themselves during a recent trip to South America. Perkins is messman and Riehm is ship's linenkeeper.



A trio of Seafarers aboard the Calmar Line intercoaster Pennmar grab a bit of air during trip from West Coast to East Coast. Men are (l to r) O'Neil, AB; Don Wagner, OS, and Harold Riggs, AB. Photo was sent to LOG by bosun L. Collins.



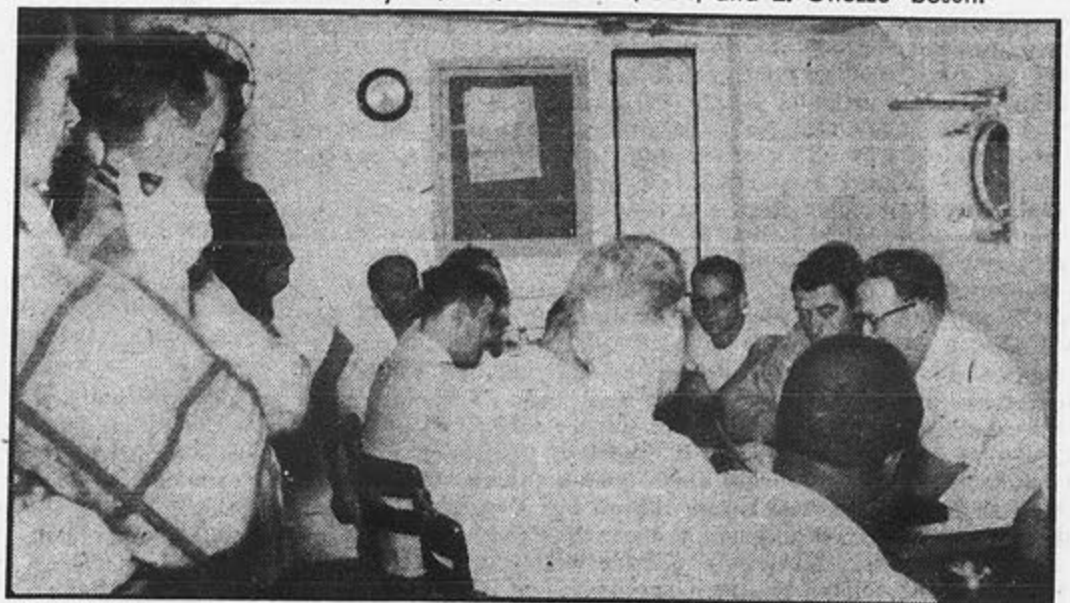
Completion of a job well done brings smiles to face of ship's delegate J. Deeds at left. Ship was the Albion, now transferred foreign. At right, R. H. Reynolds, OS aboard the Marore, shows beard to camera of crewmember J. E. Carender.



Meeting chairman and meeting secretary get ready for ship's meeting aboard the SS Arapahoe. Left is chief cook Bob McCulloch, chairman, reading report on SIU's campaign to save "50-50." Secretary is Red Barron, bosun.



SS Rayvah crewmen display barracuda hooked near Rio. Men are (l to r), M. Spurgeon, wiper; R. McCutcheon, AB; W. Zajano, MM; Ed Lynch, OS; E. Woods, DM, and L. Ghezso bosun.



Crewmembers listen intently as report is made to crew during course of ship's meeting. Actual meeting took place during March. Photographs were taken by crewmember E. Rogg on the Arapahoe.

**HOW AMERICAN
UNIONS SERVE
EVERY AMERICAN**

**No. 1
THE SO-CALLED
"FAIR-TRADE"
LAWS**

Like many similar slogans "fair trade" law means the opposite. "Fair trade" is a requirement by a manufacturer that all dealers must charge you the same price everywhere for his product. Any dealer who sells the item at a lower price can be cut off from his supply and hauled into court under laws business firms have pushed through many state legislatures.

American unions have challenged these totally unfair laws and have already succeeded in have them declared unconstitutional in many states, thus giving you more value for your money and restoring a semblance of competition to business.



SEAFARERS LOG
SEAFARERS INT'L. UNION

LABOR ROUND-UP

After a four-month strike, the International Association of Machinists has won a 17½-cent wage package for 11,000 members employed by Republic Aviation. The contract covers two Long Island, New York, plants and covers a two-year period. It includes additional vacation and welfare benefits.

The biggest drive ever attempted in the non-union southern textile field is being opened by the Textile Workers Union. Target of the drive is Burlington Industries Inc., one of the country's largest textile firms and operator of 99 mills throughout the country. There are 62 mills in Virginia and North Carolina alone, with the union presently organizing actively at 25 of these. It reports several thousand pledge cards to date.

A job security dispute between the American Guild of Musical Artists and the Metropolitan Opera Association has been settled with agreement on a new two-year contract. The association had threatened to cancel the next season's presentations of the world-famed opera company prior to the settlement.

An agreement on arbitration has ended a six-week strike against two Northern New Jersey bus lines. Lodge 329, Brotherhood of Railway Trainmen, had demanded 16 cent hourly increases, vacation improvements, four new paid holidays and other gains. The Rockland Coaches and Hill Bus Company were involved in the tie-up.

State restrictions on picketing by the United Automobile Workers against the Kohler Company were upheld by a six to three vote of the US Supreme Court. The UAW has been on strike against Kohler, plumbing appliance manufacturers, for the past two years. The ruling allows a state agency to intervene in a matter pending before the National Labor Relations Board. It was criticized on this basis by the three dissenting jurists.

A week-long strike at three plants of the Worthington Corp. in New Jersey ended in a 14-cent package settlement. About 2,000 members of the United Steelwork-

ers Union were involved. Average wages at the plant are now \$2.15 an hour.

Paper mill workers in the Northwest have won a six percent increase amounting to an average of better than 12 cents an hour, plus another five cents for journeymen mechanics. About 19,000 workers are covered in the Pulp and Sulphite and Paper Makers unions. The two unions negotiated jointly.

SEAFARERS IN ACTION

For some time now the Union's Welfare Services Department has been asking crewmembers to notify headquarters whenever an SIU man is sick or becomes injured aboard ship. That was just what Dave Furman, secretary-reporter on the Ocean Ulla, did when one crewmember had to be hospitalized in Bremen.



Palmer

bosun Zenon Rivera and steward A. W. Wasiluk for doing an outstanding job.

Among good feeders is the SS Oremar (Ore) which has been doing "such a fine job" of preparing and serving meals, and also there's compliments to Harry Southern for his baking on the SS Young America. These are just a few of the mentions of good feeding on SIU ships to come across the desk recently.

Traditional seafaring generosity was the story aboard the Alcoa Corsair when two of the crewmembers had to be hospitalized, one man being flown home from La Guaria, Venezuela, and the other being left behind in New

Orleans. A total of \$227 was raised in two tarpaulin musters for the injured crewmembers. Wesley A. Palmer is the ship's delegate

Pitching in at the May 31 membership meetings in the various ports were a number of rank and file Seafarers who were elected to meeting posts. Up in the Beantown C. MacQueen and W. Whitford were on the platform; E. Degen in Houston; H. Knowles and J. Bucci in San Francisco and J. McElroy in Wilmington. Other Seafarers in meeting jobs were Roy Lundquist, Baltimore; Ben Grice, Lake Charles and J. Thomas and S. B. Sikes in Seattle.



MacQueen

There should be a well-informed gang of Seafarers aboard the Del Oro (Mississippi) with ship's delegate Paul Whitlow making sure everybody is up to date. In addition to reporting on shipboard matters, Whitlow also gave the crew a run-down on the latest developments in the Union.

Everybody is probably shipshape when they go ashore from the SS Royal Oak these days—not a wrinkle anywhere. The spic and span appearance is due in part to Brother Theodore Jones who volunteered to go ashore and buy an iron. From there it's up to the brothers to put a neat crease in the trousers.

Baltimore SIU Jobs Top '54 Mark

BALTIMORE—SIU shipping snowballed here during the last two weeks to reach the highest point in almost two and a half years.

Taken together, the deep-sea jobs and standby jobs combined to out-distance even that high figure, which was set back in January, 1954. All told, 299 jobs were shipped during the busy period, including a dozen standbys. The 1954 high mark was 296 jobs.

Port Agent Earl Sheppard said that "from all appearances, this high level of activity will stay on for some time to come." Shipping in this area has been good for months, and has been over the 200-job mark since mid-April.

Can Get Out Fast

As a result, Sheppard again urged class A and class B men in other ports where shipping is a little slow to make the trip here "where they can get out as fast as they please." He noted a port record of 68 class C men shipped in two weeks, because of the lack of available class A and B men. This is more than the entire A&G District has shipped from class C on several occasions.

He reminded Seafarers who have sailed Ore and Calmar ships recently that some items of disputed overtime, such as beefs over callbacks, penalty breakfast hours for the 4-8 watch, lookouts breaking cement in anchor pipes and disputes over jurisdiction in pump-room and fanroom spaces can now be collected from the companies directly. A few other items still pending are now in the process of being cleared up, he added.

During the past two-week period, 16 ships paid off, 9 signed on and 15 called in transit. All beefs were settled to the satisfaction of the SIU crews involved.

Brother Earl Laws, chief electrician, paid off the Steel Recorder (Isthmian) here and was on hand for the last membership meeting. One of four Seafarers to win a \$6,000 SIU scholarship award, he was cheered on his success and perseverance.

This Sea Lawyer Is Genuine Article

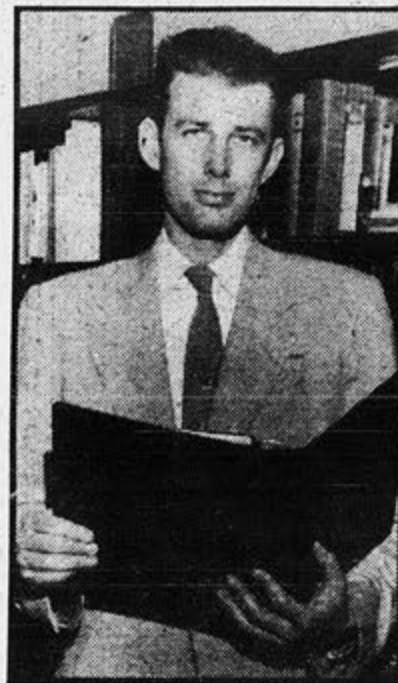
Seafarers aboard ship will have available in their crew the services of an authentic "sea lawyer" when Douglas O'Neill, AB, grabs his next SIU ship. Recently discharged from the US Air Force, O'Neill intends to ship for a year or two before settling down to the practice of law either in San Francisco or his native St. Louis.

O'Neill, who is 28, has been shipping on and off with the SIU since back in 1947. His earnings as a Seafarer financed eight years of college and law school studies which he jammed into a smaller period by attending day and night school together during one period. He got his law degree in September, 1953.

Air Force Advisor

Six months later he was in the Air Force at Forbes Air Force Base in Kansas, where he was legal advisor to 3,500 men. He also got married, in the process, to an Army nurse who is still in service, "which makes me a servicewoman's dependent."

Pending his wife's discharge, O'Neill will get in some seetime, probably out of New Orleans.



Seafarer Douglas O'Neill

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:

Eugent T. Nelson, 45: Brother Nelson died of a cerebral hemorrhage on May 3, 1956. Brother Nelson had been sailing as a chief electrician aboard SIU ships since 1946. He joined the Union in the Port of New York. He is survived by his brother, Lewis E. Nelson, of Brooklyn, NY.

Fred L. Pittman, 51: A resident of Baltimore, Maryland, Seafarer Fred Pittman, died of a kidney ailment on May 6, 1956, in the USPHS Hospital in Baltimore. Place of burial is not known. He joined the Union in Norfolk in 1939 and sailed in the steward department. His beneficiary is a friend, Julius Kukolove, of Baltimore, Maryland.



John F. Monteverde, 58: On May 14, 1956 Brother Monteverde died in St. Josephs Hospital in Savannah, Georgia. Brother Monteverde was a charter member of the Union, joining in New York, and he had been sailing in the deck department. He is survived by his wife, Florence Monteverde, of Savannah, Ga.

Eugenio P. Lucero, 51: A stomach ailment was the case of Brother Lucero's death on December 21, 1955, in Kobe, Japan. Brother Lucero had been sailing in the steward department. He is survived by his brother, Gregorio Lucero of Cavite, PI.

You Wanna Become A Shipowner?

MOBILE—Seafarers sailing on Waterman and Pan-Atlantic ships are invited to participate in an employee stock purchase plan which is being set up by McLean Industries, Inc., the parent company of the Waterman ship and shoreside operations. The plan provides for an allotment system whereby crewmembers can make regular deposits at the Merchant's National Bank of Mobile. The bank, in turn, will purchase the stock each month in large quantities and allot it to the individuals.

The advantage of the system over regular stock purchases by individuals is that the brokerage commission charges are lower on bulk purchases. It also provides for systematic savings by the individuals involved. The company does not participate financially in the program, which is purely voluntary.

Stock Allotments

Seafarers sailing on intercoastal and deep sea runs can participate by signing an Agreement of Participation and have allotments deposited monthly to the Stock Purchase account the same as family allotments.

On coastwise and Puerto Rican vessels the Seafarer would have to notify the skipper in advance of the payoff how much is to be deducted from wages at the end of each voyage.

McLean Industries common stock is now selling at \$7 to \$7.50 a share and is not currently paying dividends. Preferred stock goes for \$42.50 to \$43.50 a share and presently pays 75 cents a quarter or \$3 a year, amounting to close to a seven percent return on the investment. Full information on the plan can be had aboard any Waterman or Pan Atlantic ship.

Two Tampa Seamen Get Disability \$

TAMPA — Seafarers here cheered the news last week that two more veteran SIU men from this area have just qualified for the SIU-disability benefit roster.

The announcement followed the start of monthly \$150 benefit payments to oldtimer-Seafarers How-



Parker Delgado

ard C. Parker, 59, and Frank G. Delgado, 64, after they were pronounced unfit for duty. Both men had been sailing SIU ships since the earliest days of the Union and had been going to sea almost 20 years, said Tom Banning, SIU port agent.

Delgado completed his last trip only last February, when he paid off as a fireman on the Chickasaw (Pan Atlantic) and returned to his Tampa home. Parker made his final trip on the SS Florida in September just before she was transferred foreign. He is a veteran member of the deck department, and makes his home in Hialeah, Fla. Both men were added to the disability benefits' list by action of SIU Welfare Plan trustees at their meeting in New York earlier this month. Three union and three company representatives are trustees for the plan.

Others On List

Several other oldtime Seafarers in this area are also receiving SIU disability benefits regularly and have been on the inactive list for some time.

They and the brothers on the beach are finding themselves in the middle of a hot, dry spell which is drying up many of the lakes in the area. You can't take this Tampa weather too lightly, Banning commented.

Shipping ran a little better than usual during the past two weeks when the Chickasaw and three other in-transit ships each took a few replacements from the hall. There were no payoffs or sign-ins during the two-week period.

The Fairisle, and Iberville (Pan Atlantic) and the Alcoa Partner (Alcoa) were the other in-transit vessels in port. All of them were clean.

MEET THE SEAFARERS

Donald H. Collins, Pumpman Scranton, Kansas, about 75 miles west-south-west of Kansas City, is just about the furthest distance from an ocean you could find anywhere in the United States. But Donald H. Collins made the jump to the seashore when he was 17 and now, at 28, rates as an SIU veteran.

Collins went to US Maritime Training School in 1945 and at the age of 17 shipped out as an oiler on the Isthmian ship SS Edmund Fanning. He found himself right in the middle of the SIU organizing drive and joined the Union then and there.

He took part in the 1946 General Strike while in New York and has been sailing SIU down to the present with the exception of a three year hitch in service during the Korean war.

Collins was in a paratroop unit, and before his time was up had made a total of 24 jumps, all of them in practice around Fort Bragg, North Carolina. The unit never did get shipped overseas for active service. The first couple of jumps were exciting, he said, but after a while the strain became considerable on most men.

Although he has all engine room ratings except electrician, Collins prefers to sail pumpman and will take the coastwise tankers over other ships. He finds there is usually more money in this kind of run. Besides, he says, coastwise ships have one big advantage—the beefs never have a chance to grow to major proportions because there is always a patrolman available in a day or two.

Collins now lives in Charlotte, North Carolina, which he describes as "a nice town, but badly in need of unionization." He is married and recently bought a home there for his family which he is paying for with his earnings as a Seafarer.

Ofis Townsend, AB They make seagoing life sound full of adventure in the magazine stories, but it must seem placid to Seafarer Otis Townsend, after his World War II experiences.

He started off in 1941, at the age of 15, when he enlisted in the Army and spent a year in service until his age was discovered. Then he turned around and joined the Navy as soon as he was of age.

He and an older brother both were aboard the cruiser Nashville during the terrible sea battles prior to the invasion of the Philippines. The Nashville was singled out as a target for Japanese Kamikaze planes, and suffered hundreds of casualties with over 100 dead. Townsend's brother was killed and he himself suffered burns and shrapnel injuries.

When the war ended, he spent a few months at home in Salisbury, on Maryland's eastern shore and then started shipping out of Baltimore with the SIU. Since then he has sailed steadily out of New Orleans, Norfolk and the Bay City, mostly from the latter.

His usual shipping pattern is to grab a couple of long runs through the fall and winter months and then when warm weather comes, go home to Salisbury and spend his spare time fishing, crabbing or clam-digging. The long four to five month round-the-world trips are his dish because they give him enough of a payoff for a couple of months' leisure on the beach.

Townsend confesses there's "still a little of the tourist in me" and a lot of places I haven't been to yet," another reason for grabbing the offshore jobs.

But the big advantage of sailing SIU, he finds, is the ability to come and go as he pleases and to take time off when he wants it, and then to throw in for the run and the job he has a fancy for.

Early House Vote Seen On PA 20-Tanker Bill

WASHINGTON—Following its referral to the full House Committee for action this week hope brightened for passage of legislation authorizing the SIU-contracted Pan-Atlantic Steamship Corp. to charter 20 Government-owned tankers for its "piggyback" coastwise cargo service.

Introduced late in this session

of Congress, the bill has to clear both the full House and the Senate. Under the measure, Pan-Atlantic would contract to build one new 18-knot, 32,000-ton supertanker for every two tankers it charters from the Government. It would also have the right to trade in C-2 dry cargo ships as part payment on the new tonnage.

At the same time, the Navy is due to take over 10 of the 20 tankers requested by Pan-Atlantic for Military Sea Transportation Service use in the current tight ship market. However, the Navy has said the ships would be retired again when privately-operated tankers are available "at reasonable rates."

The new Pan-Atlantic service uses two T-2 tankers fitted with special platform decks to carry 58 fully-loaded truck trailers between New York and Houston. The ships carry both oil cargoes and trailers northbound, and return with trailers only southbound. A third ship is due to be added to the service next month. Service between other ports is also planned.

OCEAN JOYCE (Ocean Trans.), May 17—Chairman, John Calhoun; Secretary, R. Hernandez. Headquarters to be notified of captain's failure to obtain hospital slips when ship completed last voyage; also his practice of calling a doctor to ship and asking exorbitant fees of crewmembers; his refusal to give additional medical attention to crewmember. Collection made to send brother to private doctor to determine fitness for duty.

LAWRENCE VICTORY (Mississippi), May 13—Chairman, Herbert Libby; Secretary, S. Rivera. All repairs made. One man missed ship at New Orleans. Discussion on various matters for crew welfare.

ROBIN TRENT (Seas Shipping), March 4—Chairman, James Corcoran; Secretary, W. Walsh. Foc'sles and

and manning scale. Delegate to draw up detailed work schedule for 3 messmen to equalize work.

FORT HOSKINS (Cities Service), May 24—Chairman, none; Secretary, H. Westphal. Discussion on transportation from dock to town, one round trip free a day for each man. More equal wages for whole crew. Suggest raising messmen, wiper, OS wages \$75.00 per month.

ROYAL OAK (Cities Service), May 10—Chairman, James Phillips; Secretary, D. Beard. Crew's quarters being painted. Radio repaired. Ship's fund \$41.71. New ship's delegate elected. More cooperation urged between messmen. Mosquito lotion supplied by mate. Radios to be tuned low.

JEFFERSON CITY VICTORY (Victory Carriers), May 20—Chairman, J. H. Smith; Secretary, R. W. Elliott. Supplies needed for slopchest. Patrolman to find out about draws in foreign ports.

YAKA (Waterman), May 22—Chairman, F. McCall; Secretary, C. Gullet. Ship's fund \$24.12. New ship's delegate elected. Man suspected of robbery taken off ship.

STEEL RECORDER (Isthmian), May 23—Chairman, J. Morrison; Secretary, J. Wise. Delegate to ask patrolman on verbal agreement from topside regarding beefs. Engine foc'sles and messroom to be painted. Verbal agreement on awning. All union books to be turned in upon arrival to speed up payoff. Discussion on bunk lights.

STEEL AGE (Isthmian), May 28—Chairman, none; Secretary, none. Communications read and accepted.

CECIL N. BEAN (Drytrans), May 24—Chairman, E. Savoie; Secretary, P. Jakubcsak. Ship's fund \$33.00. Repair list turned in. Men getting off asked to clean up their quarters.

SHINNECOCK BAY (Veritas), May 12—Chairman, H. Parks; Secretary, A. Bryant. Captain will not sell crew playing cards. Also will not pay for any chits signed by crew while ashore in Alexandria, Egypt. Ash trays and bathroom to be kept clean at all times.

SEATRAN NEW JERSEY (Seatrains), May 27—Chairman, P. Scroggins; Secretary, P. Patrick. Union communication read and discussed.

TOPA TOPA (Waterman), May 26—Chairman, T. Hill; Secretary, T. F. Greeney. Contacted patrolman in New Orleans about windscoops and screens. Communications from headquarters read and accepted. New ship's delegate and deck delegate elected. Suggestion made that platform be built on end of lifeboat.

DOROTHY (Bull), May 21—Chairman, J. Macdonald; Secretary, J. W. Barnes. One offer paid off in San Juan and flew to US due to his broken hand. Two stowaways found on deck one day after leaving San Juan. Union communications accepted. Pantryman not using hot water for dishes. Discussed repair list. Water cooler to be fixed. Wiper not turning wind shutters for port holes. Steward requested linen to be turned in on linen day.

VAL CHEM (Valentine Tankers), May 6—Chairman, J. B. Gunter. TV set to remain on board. Ship's fund \$28.30. Bosun fired.

ALMENA (Pan Atlantic), May 27—Chairman, C. M. Cain; Secretary, H. Bilde. One man missed ship in Houston. Ship's fund \$13.30.

OCEAN ULLA (Maritime Overseas), May 20—Chairman, A. Lutay; Secretary, D. Furman. Letter written to SIU Welfare Services regarding brother being sent to hospital in Bremen, Germany. Secure list of all repairs from each department. Washing machine bought by member of crew does not belong to company. Some quarters painted. Engine and steward departments need sougeeing.

GOVERNMENT CAMP (Cities Service), May 27—Chairman, E. W. Washins; Secretary, J. N. Atchison. Fruits promised by steward as soon as available. Non-availability of launch service in Lake Charles reported. Ship's fund \$12.39. Ship's treasurer elected.

TROJAN TRADER (Traders), May 8—Chairman, Ray Hodges; Secretary, Leroy D. Pierson. Malaria reported in Chittagong. Repair list repaired. Cleanser to be left in laundry. Turn in all extra linen.

IBERVILLE (Pan Atlantic), June 3—Chairman, P. Valentine; Secretary, L. Strickland. Ship's fund \$29.34. New delegate elected. Bulletin read and accepted. Delegate to be rotated each trip. First deck, then steward and then engine department.

BRADFORD ISLAND (Cities Service), May 28—Chairman, F. Fisher; Secretary, M. Hitchcock. Cots to be taken off deck at night. Messman to be given enough time to set up tables. Messroom to be left cleaner at night. Variety of fresh fruits requested.

THE CABINS (Cabin Tanker), May 20—Chairman, H. Huston; Secretary, M. G. Oshrom. Reports from headquarters read and accepted. Ship's delegate, treasurer, and sec'y-reporter elected. Discussion on welfare pertaining to benefits to family other than wife and children.

STEEL MAKER (Isthmian), May 27—Chairman, E. Biss; Secretary, O. Fieldings. Ship's fund \$17.50. Hospital moved from deck below to cabin deck. Repair list made up.

Digest Of SIU Ship Meetings

passageways to be painted. Ship's fund to be established. Proper disposal of trash and garbage urged. Hours for using washing machine to be limited.

STEEL FLYER (Isthmian), May 20—Chairman, E. Parr; Secretary, E. Saul. Repair list to be submitted to patrolman. Keys to be obtained for bathroom and showers. Ship's fund, \$142. 13 hours disputed overtime. Need men to work on Sunday in port preparing hatches for sugar. Racks to be put up for condiments in messhall.

ALCOA CAVALIER (Alcoa), May 13—Chairman, E. Moyd; Secretary, Leslie Guillot. Fruit being put out too late in voyage. Beefs to be taken up in Port of Mobile. Two men getting off ship.

STEEL AGE (Isthmian), May 10—Chairman, R. Simpkins; Secretary, William Sharp. New washing machine placed aboard. All disputed overtime from last trip paid. Repair list not completed. Patrolman to check on this. Ship's fund, \$3.00. New deck delegate and steward delegate elected. Third mate to furnish movie machine and crew agreed to pay \$10 each to cover expenses for films.

OCEAN EVA (Maritime Overseas), May 13—Chairman, A. Howse; Secretary, Adolph Capote. Drinking and performing on board will not be tolerated. Ship's fund, \$26.00. Headquarters reports accepted. Suggestion that crew clean up mess after using washing machine.

SEAGARDEN (Peninsular), May 19—Chairman, C. Kempicki; Secretary, J. A. Proulx. All logs lifted with exception of third cook. Few hours disputed overtime. Need new additional fans. Need more ashtrays. All tanks not to be cemented in foreign ports at one time. Crew to keep feet off chairs.

DEL VALLE (Mississippi), May 22—Chairman and Secretary not given. Letter to Senator Long regarding duty-free customs allowance on souvenirs purchased aboard.

ROBIN GRAY (Seas Shipping), May 13—Chairman, J. Muller; Secretary, J. Watson. Discussion on mattresses and cold drinks. Too much noise in passageways. Suggestion to start ship's fund. Toilets to be fixed. Shortage of juices and canned fruit.

GENEVIEVE PETERKIN (Bloomfield), May 20—Chairman, Casey Jones; Secretary, H. Sullivan. Ship's fund \$25.00. Few hours disputed overtime. New ship's delegate elected. Linen to be changed on Friday instead of Wednesday. Ladder should be installed outside smoke stack for safety reasons. Repair list to be turned into delegate each week. Topside washing machine to be used because laundry is being chipped and painted out. Suggestion that number of each man's fire and boat drill station be stenciled over his bunk.

STEEL NAVIGATOR (Isthmian), May 13—Chairman, J. Barringer; Secretary, A. Hfss. New ship's delegate elected. Fresh water to be conserved otherwise will have to be rationed. Clothes not to be hung in sidley. Washing machines to be cleaned after using.

BENTS FORT (Cities Service), May 24—Chairman, Theodoro Weems; Secretary, Jack Reynolds. Repair list and safety list drawn up. Cigarettes to be kept off boat deck. Glasses and spoons to be kept clean.

MAE (Bull), May 26—Chairman, Cyrie Wagener; Secretary, Emmerick. Screens ordered. Ship's fund \$37.25. Air conditioning requested.

ROYAL OAK (Cities Service), May 24—Chairman, D. Sheehan; Secretary, D. Beard. Ship's fund \$34.71. One man left ship in Lake Charles without 24 hours notice. New ship's treasurer and delegate elected. All shipping cards to be checked. Discussion on 60 day rule. Iron to be purchased. Steward refuses to recognize working rules as they are cargo ships rules

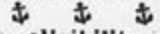
AMONG OUR AFFILIATES

A training and recreation center for the Marine Cooks and Stewards Union will go under construction soon at a 400 acre ranch in northern California. The main building will house a training center for cooks, bakers, butchers and other crafts. Cabins will be built for vacation purposes for MCS members and their families.



A manning scale for the passenger ship LaGuardia has been negotiated by the Sailors Union of the Pacific calling for 40 men in the deck department. The LaGuardia will be converted for service in the San Francisco to Hawaii trade.

Active in formation of Maritime Trades Councils in Canadian ports, the SIU Canadian District reports another council established in Thorold on the Lakes, with unions directly and indirectly participating in shipping joining up. A council had previously been formed in Vancouver, British Columbia.



Tentative eligibility rules have been set up by the Staff Officers Association for a pension plan to cover its membership. The Staff officers, representing pursers on American flag ships, have also opened their contract with the American Merchant Marine Association for a review on wages and overtime.

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Low-Pay Tugs Lack Safety Too

MOBILE—Unorganized Gulf tugboatmen need union representation not only to protect them from unscrupulous operators but also to assure that the boats are manned by qualified officers, SIU Port Agent Cal Tanner declared this week.

Tanner made his statement in commenting on the course of a Coast Guard investigation into a collision between the tug G & H and the SIU-manned freighter Claiborne in the Mobile Ship Channel.

Mate Didn't Know Rules

Testimony at the hearings revealed that the tug was on the wrong side of the channel, and that the mate at the wheel of the tug had no experience, did not know which side of the channel he should navigate and also did not know any of the rules of the road.

There were no injuries caused by the mishap, but the damage to both vessels was considerable.

Appearing at the Coast Guard hearings here, the mate admitted he had no experience in the actual operation of a tugboat and, in fact, hadn't been on a boat for about ten years. His closest link

to a boat was employment in a shipyard some time before.

The mate on the tug had been required to pull six-hour shifts at the wheel to relieve the tug's captain, Fred J. Schmidt of Harvey, La. The tug was enroute to New Orleans pushing a barge loaded with bauxite when the collision with the Claiborne occurred. The SIU ship was moving up the channel on the return-trip from Puerto Rico.

A proper solution to the safety problems as well as relief from unduly long watches would be for the men to organize. "A union would see to it that qualified men are placed in responsible positions. This would benefit the companies as well as the tug personnel."

SIU shipping, at the same time, took a welcome turn for the better and again edged over the 100-job mark. A total of 128 regular jobs were shipped, and the future also looks good.

Lake Chas. Biz Runs Smoothly

LAKE CHARLES—Aside from a dispute between the bosun and the mate on the Cecil N. Bean (Drytrans) which was squared away to everyone's satisfaction, the business of this port is moving along smoothly.

The beef was handled by SIU Port Agent Leroy Clarke in Port Arthur, Texas, where the ship paid a short visit. All of the other ships were in fair shape.

Shipping has fallen off somewhat but is due to pick up again soon.

Seven Cities Service tankers plus the Val Chem (Valentine), in Port Neches, Texas, and the Cecil Bean were serviced during the past two weeks.

Atomic Cargo Ship Voted By US Senate

WASHINGTON—Backers of a commercial-type atom-powered merchant ship won a major Senate victory when that body voted to construct a \$37 million prototype vessel. A similar bill was voted by the House of Representatives last July.

The Senate action is in line with the thinking of maritime unions and the industry who want to go ahead with development of prototypes for commercially-useful ships. The Administration had been supporting a proposal for an atom-powered "peace ship" which would have been a floating showcase of atomic energy exhibits and would have used an old Nautilus-type reactor.

Maritime interests and the Joint Committee on Atomic Energy in Congress had argued that the "peace ship" would only delay development of useful atom-ship plants.

The vote came after hearings revealed sharp disagreement between the Administration and members of the Senate on which type of ship to build. However, it was generally agreed that the US must be the first to build an atom-powered merchant ship.

Strong support for the commercial atomic ship came from Senator Clinton P. Anderson, New Mexico, who is chairman of the Joint Committee on Atomic Energy. Anderson called for design and construction of a true merchant ship and opposed the "showboat" idea of the Administration because it would only serve advertising purposes.

Admittedly the "showboat" would not represent any advance in nuclear power plants.

Tanker 'Logical First'

Anderson suggested that "the proper design and construction of a nuclear-propelled oil tanker would seem to be the logical first step." He quoted a report delivered to his committee which emphasized that atomic propulsion had the best chance of competing in the form of "large, high-powered ships which carry heavy bulk cargoes . . . and spend the maxi-

Hot Shipping Old Tale In 'Frisco Hall

SAN FRANCISCO—Shipping ran just ahead of registration in this area during the past two weeks, as the shortage in deck and engine department ratings continued.

The only department not enjoying any real prosperity here is the steward department, Port Agent Leon Johnson declared. All other ratings are in short supply, he added, and are welcome any time. The forecast is for more good shipping in the future.

Job Activity Good

Two payoffs and three sign-ons joined with four in-transit ships to keep job activity at a good pace. All of them took a fair share of men off the beach.

On the payoff roster were the Ocean Dinny (Ocean Trans) and the Wild Ranger (Waterman), both of which signed on again. The Wacosta (Waterman) also signed for another trip.

In transit were the George A. Lawson, Celestial (Pan Oceanic), Alamar (Calmar) and Steel Artisan (Isthmian). All the ships in port were in good shape.

mum amounts of time at sea." Such a ship would be a large oil tanker or bulk ore carrier.

The report estimated that elimination of fuel oil requirements on a 20,000-ton tanker would lead to additional revenue of \$1 million a year.

The "showboat" proposal was advanced by administration spokesmen including Lewis Strauss, chairman of the Atomic Energy Commission, and Admiral H. G. Rickover, who supervised construction of the Nautilus. They argued that use of the admittedly-outdated Nautilus reactor was the best and fastest way of getting a nuclear merchant ship afloat.

The ship would be used as a floating showcase to advertise peaceful application of atomic energy.

Asks US Aid On \$50-Fare Liner

WASHINGTON—An application has been filed with the Federal Maritime Board seeking Government assistance for construction of two 6,000-passenger low-cost transatlantic liners. The ships would be built and operated by a corporation headed by H. B. Cantor, president of the Carter Hotel chain. Each ship would carry a crew of 1,350.

The application seeks construction aid and mortgage guarantees, but does not ask for operating subsidies. The ships would be operated Pullman-style, with passengers paying \$50 for berths from New York to Zeebrugge, Belgium, and buying food and other services from concessionaires aboard the vessels.

Plans for this service were first outlined by Cantor at the last SIU of NA convention in Montreal. Originally they called for a 10,000 passenger vessel but were scaled down to reduce construction costs and improve chances of approval.

SEAFARERS

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Coffeetime On Alcoa Polaris



Cornered in the messhall during coffeetime, SIU crewmen on the Alcoa Polaris cast a collective wary eye on a shipboard lensman. Pictured (l to r) are bosun Earl Di Angelo, "Flash" Gordon, "Smokey" Owens, "Sleepy" Baxter and George Forrest. Although he tagged almost everybody else with a nickname, the photog gave no hint at all who he was.

Stumbles In Reverse Race, Just Misses

Those who have been holding their breath and speculating on the outcome of an offbeat footrace staged on the Steel Designer in Manila some time ago can relax now.

The results arrived simultaneously with the ship, which paid off in New York last week. The race was held on arrival in the Philippines, following the advance notices in the LOG on April 27.

It appears that the forward footwork of reefer Harold Eddy in the 100-yard distance proved a match for "backtracking" Sam White, messman, who tried to beat Eddy going 75 yards in reverse.

Ship's reporter Herman Rogge called it "a close race."

White was actually leading for a while, but stumbled and couldn't recover in time. Aside from this contest, the rest of the four-month voyage seems to have been uneventful.

T. F. Oliver, ship's delegate, said the trip ran smoothly all the way, with no beefs or upsets. He hailed the efforts of the delegates—J. Cheshire, Joe Falasca and Pete Suarez, representing the deck, engine and steward departments, respectively, for keeping things on an even keel.

Rogge, in turn, added that the steward department did "a splendid job." He said the Designer is "one of the best feeders" and substantiated this with the observation that most of the crewmembers gained weight.

"In fact, even the passengers said the food was better than on many of the regular passenger ships they had been on," he noted. Eric Klingvall was the steward.

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

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LOG-A-RHYTHM:

Why?

By Harry Wolowitz

Why is this world so divided,
Divided in troubles and joys;
Some children haven't a plaything,
While others have too many toys.

Why should one man's daughter
Trod the happy road,
While another superior in beauty
Must carry the scarlet load.

Why are some born with a golden spoon
While others ne'er see any gold
Why should a few lead a happy life
While others grow lonely and old.

Some are like wrecks on the ocean,
Drifting they never know where;
Others are safe in their lifeboats,
With never a trouble or care.

Why should some die of hunger
While others eat peaches and cream,
Eat high off the hog—
The fat of the land,
While to others it's only a dream.

Yes, if some wise man could tell me
If some sage could open my eyes,
And answer all my questions
Only then would I stop asking "why."

— SS Del Mar

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| Kaarel Leetmaa | Pon P. Wing |
| Leonard Leidig | Chee K. Zai |
| Mike Lubas | |
| USPHS HOSPITAL NORFOLK, VA. | |
| Francis J. Boner | Thomas B. Harmon |
| Buren D. Elliott | Andrinos P. Spyrou |
| USPHS HOSPITAL SAN FRANCISCO, CALIF. | |
| Marcelo B. Belen | Dwight Skelton |
| Charles Dwyer | A. Stankiewicz |
| M. H. Hammond | John S. Sweeney |
| Per H. Karrman | Harry M. Thomas |
| Luther R. Milton | |
| USPHS HOSPITAL SAVANNAH, GA. | |
| Maximino Bernes | Herman Killstrom |
| James Dayton | Jimmie Littleton |
| L. A. Holbrook | James R. Mathews |
| R. L. Johnson Jr. | Herman T. Nungzer |
| Clifford Kent | |
| USPHS HOSPITAL SEATTLE, WASH. | |
| L. Bosley | Arthur A. Furst |
| G. F. Cobbler | R. P. Reiman |
| USPHS HOSPITAL FORT WORTH, TEXAS | |
| Frank E. Anderson | John C. Palmer |
| B. F. Deibler | Rosendo Serrano |
| Joseph J. Fusella | |
| VA HOSPITAL ALBERQUERQUE, NM | |
| Charles Burton | |
| VA HOSPITAL KERRVILLE, TEXAS | |
| Billy R. Hill | |
| VA HOSPITAL DURHAM, NC | |
| Oscar Pearson | |
| USPHS HOSPITAL LEXINGTON, KY. | |
| Schuyler J. Pierson | |
| KINGS COUNTY HOSPITAL BROOKLYN, NY | |
| Joseph A. Puglisi | |
| BECKMAN DOWNTOWN HOSP. NEW YORK, NY | |
| Joseph Shefuleski | |
| VA HOSPITAL BOSTON, MASS. | |
| Edward J. Toolan | |

Lauds Treatment By Seattle PHS

To the Editor:

I would like to put in a word of praise for the marine hospital here in Seattle, Washington.

The doctors here are the best I have seen in any marine or private hospital. I must say the same for the nurses; they are also the best I've seen. They really treat you nicely. They make every attempt to make

are and spare no efforts to see that they are fulfilled.

And last but not least, the Union's hospital delegate is doing a real bang-up job catering to all our cares to the best of his ability. He visit us twice a week and really goes out of his way to help us. Thanks again for his help.

Jerry Pontiff

Barman in L-M To Hold LOGS

To the Editor:

I am the owner of the Cafe Penguin Bar in Lourenco Marques. A lot of SIU men have come to my place and asked me for the LOG, but until yesterday I never knew there was an SIU paper. Now that I have seen a copy of the LOG, I would like to have some sent here so I can give them to the boys when they come in.

Incidentally, I enjoyed the LOG very much and would be very pleased to receive it. I think it is a very fine paper and that the SIU must be a fine union. I wish we had something like you have over here.

Jose Pereira

(Ed. note: Extra copies of the LOG will be sent you each issue from now on.)

Wants Patrolman To Ride Ships

To the Editor:

I have a suggestion that I would like you to print and put before the membership.

My idea is that we should have a roving patrolman or an "ambassador-patrolman" to ride the ships on each coast and teach the men how to do their jobs as delegates and how to get along with the officers topside. This would help us approach topside on various problems and make it easier for the crew and officers to get along.

It would also show the crew the reason for having its own delegates on a ship and the need to respect the delegates once they are elected.

This is often a big problem on the ships today. First the crewmembers elect a delegate and then over half of them run topside over the head of the delegate with their beefs.

Then when the delegate goes topside on behalf of the crew he is put in a "bad spot" because some of the men have been there before him and confused the whole situation by coming to an agreement the delegate knows nothing about.

I believe a roving patrolman would be an answer to this problem and would help establish good faith between the crews and the officers. More men would also be willing to take the job of delegate. As it is now, many won't take these jobs and those who do aren't always sure whether the crew is with them or not.

Sometimes it seems as if delegates are elected just because it happens to be Union policy to have them. I hope the membership will consider this idea.

I also think we should have some kind of representative for our tankers running in the Persian Gulf. There are a good many men on them who are not SIU men.

It seems to me it would pay to have a man over there while we have ships operating on that shuttle run. We have had men in the steward department riding the ships to help the cooks and stewards to perfect the meals and feeding. Why not have one to perfect relationships?

Dave Barry

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.

one's stay here comfortable and pleasant.

The food is better by far than at any other marine hospital I've seen. I've talked to many patients here, and they all say the same as I do. This is really a home away from home.

Hails SIU Fight

My thanks also to our ever-alert officials whose activity has helped keep our hospitals open. I'm sure they'll stay open if the membership will stand behind its officials with all of its support.

I have been treated swell by our Union brothers and our port agent, Jeff Gillette, who makes it a point to be here every week with our "coffee and!" He also lets us know that if we need anything we can call on him.

Regards to the brothers down in Lake Charles. I'll be seeing them later on in the summer. I'm glad to report success in my treatment at this real home away from home in Seattle.

James Merrell

Seafarers' Blood Aid Appreciated

To the Editor:

I want to take this opportunity to thank all of the SIU men who may have contributed blood for my husband's aunt recently. She was very badly burned and has since passed away.

However, I went these men to know that I was deeply grateful for the help they give. Thank you all on behalf of my husband, Albert L. Bagley, and my son, Albert J. Bagley, who are both SIU members.

Mrs. Elizabeth Bagley

NO Shut-Ins Hail SIU Movie Gift

To the Editor:

By the time you receive this letter, we here in the marine hospital at New Orleans will have witnessed our first movie donated by the SIU.

We want to extend our thanks and appreciation to the SIU for all the efforts to see to it that we shut-ins can have a few nights a month to look forward to a little recreation.

Brothers, anyone who has spent any length of time in a hospital can realize that we all look forward to "Movie Night." What makes us proud is that these movies, along with a projector, were donated by the SIU.

It's a great feeling of security to know that we have the kind of representation that we have. Our officials see what our needs

CALMAR (Calmar), May 14—Chairman, M. Keibers; Secretary, T. Jackson. Ship's delegate elected. Ship's fund \$11.00. Chief cook's disputed overtime. Liferails to be installed on ships of this type. Books to be returned to lounge. Question about meals while canal workers are aboard.

STEEL CHEMIST (Isthmian), May 27—Chairman, R. Burdick; Secretary, S. Piaga. Ship's fund \$2.20. Food not prepared properly. To take up collection for ship's fund.

DEL SUD (Mississippi), May 27—Chairman, W. Perkins; Secretary, H. Ellis. Time of MTD broadcast posted so crewmembers can read same. \$18.00 for ship's fund and \$15.00 to picnic fund. Some disputed overtime. Committee of all delegates to be formed. Date of picnic to be decided and which orphan asylum to be invited. Children to be taken care of by committee. All noise to stop at 10:00 PM. All hands to see that picnic fund is sufficient to show children, SIU members and wives a good time.

Digest Of SIU Ship Meetings

DEL MUNDO (Mississippi), May 20—Chairman, J. Hand; Secretary, C. McLellan. More books needed. Ship's fund \$42.00. Ship's delegate and treasurer elected. Discussed mail situation. Delegate to contact purser.

WESTERN TRADER (Western Nav.), April 22—Chairman, G. Conrad; Secretary, J. Powers. Manager of Seaman's Club in Genoa, Italy, paid crew personal visit, invited crew to club. A good time was had by all. Rubber windcoats to be ordered for port holes. Stop to be put on ice box door to prevent bumping bulkhead. Covered cans to be ordered for coffee and sugar.

MAIDEN CREEK (Waterman), May 30—Chairman, G. Lawson; Secretary, C. West. New delegate elected. Ice box and washing machine to be shown to patrolman. Fans to be installed where needed. All hot air vents to be repaired. Delegates to remain sober when transacting business.

WESTERN TRADER (Western Nav.), May 4—Chairman, J. Franklin; Secretary, J. Powers. All repairs and painting attended to. Good payoff in Houston, Texas. No communications and no LOGS received. Captain will issue American money as a draw. In Halifax or Israel pounds will be issued. Greasy pants not to be washed in washing machine. Rollers on machine ruined. Good fresh milk, vegetables, Italian cheese and salami bought in Genoa, Italy.

COE VICTORY (Victory Carriers), June 3—Chairman, N. Leone; Secretary, J. Byrne. Two men logged. Repair list handed in. Good chow and good menus this trip.

CHILORE (Ore Nav.), June 8—Chairman, Webb; Secretary, Earley. Ship's fund \$17.20. Clarification need on matter of loss of job because of failure to report to ship at time of sailing.

DEL RIO (Miss.), May 4—Chairman, D. Ramsey; Secretary, V. Hall. Some repairs taken care of. New delegate elected. Laundry room to be cleaned after use.

FAIRISLE (Pan Atlantic), June 9—Chairman, F. Widgren; Secretary, M. Duet. Repair list turned in. Ship's fund \$9.25. Bathrooms and messhall to be left clean.

MANKATO VICTORY (Victory Carriers), June 6—Chairman and Secretary not given. Repair list turned in.

PENNMAR (Calmar), June 3—Chairman, G. Szymanski; Secretary, V. Monte. All cots to be turned in after use. Foc'sles to be left clean. Ship's fund \$10.40. More food to be issued, such as mushrooms, cherry, peppers. More fresh milk to be put aboard.

CAMP NAMANU (US Petroleum Carriers), June 3—Chairman, W. O'Connor; Secretary, V. Chavez. Some new stores in slopchest. New awnings needed. Ship's fund \$25.14. Clarification needed on transportation if ship pays off in foreign port. Cook's room too small and hot. Recommend different location.

JOSEFINA (J. H. Winchester), May 20—Chairman, H. Jaynes; Secretary, J. C. Reed. All beefs to be taken up with boarding patrolman. Delegate to ask captain for a payoff statement for each man.

ALMENA (Pan Atlantic), June 10—Chairman, H. Bilde; Secretary, none. Ship's fund \$13.30. New delegate elected. Mattress to be checked before leaving vessel and linen turned in.

ROBIN GOODFELLOW (Seas Shipping), May 27—Chairman, F. Morello; Secretary, E. Gouiding. All books to be returned to library after reading. Library to be locked in all ports.

Discussion on disability pension payment to SIU members physically unable to work. All refuse to be put in trash pails. Less noise in passageways. Laundry to be locked when vessel is in port. New screens in doors on main deck needed.

STEEL FABRICATOR (Isthmian), June 3—Chairman, none; Secretary, none. Disputed overtime. All problems to be taken up with delegate rather than topside. Ship's fund \$16.96. Crew to keep washing machines clean. Steward requested to order fresh ice cream in Honolulu. Repair lists to be completed by arrival in Honolulu.

JEAN LAFITTE (Waterman), June 3—Chairman, Rode; Secretary, W. Masterson. Seven men logged. Contacted mate in Yokohama about no catwalk and was refused. Also insufficient securing of gear to be reported to patrolman and safety committee. Ship's fund \$17.00. Chief cook missed ship in Yokohama and returned later. Wages to be split during his absence. Money or travelers checks to be given in Far East ports if in accordance with laws of that particular port. One man fined under threat of logging by captain for loss of pass.

SEAGARDEN (Peninsular Nav.), June 3—Chairman, F. Maciolak; Secretary, F. Leonard. New ships' delegate elected. Laundry to be left clean. Keep noise down at night so crew can sleep. Messrooms and bathrooms to be kept clean at all times. Repair list to be drawn up. Behavior in port discussed. Suggestion may be asked to let crew sougee foc'sles.

MASSMAR (Calmar), June 10—Chairman, J. Eichenberg; Secretary, S. Zubovich. Captain Libby back in command. Chief engineer on vacation. Ship's fund \$20.00. Communications read and accepted. New delegate elected. One member missed ship in Baltimore. Suggestion made to build ship's fund to approx. \$50.00 and set aside \$10.00 for Union business.

TEXMAR (Calmar), June 9—Chairman, C. Hensley; Secretary, P. Fox. Ship's treasurer elected. Repair list taken care of. Donation of 50c requested for ship's fund. Suggestion to use less green peppers in soups. Steward to replace cracked cups and broken dishes.

MONTEBELLO HILLS (Western Tankers), June 3—Chairman, E. Harrison; Secretary, McKreth. Ship's fund 3800 yen. Delegate reports nothing will be done about water and tanks. Two men short in deck department. One man short in steward department. Letter to be sent to headquarters explaining conditions of ship. No slopchest, no American cigarettes. Messhall chairs to be repaired. Remove wind shutters from main deck.

INES (Bull), June 2—Chairman, J. Slaven; Secretary, W. Williams. Discussion on fresh fruits and vegetables purchased in Iskenderun.

PACIFIC OCEAN (World Carriers), May 27—Chairman, not given; Secretary, not given. Obtained box of books. Collected \$1 each from crew and bought new books totalling \$23.80. Passageways to be painted on return voyage. American money will be given out on draw.

INES (Bull), May 3—Chairman, V. Swanson; Secretary, J. Slaven. Ship's fund, \$6.50. Ship's reporter elected. Delegate to get fresh fruit in Spain. One crewmember hospitalized in Genoa. Company agent taking care of him.

SEASTAR (Triton), May 27—Chairman, W. Mellon; Secretary, R. Kyle. Radios to be kept low at night. All strangers to be kept out of passageways while ship is in port. Washing machine to be turned off after using. Cups to be taken back to pantry.

VENORE (Ore), June 3—Chairman G. Rier; Secretary, C. White. Patrolman to be contacted concerning dirty drinking water in port and starboard fountains. Engine delegate elected. All departments to turn in repair lists.

WINTER HILL (Cities Service), May 19—Chairman, J. Barton; Secretary, Basil Palmer. Report on fight against wage freeze read and approved. Screens for port holes ordered. Repair list to be submitted to mate.

STEEL TRAVELER (Isthmian), May 21—Chairman, M. Bruno; Secretary, N. Sospina. Discussion on wearing of shorts in passageways and gangways. Stowaways to wash and take care of crew's laundry. Ship's fund \$16. Article to be sent to LOG regarding stowaways.

DEL AIRES (Miss.), June 4—Chairman, M. King; Secretary, V. Zomilf. Ship's fund \$60. Reporter elected. Ship is not clean as SIU ship should be—greasy decks and handrails. Deck foc'sles dirty. Ship's fund should be kept for needy causes. More cleaning gear powders needed. Drinking fountain should be renewed. Butter dish covers needed.

CANTIGNY (Cities Service), June 6—Chairman, C. Copeman; Secretary, W. Cassidy. Treasurer elected. Ship's fund \$15.16. Union communication read and accepted. Need electrician to fix galley stove.

STEEL VENDOR (Isthmian), May 17—Chairman, H. Newton; Secretary, V. Orenco. New washing machine supplied. Repairs completed in New York and Baltimore. Ship's fund \$31.55. Delegate, reporter and treasurer elected. Hand wringer should be used for heavy clothes, such as dungarees.

Gear Locker Yields 3 Stowaways



Trio of Indonesian youngsters are shown with SIU crewmembers before their short-lived sea adventure came to a halt. Pictured (l to r) on the SS Steel Traveler are Seafarers Matt Bruno (left), Antonio Schiavone (seated, center) and D. J. Leberre (2nd from right). In photo at right, Leberre points out stowaways' hiding place in small locker on boat deck. The boys were put ashore a few days later. Both photos by reporter Bill "Sonny" Armstrong.

Three teenage Indonesians with cherished dreams of seeing New York despite little on their backs and even less in their pockets helped liven up the voyage of the SS Steel Traveler recently.

The boys had crammed themselves into a small storage locker on the boat deck when the Trav-

eler left Djakarta. They were discovered calmly promenading about the deck after the ship was well underway and, eventually, were put ashore at Belevan Deli back in Indonesian territory.

RATS NEVER KNEW SHIP WAS 'CLEAN'

It's a good bet when a ship has a "rat-free" certificate that some of the four-legged rodents aboard are going to feel neglected. No-body likes to be taken for granted.

Still, the fact of the matter is that the SS McKittrick Hills had both a "rat-free" certificate and a "cargo of sea water and rats" on a recent run to Venezuela. She was traveling in ballast to pick up an oil cargo at the time.

Rats Not Notified
Ship's reporter Daniel D. Backrak points out that bosun, Blackie Adams, brought up the rodent problem at the ship's meeting "and called attention to the fact that the ship is supposed to have a rat-free certificate good for six months. However, someone obviously neglected to notify the rats about this."



Backrak

The subject drew a number of suggestions at the meeting. One was to post the "rat-free" certificate in a more conspicuous place. (It's possible of course that the rats just might have missed seeing it.)

One crewmember wanted to know if the rats were sufficiently literate to understand what the certificate was all about.

Another crewmember proposed organizing the cats a little better, but it's felt this would be useless since the cats probably share their milk with the rats. Still another proposal was to place rat-guards in likely places on the ship.

Guards Useless
This was also turned down since rat-guards obviously don't stop rats. "They're not even good against mosquitoes," someone else commented.

At the end, some practical suggestions were thrown in which will actually be tried. What they are is being kept under cover, however. They're afraid the rats will catch on and find a way to tell their side of the story. They might even name names.

Puns 'n Buns Pep Crewmen Aboard Ulla

"Don't let the tomcat have all the fun" is the slogan on the SS Ocean Ulla, and the gang is doing its best to live up to it, says crew reporter O. S. Bailey.

Coffeetime always seems to bring out the best gags—and pastries, incidentally—during a full 15-minute "vaudeville" show by our wise-cracking old salts who have a good selection of gay routines down pat by now.

"Whitey Townsend, bosun, is the head of the class, and Walter Hor-



Bailey

with can be counted on for a daily monologue about his lady loves that would make many an old burlesque comic blush... There's never a dull moment on here."

In addition to comedy, coffeetime and mealtime on the Ulla offers a daily variety of baked goods "that makes our tables look like a bakery window display and assures us hot rolls of various types every day."

Bailey said the last ship's meeting voted the crew's unanimous thanks to night cook and baker John Indorf "for his untiring efforts to produce only the best in baking."

Cruising Down To Rio



Squinting into the sun on the deck of the cruise ship Del Mar as she headed south for Buenos Aires and Rio are (l to r) George Perdreauxville, James Ahearn and the 2nd electrician, Milton J. Phelps, ship's reporter, sent in the photo.

Runner Jogs Along, Needs Musicians



Some of the SIU gang on the Alcoa Runner relaxes for card-game and bull session in the messhall as reporter Ronald Burton pops his camera at the group. Burton said the ship's small combo band is keeping busy, and the welcome mat is out for some more good musicians.

Stony Creek Not Fazed By Anchor Paint Job

Anybody can paint an anchor by hanging over the side of the ship. The test is to do the job neatly in the paint locker.

Although the demand for such skills is at a minimum, it can be done very simply, "Sailor Jack" Denley confides. Denley was on the Stony Creek recently, where the issue allegedly came up. It's likely there was just a little too much "rock and rollin'" on the Stony Creek at the time.

In any event, Denley's scheme requires so little effort that even the most hide-bound chief mate could appreciate it.

As he described it, "all you do is fill some balloons with gas, float them near the fore peak vent, connect them to the anchor and lower away into the paint locker. An hour with the spray gun is all you need to get it done."

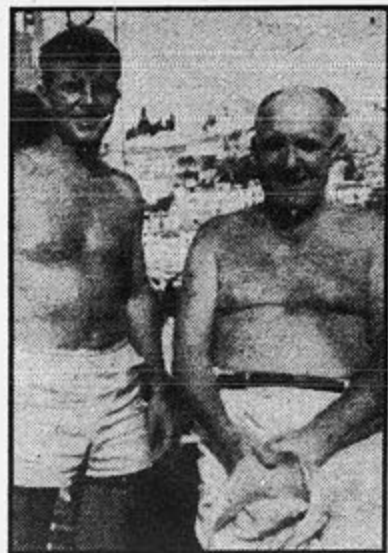
Fortunately, coffeetime came along just about the time they were ready to try out the idea and it got lost in the rush.

Even without this, however, the

trip has been a good one, Denley pointed out. The deck gang, including "Whip" Collins, bosun, Frank Harris, Jerry Yockey, Carl "Red" Gibbs and himself, has also managed to keep busy with more orthodox projects.

The galley gang, in turn, has been doing "a real bang-up job," led by Paulos Vourderis, steward, and chief cook John Dixon. Right now the crew is looking forward to some real fancy eating on July 4th, because the Stony Creek has a tradition for holiday feeds from way back.

Sunsports



Taking in the sun on the Oceanstar are Seafarers Blandino, OS (left), and DeCulty, AB. The ship was in Sibenik, Yugoslavia, at the time. Photo by Steve Emerson.

Ship's Electrical Stores Run Short

To the Editor:
For some time now I have been sailing electrician, and it seems that on every ship we never have the proper stores as I am sure most every fellow sailing in this rating will agree. Because of the chief engineer and the shoreside office workers cutting an item here and there and neglecting to pay attention to the order list, we invariably wind up with nothing that's

Letters To The Editor

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needed and a box full of electrical equipment that is next to useless.

For example, the ship I am presently on, the MV Del Oro, doesn't have anything that's needed. To top it off we ran out of light bulbs. It seems as though the chief engineer and the chief mate both counted the same fifty bulbs. So when the first fifty was gone the next fifty didn't materialize and darkness resulted.

The problem is, why can't the electrician not only order but also check all his stores when coming aboard and be sure he has the proper equipment and what the ship needs to be maintained properly? As if most ships have lots of shoreside equipment which can't be used on any ship. This is due to the engineers taking it upon themselves to cut out items and supplement with items of their own.

Electrician Gets Blame

Some engineers don't know one part from another and will accept anything that is sent to the ship. When it turns out to be wrong, then naturally, the electrician is blamed.

Maybe in time we can do something about this. I would like to hear some more from the other fellows who have had this trouble.

Union H. Sanders Jr.

Sherwood Shines With New Paint

To the Editor:
As I write this we are steaming into Capetown on the Robin Sherwood, on our return voyage down the African coast and back to the States.

We hope to have a night "on the town" in Capetown if we make port in time to dock. Then we'll prepare for the long

journey home, as it should be downhill all the way from here. The boat deck, bridge deck and stack are all dressed up, and the superstructure fairly shines with the traditional Robin Line colors. By the time we hit Boston she should be the traditional clean SIU ship, if you'll pardon the repetition.

Very Few Beefs

As deck delegate and ship's reporter on this vessel, I haven't yet run into any beefs which couldn't be settled handily by a patrolman at the payoff. Unless something develops before we arrive in the States, we'll have experienced a smooth voyage with but very few exceptions. Art Harrington, ship's delegate, is on the ball.

It is rumored that we are to pick up five more passengers on arrival in Capetown and that will make the full quota of cash customers for this type of ship, as I understand it.

Incidentally, I am looking forward to bringing my nephew and son, Bruce E., to New York this summer to see all the sights, including our beautiful and efficiently-managed headquarters hall.

Clarence L. Cousins

Wants To Contact Ex-Ship Buddies

To the Editor:

Just a word to let the brothers know that I am now on crutches and am unable to sail. I would like to hear from some of the many shipmates I sailed with in previous years. They can reach me at E-G-11, Puerto Nuevo, San Juan, Puerto Rico.

George Litchfield

Sea Comet Runs A Merry Chase

To the Editor:

We have a great gang here on the Sea Comet II. I would say for my own part that I never sailed with a better bunch of guys.

We have a top-notch steward department and it is putting out number one chow. Everything else is also running along smoothly so far as the crew is concerned and we get along very well together. This makes any ship a good ship, as you know.

We are going to use the money from the ship's fund for a beer party in Corpus Christi, Texas, and then will replenish the fund with money collected from an arrival pool.

Just Got Address

Nobody seems to know where we are going after that, however. We got the Corpus Christi address just as we came through the Canal from San Francisco and then we head, I think, for New Orleans, land of the Orange Blossom Fizzes where the ginmills never close.

We're supposed to load grain there for Europe.

This outfit, Seatradars, really went all-out for us this time and gave us the New Orleans SIU hall for a mailing address. Although we are signed on for a voyage to Europe, we don't know just where we're heading, and will probably have a mailing address for Europe upon our return from there. That is, if we ever go there.

Robert Ingram
Ship's reporter

Catherine Sends Best Wishes

To the Editor:

This just a line to inform you that we lost another brother this trip on the Catherine (Dry-trans).

Brother Joel Anderson, DM, was taken off in Port Alfred, Quebec, on June 9, after injuring his eyes while using a spray gun in the cargo holds enroute from Hamburg, Germany, to Conakry, French West Africa.

Treated In Africa

He was treated by the doctor in Conakry, who gave him medicine to take with him and use at sea, but he never seemed to get much better. Finally when we got to Port Alfred the captain had him sent ashore to the doctor. He was given an unfit for duty slip and ordered to report to the hospital at once for treatment.

We understand he went to the hospital in Norfolk, so he will be near his home and family.

We want to wish him a speedy recovery at this time and let him know that if there is anything we can do for him we will be only too glad to do it. All he has to do is let us know.

Crewmembers
SS Catherine

SIU Disability Aid Applauded

To the Editor:

I would like to have a copy of the issue of the LOG (May 11, 1956) containing the information about absentee voting, and I would also like to send my greetings to all my friends in the SIU.

I am not able to get out much now as I have diabetes, heart trouble and arthritis, but I cannot praise the Seafarers International Union enough for what it has done and is doing for a man in my condition.

Many, many thanks to the brothers in the SIU who made it possible for old timers like myself to be able to live our last days decently, not just to exist as many must. The SIU weekly disability benefit which I receive is a blessing.

Greetings to you all.

Thor "Tom" Thorsen

Burly



AB On Standby



By Bernard Seaman

GATEWAY CITY (Waterman), May 27—Chairman, T. L. Tears; Secretary, D. W. Collins. Wrote Senator Daniel letter thanking him in behalf of Senators that voted for 50-50 bill. New Orleans to investigate why Waterman is so late sending out allotments. Complete ship's itinerary sent to headquarters. Ship's delegate to be re-elected. Suggestion for library to be changed in New Orleans.

SUZANNE (Bull), May 20—Chairman, Roland Lanoue; Secretary, J. S. Shaw. Ship's delegate elected. Ship's fund \$10.40. Shipboard action to be taken at payoff: Repair list to be brought to captain's attention. Reports accepted.

SEATRIN LOUISIANA (Seatrains Lines), May 24—Chairman, S. Garcia; Secretary, S. Rothschild. New ship's

replenished. Wiper to cooperate in cleaning laundry.

AFOUNDRIA (Waterman), May 13—Chairman, J. Barman; Secretary, R. Mays. Request patrolman to visit ship. Coffee situation discussed.

ALCOA PLANTER (Alcoa), May 27—Chairman, C. DeHospedales; Secretary, W. Hartlove. New washing machine to be installed. To rotate ship's delegate every three months for each department.

ALAMAR (Calmar), May 27—Chairman, J. Barnett; Secretary, J. McPhaul. Ship's fund \$20.65. Some disputed overtime. All repairs made. Oiler demoted to wiper. To see agent about same as oiler had black gang endorsements. Ship's reporter and treasurer elected. Contact captain and patrolman about port time discharges for time in shipyard.

HASTINGS (Waterman), May 27—Chairman, Stivers; Secretary, Ballard. Ship's fund \$24.00. One man left in hospital in Germany. Steward to put out better grade of cookies. Chief cook unsatisfactory.

ORION CLIPPER (Orion), May 12—Chairman, C. Gates; Secretary, E. Manuel. Wage scale on super tankers needed. Donation of \$1.00 to ship's fund requested. Stamps to be bought out of ship's fund. Cautioned crew about smoking on deck or any other place while loading or discharging cargo. Delegate to see captain about American money or travelers' checks on draw.

STEEL VOYAGER (Isthmian), May 20—Chairman, C. Scofield; Secretary, F. Semple. Some repairs made. Suggestion to clean out library and throw out torn books.

CAROLYN (Bull), June 2—Chairman, Harry Thrush; Secretary, J. Gallagher. Ship's fund \$24.00. Repair list to be made up by each department. All extra linen to be turned in each week.

ALCOA POINTER (Alcoa), May 18—Chairman, J. Hannay; Secretary, Leo Bruce. No mail or LOGS received this trip. Repair list to be turned in at NY. Three men logged will see patrolman. Try to get watermelons and cantalopes next trip.

SEAMONITOR (Excelsior), May 19—Chairman, W. McCarthy; Secretary, J. Devine. Ship's delegate elected. Rumor that trip is being extended four more months. Delegate to check stores in hull.

ELIZABETH (Bull), June 3—Chairman, G. Bonafonte; Secretary, S. Bernstein. Book rack to be installed. Most repairs made. Awning back aft will be taken care of.

VAL CHEM (Valentine), May 30—Chairman, B. Jones; Secretary, H. Moore. Ship's fund \$19.92. Bosun missed ship in Texas City. Delegate to get ruling on cleaning radio shack from patrolmen. All headquarters communications to be posted. Delegate elected. Ship is due for shipyard first part of July and repair lists should be turned in. Discussion on TV aerial tabled until ship comes out of yard.

BEATRICE (Bull), March 26—Chairman, J. Eddins; Secretary, M. Kaminski. Headquarters report on fight to save 50-50 shipping law and recent new shore restriction to SIU men in Korea read and accepted. Complaint about water in port passageway and scuppers not working. Crew to stay out of pantry during meal hours. Another percolator needed.

ALCOA PEGASUS (Alcoa), May 30—Chairman, Gordon; Secretary, Karlak. One man missed ship in LaGuaria and was logged. Also missed a 4-hour watch in Trinidad. Ship's fund \$60.00. Delegate to refer him to patrolman on payoff for performing. Charges for crewmember's negligence in engine dept. \$50.00 fine recommended and that he be expelled permanently if he continues to perform.

OLYMPIC GAMES (Western), May 20—Chairman, J. Grimes; Secretary, L. Selix. Some disputed overtime. Delegate to see captain concerning requisitioning of stores, linen, parts for fans and repair of washing machines; also cleaning and painting hospital; also cleaning of fantail daily.

STEEL TRAVELER (Isthmian), April 22—Chairman, W. Elliot; Secretary, N. Scapins. Delegate missed ship in San Francisco. New delegate elected. New secretary-reporter elected. Laundry to be kept in good shape at all times. Schedule placed on bulkhead. Ship's fund to be started with each member donating fifty cents.

STEEL DESIGNER (Isthmian), June 3—Chairman, E. Ringvald; Secretary, H. Rogge. Ship to be fumigated for rats. One crewmember resigning.

STEEL SEAFARER (Isthmian), May 27—Chairman, J. Jordan; Secretary, R. DeVirgilio. Ship's fund \$16.00. Ship's delegate elected. Ice boxes to be inspected. Crew requested less spicy foods and better preparation.

ALCOA PENNANT (Alcoa), May 27—Chairman, T. Moss; Secretary, A. Danne. LOG to be given to delegate of each dept. Not enough buttermilk given in Mobile. More pillows to be put aboard in Mobile.

SEAMAR (Calmar), June 3—Chairman, J. Bergeria; Secretary, J. Miles. New ship's delegate and treasurer elected. Water tank to be cleaned. New iron to be purchased in Long Beach, Calif.

delegate and treasurer elected. Patrolman to decide which department takes care of galley screens.

ALCOA RUNNER (Alcoa), May 26—Chairman, A. W. Wasiluk; Secretary, W. Souder. Main deck being painted. Messhall to be painted. Ship's fund \$14.50. New iron bought in NY. Elected-ship's reporter. Discussion held about not doing sanitary work properly.

ALCOA ROAMER (Alcoa), May 19—Chairman, W. Otiz; Secretary, A. Gonzales. Repair list turned in. Ship's fund \$14.00.

CAMP NAMANU (USP Carrier), May 13—Chairman, D. D. Murick; Secretary, Wm. O'Connor. One man was hospitalized in Bahrain. Lost two men due to illness in Bahrain Island. Ship's delegate elected. Slopchest all out of toilet articles. Need new awning on poop deck.

STONY POINT (US Petroleum), May 20—Chairman, James Purcell; Secretary, W. McBride. Three men hospitalized in Singapore. Telegram sent to headquarters. Treasurer elected. Ship's fund \$5.50. Resolution drawn concerning overloading vessels with non-citizens over and above the quota set by law. Men changing from one department to another. Have not been getting money when arriving in port.

NORTHWESTERN VICTORY—(Victory Carriers), May 26—Chairman, D. C. Gay; Secretary, S. Arales. Ship's delegate elected. Failure of cooks to improve taste of food, also to add more variety of cooked meat in night lunch.

ALCOA CORSAIR (Alcoa), May 27—Chairman, S. Morris; Secretary, G. Clarke. One man missed ship in Kingston. One man injured and flown home from LaGuaria. Crew collected \$105.00 for him. Also collected \$123.00 for brother taken off ship due to illness. Ship's fund \$233.77. Cups to be returned to pantry. Deck crew to refrain from leaving old bars of soap on decks of showers.

STEEL ADVOCATE (Isthmian), March 11—Chairman, B. Bankston; Secretary, T. Rainey. Ship's reporter elected. Ship's fund \$16.38. Washing machine to be repaired. Discussion on 50-50 bill. Members urged to write Senators. Discussion on safety program. Donation of \$1.00 per man for ship's fund.

DEL ORO (Mississippi), May 20—Chairman, W. Perry; Secretary, P. Whitlow. Loggings heavy this trip and will be referred to patrolman. Agent asked for decision on crew custom seizure in Port of Rosario. One brother hospitalized in Rio and one in Buenos Aires. Ship's fund \$45.00. Delegate discussed passage of 50-50 bill. Better mail service to ships at sea requested. Suggestion that arrival pool be drawn up and \$20.00 be donated to ship's fund—\$100 to the winner. Repair lists to be turned over to delegate. Steward to make list of all items that he runs short.

STEEL ADVOCATE (Isthmian), May 26—Chairman, J. Samsel; Secretary, D. Fisher. Tales being carried topside, members warned as to penalty. Notice issued by captain relative to feeding and handling of animals. Ship's fund \$11.58. Twenty hours disputed overtime in deck department. Communications on 50-50 bill and clarifications read. Discussion about members of steward department being incompetent; delayed sailing in Colombo, Ceylon; overtime; bosun landing deck department. Repair lists turned in. Two hospital cases picked up for repatriation to US. These men not receiving proper transportation back to port of engagement. Patrolman to meet ship in Wilmington, NC, to square matter away. Unsanitary conditions caused by cargo of wild animals to be discharged in Savannah, Ga.

GEORGE A. LAWSON (Pan Oceanic Corp.), May 13—Chairman, C. Lawson; Secretary, G. Fava. New delegate and new reporter elected. Library to be

Personals

James Eller Urgent you contact Jimmie D. Coker c/o SIU Seattle hall as soon as possible.

Tony Cornman Serious illness in family. Contact Mary Cornman, 3119 Baldwin St., Los Angeles 31, Calif.

J. S. Capps Your family is anxious to get in touch with you.

William Saltarez Contact Abraham Freedman, District Supervisor, Children's Court, 30 South Broadway, Yonkers 2, NY.

Philip Rubish Mother critically ill in Weirton Hospital, Weirton, West Virginia. Come as soon as you can. Helen Cuffori.

Charles Muscarella Carroll J. Rollins Contact attorney Charles A. Palermo, Carondelet Building, New Orleans 12, La.

Orman M. Bartlett Get in touch with M. Martone, Department of Taxation and Finance, Collection Bureau, 15 Park Row, NY 38, NY, or call Digby 9-1714, ext. 87.

Thomas Winters Contact Jean Bunker, 1022 Columbia Ave., North Bergen, NJ, or call Swathmore 5-2228.

Dick Bowman Get in touch with your old buddy at USPHS Hospital, Manhattan Beach, Brooklyn, NY. Norman West.

Bill "Scotty" McKenzie Write me c/o SS Michael, J. M. Carras Inc., 21 West St., NY, NY, as soon as possible. Fred J. Bruggner.

Richard Brown Urgent. Contact your wife, Mary, at 716 Hilltop Road, Baltimore 26, Md., as soon as possible. Severe illness in family.

Thomas C. Hickey Your wife, Ermora, has moved to 2406 Newkirk Ave., Brooklyn, NY.

Leonard Smith Your discharges left aboard SS McKettrick Hills have been forwarded to SIU hall in Wilmington, Calif.

J. R. Thompson Your letter about the SS Arthur Huddell received by SEAFARERS LOG but no photos were enclosed.

'Wreck' Law Repeal Met Voters Wishes

(Continued from page 3) every opportunity to take labor's case before the public. Directing AFL political activity here was Labor's League for Political Education. SIU port agent Lindsey Williams served as chairman of its executive board.

Committee hearings and debate on the repeal bill offered a striking contrast in methods between those used by labor representatives and the pro "right to work" management interests.

The AFL-CIO delegation, headed by Victor Bussie, Shreveport, president of the Louisiana State Labor Council, confined its activities to appearing before the committee and explaining the dangers of the measure. Senator B. B. Rayburn, Bogalusa, subsequently described the measure on the Senate floor as

"one of the most dangerous laws ever saddled on the backs of the working people of the state."

Organized management groups keyed their efforts toward setting up a panic psychology. These groups, including such phony front outfits as the "Louisiana Free Enterprise Association, Inc.," spent untold thousands on full page and half-page newspaper ads which featured scare headlines such as "Keep Your Freedom from Union Dictators." Pro-repeal legislators were threatened with recall movements, but these threats have evaporated for lack of public support.

Besides the tangible advantages of their victory, Louisiana workers derive much satisfaction from knowing that the state law no longer declares union security "contrary to public policy."

La. State Legislators Who Voted To Repeal State's 'Right To Work' Law

- La. State Senate
Olaf J. Fink
Charles E. Deichmann
John O'Connor
John J. Petre
Theodore M. Hickey
Harry H. Howard
Alvin T. Stumpf
Farrell A. Blanchard
A. O. Rappelet
Guy W. Sockrider, Jr.
Arsene L. Stewart
Dr. Gabriel A. Ackal
Rexford C. McCullough
John S. Nelson
J. D. De Blieux
Frank M. Edwards
B. B. Rayburn
C. H. Downs
Sylvan Friedman
Speedy O. Long
F. E. Cole

- Richard J. Bertrand
James R. Brignac
Woodrow Wilson
E. H. Haynes
Frank J. Altmyer
Patrick B. McGittigan
Walter P. Clark
Vernon J. Gregson
Joseph R. Bossetta
Anthony J. Vesich, Jr.
John J. Matassa
William J. Hankins
Lucien T. Vivien, Jr.
Charles F. Donaldson
Henry P. Brennan
Nicholas J. Lapara
Samuel F. Albro, Jr.
Edward F. LeBreton, Jr.
J. Marshall Brown
Peter W. Murtes
John T. Sullivan
C. Cyril Broussard
Lawrence Gibbs
Ben F. Holt
Lloyd T. Teekell
August J. Compagna
Bryan J. Lehmann, Jr.
Shelby Alford
Laurie J. Roussel
D. Elmore Bechel
C. Kenneth Deshotel
Robert Angelle
Jesse D. McLain
Nicholas Cefalu
Carroll L. DuPont
Bert A. Adams
J. Douglas Shows
Elmer L. Bernard
W. Spencer Myrick
Ashton B. Collier

- La. State House
Holman E. Donaldson
James D. Martin
Buford Smith
John S. Lewis
Horace L. Jones
Lon Tyndall
W. C. Steen, Jr.
W. Wayne Gaudin
A. T. Sanders, Jr.
Howard B. Fontenot
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Have You Forgotten Something?



SEAFARERS WELFARE PLAN
Suite 1060 New York 4, N. Y.

11 Broadway

I, _____, hereby designate _____, to receive the benefits under the Seafarers Welfare Plan upon my death.

(Please Print Full Name) (Address) (Relationship: Wife, Mother, Friend, etc.) (Address)

Social Security No. _____ Date _____
(Please Print Full Name)

Witnessed _____ Signed _____
Members Book or Permit No. _____ Date _____

HAVE YOU FILLED OUT A BENEFICIARY CARD? If not, do it soon in order to guarantee your wife, your family or a friend the full protection of your \$3,500 death benefit. If you have already filed a card but want to change your beneficiary, merely fill out a new card. The new card will automatically cancel out the old one. Experience has shown that where men have failed to file cards, there has often been delay and heartache.

HAVE YOU FILLED OUT AN ENROLLMENT CARD? Your wife and unmarried children under 19 are eligible for SIU hospital-surgical benefits. To relieve the financial burden of an illness or injury, all Seafarers are urged to file an enrollment card as soon as possible. Be sure to enclose with the card photo-stats of your marriage license and your children's birth certificates. You will then be fully prepared should a medical emergency arise.

ENROLLMENT CARD

EMPLOYEE'S NAME _____
Last First Middle

EMPLOYEE'S ADDRESS _____

EMPLOYEE'S Date of Birth _____ Soc. Sec. No. _____

Z-No. _____ Book No. _____

FIRST NAME	MIDDLE	DATE OF BIRTH	AGE
WIFE			
CHILD			
CHILD			
CHILD			
CHILD			
CHILD			
CHILD			
CHILD			
CHILD			

Date _____ Employee's Signature _____

List Dependents—Wife and Unmarried Children less than 19 years old.

The Seafarers Welfare Plan

—A Program Of 13 No-Cost Benefits To Seafarers And Their Families