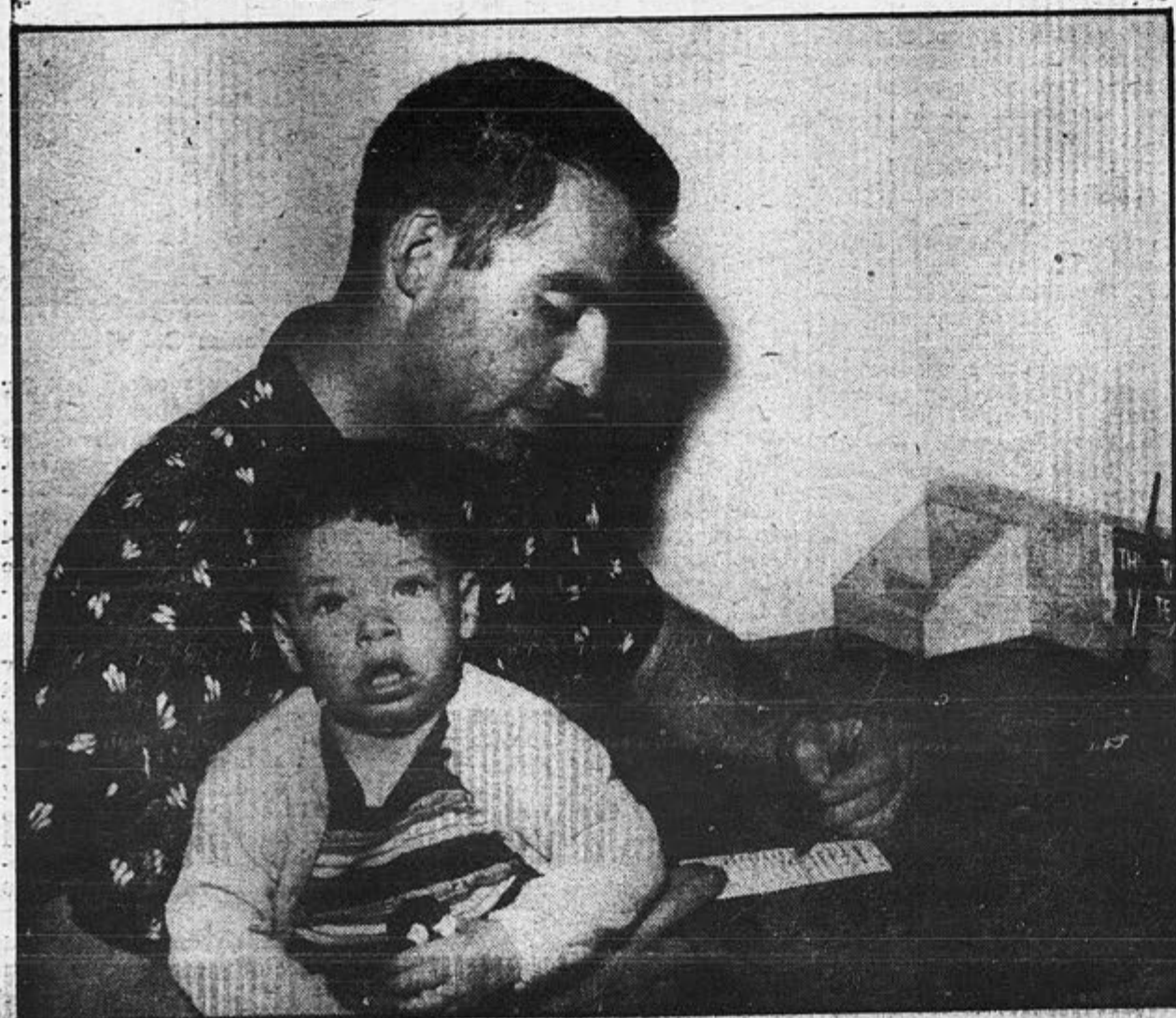


SIU MAPS FIGHT AGAINST CONTROLS

Convention Raps Proposed Laws

Story On Page 3



Meet The Press. SIU of NA convention delegates are shown at pre-convention press conference (left to right) Vince Malone, Marine Firemen; Harry Lundeberg, SIUNA president; Hal Banks, Canadian District; Jimmy Waugh, Cannery Union; John Hawk, SIUNA sec'y-treasurer. (Story on Page 3).

Signing Up. Seafarer Shelly M. Lynn enrolls himself, son Michael and wife under the SIU Welfare Plan by filling out enrollment form. All Seafarers are asked to fill out new form to speed benefits handling. (Story on Page 2).

Is your name on this list? 

IN CENTERFOLD - ALPHABETICAL LIST OF SEAFARERS WHO ARE REQUESTED TO FILL OUT NEW BENEFICIARY CARDS WITH SEAFARERS WELFARE PLAN...

SIU Receives 1st Claims For New Family Benefits

The new SIU family benefits for wives and children of Seafarers have gone into effect as of June 1. Already at least two Seafarers' wives, one in Miami and another in Philadelphia, are known to have entered hospitals for surgery under the Plan and a number of inquiries have come into headquarters concerning other pending hospital cases.

Meanwhile, all the necessary apparatus to handle claims and dispense information about the new benefits has been set up in headquarters and in the outports. It is anticipated that the first claims coming in will be handled smoothly, with a minimum of delay.

Still in progress, of course, is the filling out of Welfare Plan enrollment cards by Seafarers. Every Seafarer, whether he has dependents or not, is being asked to fill out one of the enrollment cards which will help to determine his eligibility for benefits under the Plan. Cards are available in all SIU port offices for men on the beach and were mailed out to SIU-contracted ships with the

last issue of the SEAFARERS LOG.

One clarification of the Plan has already been worked out by the trustees on the question of stepchildren. They are eligible for benefits provided they have been living at the Seafarer's home throughout the past calendar year and are receiving the major portion of their support from the Seafarer.

The new family benefits covering wives of Seafarers and unmarried children under 19 years of age include hospital room and board of \$10 a day up to 31 days plus \$100 in hospital extras with the Seafarer paying the first \$50 of the total bill. Surgical bills are covered up to \$300 under a schedule of surgical fees, while doctor's visits to non-surgical hospital cases are covered by a \$4 daily allowance.

Other benefit increases now in effect are the \$6 boost in the hospital benefit to \$21 a week; a \$10 increase in pension-disability benefits to \$35 and the \$1,000 increase in death benefits to \$3,500. Scholarship and maternity benefits will continue as before.

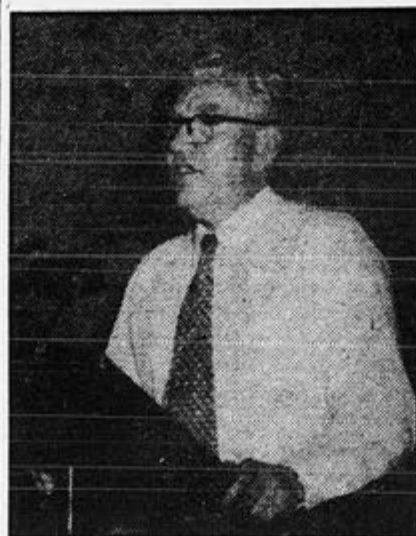
SIU Backs ITF Runaway Drive; Hits ILA Crimps

MONTREAL—SIU of NA delegates initiated a new approach to the problem of runaway flag shipping as the convention made arrangements for a close working relationship with the International Transportworkers Federation to organize these vessels. Delegates instructed SIU of NA president, Harry Lundberg, to meet with representatives of the ITF Seafarers and Dockers section to give the full support of the SIU toward bringing these ships under direct ITF contract.

Simultaneously, delegates denounced the ILA-sponsored "United International Seamen's Union" which has been operating in New York as a crimp rig for runaway flag operations. Delegates assailed the crimp outfit for abusing and shaking-down poorly-paid foreign seamen on the runaway ships. Many of these men, members of ITF-affiliated overseas unions, have had their grievances exploited by the ILA "union" so that they could be milked for all they were worth, without any action taken on their behalf.

Exposed In LOG

The ILA-backed crimp rig was originally exposed in the SEAFARERS LOG on October 29, 1954. It has served as a decoy for runaway shipowners among seamen on their ships. These men will now have legitimate ITF-affiliated unions working actively in their corner. The ILA outfit's ability to masquerade as a union and con-



Willy Dorchain, US representative for ITF addresses SIU convention.

fuse foreign seamen was enhanced when one maritime union newspaper whitewashed its unsavory record.

Actually as LOG readers know, the shakedown technique of the ILA "union" was put into the record in the LOG of February 18, 1955.

The ITF already has in operation a special department with jurisdiction over the "panhonlib" ships — those operating under the Panamanian, Honduran and Liberian flags. Despite difficulties it has been successful in gaining a foothold in the field and now has some of these ships under contract. It is hopeful of making further progress in this area with the support of the SIU.

ITF organizing previously received a boost from the recent meeting of the International Confederation of Free Trade Unions at which a new department was set up to deal with organizing problems faced by both shoreside and maritime unions.

If you're at sea WHEN ILLNESS STRIKES AT HOME...

DOES YOUR WIFE KNOW THE BENEFITS FOR WIVES AND CHILDREN OF SEAFARERS AND HOW TO OBTAIN THEM? GET YOUR COPY OF THE NEW WELFARE PLAN AT ANY SIU HALL!

SEAFARERS WELFARE PLAN

HOSPITAL AND SURGICAL BENEFITS

INCREASED PENSION BENEFITS

DEATH BENEFITS

UNEMPLOYMENT BENEFITS

WIFE'S ALLOWANCE

CHILDREN'S ALLOWANCE

TRAVEL EXPENSES

EDUCATIONAL BENEFITS

RECREATION BENEFITS

LIBRARY BENEFITS

SEAFARERS' UNION

Port Agents Meet, Draft SIU Plans

A thorough review of the SIU's operations in the past year, the Union's present activities and its future organizational role was undertaken by SIU port agents at the recent port agents' conference in headquarters.

Among matters discussed were the workings of the SIU's new seniority hiring system, in operation since early in March; planning and procedure for administration of new family benefits under the SIU Welfare Plan; and the threat of restrictive legislation such as the Bonner proposal to hamstring sea unions on contract negotiations and freeze sea wages.

The agents agreed that the SIU should oppose this and any similar legislation as force fully as possible.

Review Of Shipping

Shipping conditions in the various ports were discussed and the financial status of Union funds was reviewed with a view toward implementing economy recommendations made by headquarters and approved by the membership. The current status of the building program was taking up now that improvements in Mobile have been completed, and opportunities for organizational activity were explored.

The agents also participated in the drafting of the official SIU A&G District report which was presented to the SIU of NA convention in Montreal.



Visiting SIU headquarters with his youngsters, Seafarer Wilford Mohrman, oiler, gives a careful onceover to the recent issue of the LOG announcing the new family hospital-surgical benefits. With him are Judy (left) and Billy, who obviously were more interested in the camera.

Cobb Guilty In Hall Murder Plot

HACKENSACK, NJ—Arrested last December while packing a shotgun outside the New Jersey home of SIU Secretary-Treasurer Paul Hall, James Cobb of Tampa has pleaded guilty to four charges involving conspiracy to murder Hall. Cobb will be sentenced on June 17.



James Cobb

Still to be tried are four others who were indicted in the plot against Hall: Ray White, former SIU Tampa port agent who was implicated by Cobb as the man who hired him for the job; White's brother, Steely White who is a fugitive; Carmen Priore and Edward Taffe who were named as go-betweens. Five John Doe indictments are also hanging fire.

Cobb was arrested on December 23, 1954, while seated in a car outside Hall's home. According to the authorities, he said in his confession that he had been hired by White to do the job for \$15,000, the bulk of which was to be paid him later on by Ben Sterling, a New York attorney.

Sterling Questioned

Sterling subsequently was picked up by New York police and questioned; he also appeared before a Bergen County grand jury. In his testimony before the grand jury it was reported that Sterling admitted handling approximately \$27,000 of funds put up by the International Longshoremen's Association to support White's bid to unseat Hall in the last SIU elections.

Sterling's name has been connected with the ILA in another area recently since it has been learned that an employee of his law office has been working out of the office of the ILA-chartered Maintenance Local 1826 which is supposed to do ship maintenance work on foreign-flag runaway ships. The maintenance-union is at 12 South Street, next door to the ILA's "United International Seamen's Union" at 4 South Street

which serves as a crimp hall for runaway flag shipowners.

Others questioned in the course of the district attorney's investigation were ILA president William Bradley, and William Higgs, a former Seafarer who was expelled from the SIU for aiding the ILA in its fight with the AFL International Brotherhood of Longshoremen.

Bradley was called on to justify the use of his airline credit card by Cobb in the course of flights between Tampa and New York during which details of the murder plot were arranged, according to Cobb's confession. He was also questioned about funds turned over to Higgs and White, reportedly in the amount of \$40,000 or more.

At present White, Taffe and Priore are out on bail. Their trial is being held up until police locate Steely White.

SEAFARERS LOG

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

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SIU Safeguards Merger Rights

MONTREAL—Full protection of Seafarers and their rights, including their right to the Union hiring hall, is assured under the terms of a resolution on merger of the AFL and CIO which was approved by SIU of NA convention delegates.

The resolution orders the SIU of NA to set up a committee which will represent the international and its affiliates in any discussions relating to merger questions. The committee, in turn, will report back to the respective affiliated unions and the international officers at an emergency convention if such becomes necessary.

As guideposts to the committee the delegates approved the following principles under which it should act:

Member Safeguards

In any merger, the SIU of NA will insist that the membership be fully protected against Communist influence on the waterfront and in the labor movement in general. Delegates recognize that the proposed AFL-CIO constitution takes note of the Communist problem, but they expressed concern over the behavior of reputed ex-Communists and former fellow travelers who still have positions of

influence in limited sectors of the labor movement.

Delegates also instructed the committee to obtain pledges that the maritime hiring halls, and the employment rights and security of union members be protected and guaranteed and "existing inequities in this area must be eliminated" as well as other inequities.

Since the AFL has taken a firm position that unions such as the corrupt ILA must not be permitted to hold membership in the federation, the delegates demanded that assurances be given from all unions involved that they will support the AFL stand on the ILA. Finally, the delegates, while recognizing the importance of cooperating with management where it is for the benefit of union members, ruled out any arrangements where labor serves as the tail to management's kite on so-called labor-management committees.

For the time being, committee members will consist of SIU of NA President Harry Lundeberg and Secretary-Treasurer John Hawk. The two-man committee will be empowered to add to its membership from the ranks of various district officers when actual negotiations on these terms take place.

No Controls Needed, SIU Tells Gov't

Answering an invitation to appear before the House Merchant Marine and Fisheries Committee on proposals for restricting and controlling maritime unions, SIU Secretary-Treasurer Paul Hall has informed the committee that the SIU is unalterably opposed to these proposals.

The proposals, which were put forth by committee chairman Herbert C. Bonner of North Carolina, call for a wage freeze on US ships and the establishment of a Government board with power to control maritime contract negotiations and settlement of shipboard beefs.

The invitation to Hall from the committee, in the form of a telegram, reads as follows:

"Paul Hall, Secretary-Treasurer
"Seafarers International Union

"Are you willing to meet with this committee latter part of this week pursuant to invitation in letter of May 24? Please advise at once.

"Herbert C. Bonner, Chairman
Committee on Merchant Marine and Fisheries"

In replying on behalf of the Union, Hall wired:

"The Honorable Herbert C. Bonner, M. C.

"Chairman, Committee on Merchant Marine and Fisheries
"House Office Building

"Washington, D. C.

"Thank you very much for your invitation to meet with the committee on the matter of proposed legislation for placing ceilings on wages, working conditions and for the establishment of a Federal board with control over collective bargaining in maritime. However, the position of this organization with respect to these two issues is very clear. We are unqualifiedly opposed to both. As a matter of fact, the proposal to 'freeze' or place ceilings on wages for mar-

(Continued on page 15)



Addressing SIUNA convention in Montreal, Lucien Tremblay, eastern representative of the Teamsters in Canada, greets the delegates on behalf of his union, as SIUNA President Harry Lundeberg (left) looks on. At right is Claude Jodoin, president of the Trades and Labor Congress of Canada, which parallels the AFL in the US. A representative of the Int'l Ladies Garment Workers Union, Jodoin hailed the SIU for its outstanding success in driving the Communists out of Canadian maritime.

Convention Maps Fight On Proposed Maritime Controls

MONTREAL—A solid program to deal with current problems in maritime labor and a staunch defense of seamen's hard-won rights emerged as the highlight of the 7th biennial convention of the Seafarers International Union of North America. The international union served notice on all comers that it was ready to deal vigorously with attacks on seamen's rights, such as the Bonner proposal to strip sea unions of freedom to

bargain with the shipowner; with attempts to cripple the maritime hiring hall; the proposed maritime wage freeze bill, and efforts to straitjacket seamen in a rigid Coast Guard physical and

mental examination program. Hearings on the Bonner measure are now underway in Wash-

ington before the House Merchant Marine Committee. The bill would set up a system of Government controls over maritime labor relations that in effect would amount to compulsory arbitration of contractual beefs by a Government board. The proposal to freeze seamen's wages by tying them to subsidy payments was also strongly criticized by the SIU of NA delegates.

Canadian SIU Does Top Job

Playing host to its first International convention, the SIU Canadian District demonstrated outstanding hospitality and achievement to delegates from both Canada and the US attending the sessions in Montreal. Delegates from the SIU-A&G District reported smooth handling of all details by the infant district, which has been functioning actively in the Dominion only a few short years. It was in 1949, in a struggle with the now-defunct Communist-dominated Canadian Seamen's Union, that the Canadian District met and mastered its first test. Today it is one of the leading trade unions in Canada.

Other action by the convention included an assessment of the problems that will arise in the maritime field with the merger of the AFL and CIO, including the question of all unions abiding by the AFL's position on the expelled International Longshoremen's association.

Acting on problems facing various district affiliates the convention did the following:

- Gave full endorsement to the Canadian District's fight on foreign flags in Canada's domestic trades. At present there are no restrictions on foreign ships operating in Canadian coastal shipping.

- Pledged support, financial and otherwise, to the organizing program of the SIU Great Lakes District.

- Proposed the establishment of an Inland Boatmen's Division under the SIU banner.

- Gave formal recognition to the Staff Officers Association of New York as the one functioning purser's union in the industry.

- Called for Congressional action on a Government survey which revealed that the Military Sea Transportation Service is in direct competition with private companies for both passengers and cargo.

- Enlarged the international executive board to give the Brother-

(Continued on page 15)

Any Questions On SIU Welfare?

Seafarers having any questions concerning their eligibility for the benefits of the Seafarers Welfare Plan are urged to get in touch with any SIU port official for assistance.

The Seafarers Welfare Plan eligibility requirement is: A minimum of 90 days aboard SIU-contracted ships during the preceding calendar year (1954) and one day during the 90 days immediately preceding application for a benefit. SIU officials will also give prompt assistance to Seafarers having questions on any part of the SIU's broad welfare program.



Discussing his proposal for construction of two 1250-foot superliners designed for up to 10,000 passengers in trans-Atlantic travel, H. B. Cantor (left), president of the Carter Hotel chain, explains his ideas to SIU International President Harry Lundeberg during convention recess at Montreal.

ington before the House Merchant Marine Committee. The bill would set up a system of Government controls over maritime labor relations that in effect would amount to compulsory arbitration of contractual beefs by a Government board. The proposal to freeze seamen's wages by tying them to subsidy payments was also strongly criticized by the SIU of NA delegates.

In addition, delegates approved a new approach toward the problem of runaway flag vessels by es-

Shipping Round-Up & Forecast

Shipping From May 18 to May 31

Port	Registered					Shipped				
	Deck A	Deck B	Eng.	Stew.	Total	Deck A	Deck B	Eng.	Stew.	Total
Boston	7	3	2	2	14	1	0	1	0	2
New York	79	23	88	23	49	12	186	58	244	244
Philadelphia	21	7	11	12	20	4	52	23	75	75
Baltimore	67	11	81	25	32	25	150	61	211	211
Norfolk	19	10	11	6	7	7	37	23	60	60
Savannah	5	4	4	2	1	4	10	10	20	20
Miami	7	6	1	8	15	5	23	19	42	42
Tampa	2	1	4	1	2	1	8	3	11	11
Mobile	22	6	21	7	16	11	59	24	83	83
New Orleans	21	6	26	14	27	11	74	31	105	105
Lake Charles	11	7	5	5	5	3	21	15	36	36
Houston	22	17	16	10	16	3	54	30	84	84
Wilmington	13	2	3	4	4	2	20	8	28	28
San Francisco	22	16	16	14	13	11	51	41	92	92
Seattle	14	12	9	15	5	7	28	34	62	62
TOTALS	332	131	238	148	220	109	790	368	1178	1178

Shipping in the A&G District showed a marked jump upwards during the last two weeks, as Seafarers enjoyed their best shipping period in almost nine months.

The number of jobs shipped (1206) outstripped registration (1178) for the first time since mid-September, 1954. Indications are that it will hold about the same for a time.

The boost in activity produced a spurt of jobs in New York, Philadelphia, Norfolk and Miami. Savannah, way below normal for weeks, showed signs on of life again, and most of the other ports, with the exception of Boston, remained about the same.

Over-all, class A men bettered their already strong position slightly, and accounted for exactly two-thirds of all shipping in the District. The

two to one ratio of class A to class B shipping held about the same. Class B shipping continued good, as the number of men shipped from this group ran just a little behind total class B registration for the period. Moreover, five percent of the total jobs shipped went to class C men—men with absolutely no seniority in the industry.

The major gains scored by New York, Philadelphia (tripled), Norfolk (doubled) and Miami (doubled) overshadowed slight dips in Wilmington and Seattle. Only Boston showed a real drop, the only East Coast port to do so.

Good shipping for all seniority groups was reflected particularly in New York and Norfolk, both of which handled more than half the total class C shipping.

BOSTON: Still quiet; outlook is uncertain. . . **NEW YORK:** Best it's been in months; should hold that way, especially for engine department. . . **PHILADELPHIA:** Booming. Activity should continue. . . **BALTIMORE:** Fair, especially in deck and engine departments; should stay about the same. . . **NORFOLK:** Good. Three Victories crewing up. . .

SAVANNAH: Picked up a little, but still below normal. Future not too bright; only one payoff due. . . **MIAMI:** Has been moving well and should remain the same. . . **TAMPA:** Still slow period. . . **MOBILE:** No change; still a little slow. . . **NEW ORLEANS:** Picked up a little. Should get even better; eight payoffs and crewing of McAllister Victory

scheduled. . . **LAKE CHARLES:** Only fair; outlook about the same. . . **HOUSTON:** Still off; future doesn't look too bright. . . **WILMINGTON:** Fell off a little. Not much expected all month. . . **SAN FRANCISCO:** Still pretty good and outlook is good. Two ships coming out of short lay-up, one payoff due. . . **SEATTLE:** Fair and only fair to come.

See Runaways Peril To World Shipping

A disastrous decline in world freight rates may result from the growth of runaway-flag tramp shipping, according to the British concern of W. G. Weston, specialists in shipping studies. If the decline takes place it would seriously damage all

shipping operations, whether liner or tramp, the firm declare.

The firm's gloomy forecast bears out SIU charges that the Maritime Administration was doing serious damage to American shipping by permitting transfers. The SIU pointed out that the transfers not only represented loss of jobs to Seafarers and other American sea unions, but, carried the threat of cutthroat competition for ships remaining under the US flag.

American Vulnerable

Any slump in shipping would hurt American-flag operations the worst, since American ships are least able to meet a freight rate decline.

The study pointed out that the world tramp shipping fleet is up to almost 17 million tons and Liberian tramps are increasing at the most rapid rate. Liberia now has 1,942,000 tons of tramp ships, most of them former American Libertys and some of them Liberty-tankers and T-2s that have been converted for tramp service.

As a result, Liberia has the fourth largest tramp fleet in the world behind Great Britain, Italy and Panama.

The increase in Liberian-flag ships means that in the event of a freight rate decline they would tend to capture the bulk of tramp business because "these vessels can probably withstand much lower freights than now prevailing."

In other words, with no taxes to pay, no manning scale regulations and pitifully-low wages, Liberian tramps could operate profitably at rates that would drive ships of other flags into bankruptcy.

SIU Forms New Inland Boat Unit

MONTREAL—Action to preserve the SIU of NA's jurisdiction over the inland boatmen's field has been taken by establishing an Inland Boatmen's Division within the international union.

The Inland Boatmen's Division would cover boats up to a certain tonnage and in specified areas, such as tugs, ferries, barges and other craft. Inland boatmen in large numbers are already under the SIU banner in the south and west. Once set up it would be empowered to deal with jurisdictional questions with an AFL federal local that is now operating in the field.

The convention approved a recommendation that negotiations be undertaken with the federal local with a view toward affiliating it with the SIU of NA as an autonomous unit with a definite jurisdiction "so that it and other inland boatmen's units would not infringe on each other.

Since the federal local operates out of the AFL's national office, the convention proposed that these recommendations be submitted to AFL headquarters for further action.



Hitting deck at last New York membership meeting is Seafarer John Jellette.

Job Boom Draining NY Of Black Gang Ratings

NEW YORK—Shipping out of headquarters took a sharp turn upwards last week, as the port dispatched nearly 300 jobs for the first time since last September. Opportunities were plentiful in all departments, but the

biggest shortage is still in the black gang. Any rated engine department man can ship out of here in a couple of days, according to Claude Simmons, SIU assistant secretary-treasurer and New York port agent.

Cooperation Needed

He pointed out, however, that the current "boom" depends a great deal on the cooperation of the membership in filling the jobs available. Crewing of one brand-new ship took two days before the job was completed. The ship, a tanker in organizational status, is believed to be the forerunner of several more to come in the near future.

Pleasant Payoff

Meanwhile, Seafarers aboard the tanker Julesburg (Mathiasen) came in for a round of tribute for bringing their ship in clean as a whistle. Winding up a seven-month trip, the ship came in without a beef, an hour of disputed overtime or a logging for any crewmember.

Hotel Strikers Hail Florida Crew's Aid

MIAMI—SIU crewmembers from the SS Florida (P&O) are winning the thanks of this resort city's AFL hotel employees for their voluntary efforts manning picketlines at several luxury hotels.

The hotel workers, members of the Hotel and Restaurant Employees International Union, are striking for recognition of their union as their bargaining representative for wages and conditions.

Seafarers from the Florida have been doing duty on the picketlines between trips on their regular Miami-Havana run.

Meanwhile, SIU Port Agent Eddie Parr reported the wind-up of a beef on the MV Ponce (Ponce Cement), after some ship's gear

was discovered missing. The missing gear was a mooring line that disappeared at sea while the ship was enroute to Ponce. Parr said that investigation showed no one in the crew was at fault and the incident ended there.

On the welfare front, the port provided the first qualified family applicant for the new hospital-surgical benefits, as Mrs. Remburto Duo entered the hospital for an operation on June 2. Seafarer Remburto Duo has been a waiter on the Florida for several years.

Boat Drill Packs 'Em In



Seafarers from the crew of the Elizabeth and Bull Line shore gang workers pile into one of the ship's boats to test it for capacity. The boat check was part of a routine Coast Guard inspection of ship's gear before the Elizabeth sailed last week on her regular run to Puerto Rico.

Indonesian Seamen Form Union — Copy SIU's Name And Emblem

Seafarers who have made calls at Indonesian ports aboard Isthmian ships have probably been surprised to see a local seamen's union sporting the SIU emblem and calling itself the SIU of Indonesia. Actually the "SIU" of Indonesia is one of ten Indonesian unlicensed seamen's unions and has no official connection with the SIU here. From information gathered at SIU headquarters, at the time of the union's formation last year its leaders—impressed by the SIU's record in behalf of American seamen—decided to duplicate the SIU's emblem, motto and constitution. Apparently the hope was that through imitation some of the SIU's success would rub off on the new group.

The "SIU" of Indonesia, or the Serikat Pelaut International, as name translates, was founded on October 24, 1954. Seafarers have reported that they have been hospitably received and entertained by representatives of the "SIU" there and have filled all requests made of them for LOGs and other SIU literature.

The biggest of the Indonesian seamen's unions is the SBPIII which was founded in 1947. It has a membership of 20,000 over-all, 3,000 of whom are seamen and longshoremen, and is affiliated with the International Confederation of Free Trade Unions.

International Bodies

These Indonesian unions are not unions in the American sense of the word, but rather are fraternal organizations with a political viewpoint. Some of the ten unions of seamen are under the control of Communists, and most of them are extremely small in membership. They have no written contracts at present and no official recognition from the shipowners. Seamen get hired by the company office and if they join a union, they

do so as individuals, not acting together with the rest of the crew. The union, in turn, attempts to protect them as best it can, by taking up members' grievances as they arise, on an individual basis. At present, the SPBIII is attempting to negotiate the first written contract in the Indonesian merchant marine. It is meeting with considerable difficulty because the companies do not want to deal with any union and will not hire men if it is known that

the seamen are union members. Indonesian seamen receive on the average 500 rupees (approximately \$50) a month. This is good money in terms of shoreside Indonesian wage standards. The young nation boasts of 12 shipping companies which operate somewhat less than 200 ships in deep sea trade between Europe and Indonesia. Of course there are numbers of small coastal vessels operating between the islands, some of them sail-powered.

NY Pier Poll Urges New AFL Campaign

Longshoremen in the Port of New York are reportedly responding enthusiastically to a poll launched late last month by the AFL Longshore Committee to determine whether AFL pledge cards should be issued for a new port-wide organizing drive.

The committee reported this week that dockworkers in all sections of the harbor have mailed in several thousand ballots urging the start of a new drive to overthrow the old ILA.

Ousted by the AFL in 1953 for racket domination, the old ILA was superseded by a new AFL International Brotherhood of Longshoremen. In the last election one year ago, the IBL missed coming out on top by only 200 votes out of nearly 20,000 ballots cast.

No Reforms By ILA

The narrow squeakthrough for the old ILA, however, failed to produce any change in the discredited organization's way of doing things, and New York longshoremen, including many admittedly for the ILA in the last election, are now clamoring for a new clean-up campaign sponsored by the AFL.

In progress only two weeks, the poll, which was carried out through the medium of the "Waterfront News," published by the AFL Longshore Committee, has enjoyed an overwhelming response from harbor workers. Committee sources reported that not one "no" has yet turned up among the ballots returned to AFL port offices.

Transfer C-1 To Korea Flag

A former SIU-manned ship, the MV Gadsden, has been turned over to the Republic of Korea as the first of eight C-1-MAV-1 vessels to be transferred under the Mutual Security Act in a two-year period. The ship will be used exclusively in the Korean coastal trade.

The Gadsden is a heavy-lift ship that at one time was owned by the SIU-contracted Ocean Tow Company. Subsequently it was sold to another company, before being purchased by the Foreign Operations Administration for transfer to Korea.

The C-1-MAV-1 types are considered ideal for Korean coastal waters because of their shallow draft. Coastal shipping is considered essential for the economic revival of Korea which has little in the way of roads and railroads.

Gov't Bows To SIU On OT Beefs

A clear-cut understanding that the Maritime Administration will not interfere with settlement of legitimate overtime beefs dealing with crew restrictions on Government-chartered ships has been won by the SIU. The agreement came as a result of SIU conferences with Washington representatives of the Maritime Administration and other Government agencies concerned with shipping.

Restricted To Ship

The immediate reason for the conference was a restriction beef involving the SIU-manned San Mateo Victory at St. Georges Bay, Newfoundland. The restriction order permitted the men to go ashore but said that they could not enter the US military base there, the only habitated area for miles around.

Negotiations with the company following the payoff won agreement that the beef was a legitimate overtime claim under the SIU contract provision dealing with "restriction to ship." However, a Maritime Administration official said that the Government, which had chartered the ship, would not honor the claim.

Contract Interference

The effect of such action was to interfere in the settlement of monetary matters between Union and company as outlined in the Union's collective bargaining agreements.

Consequently a conference was arranged with Maritime Administration officials at which it was agreed that overtime disputes arising out of military restrictions should be settled by the clarifications committee representing SIU operators and the union. This is the normal procedure under SIU contract provisions.

The MA officials disavowed any intention of interfering with the normal processes of collective bargaining and said that they would honor such agreements, provided, of course, that they did not involve fraud or other wrongdoing.

NOW AVAILABLE

... ON THE SHIPS ... AT SIU HALLS

YOUR SEAFARERS HOSPITAL AND SURGICAL BENEFIT ENROLLMENT CARD

This card should be filled out by every Seafarer, even if he is single and has no dependents.

* * *

Make sure to list every dependent you have, giving the full name, age and date of birth.

* * *

Where it says "book number" enter your Union number, whether book or permit.

* * *

Don't forget to sign and date the form when you are finished. Do it as soon as possible.

* * *

If you have any questions about the Welfare Plan, contact your nearest Union port agent.

ENROLLMENT CARD

EMPLOYEE'S NAME Last First Middle

Z-No. Book No.

Soc. Sec. No.

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

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

SAMPLE

Date Employee's Signature

Elect BME To SIUNA Top Board

MONTREAL—The Brotherhood of Marine Engineers is now represented on the top SIU of NA executive board as a result of expansion of the board to 12 members. BME President Wilbur Dickey has been elected as one of the ten vice-presidents of the top body, which includes representatives of various SIU of NA affiliates.

MFOW Added in '53

At the last SIU convention in 1953 only eight spots were filled by election; one spot was held open pending affiliation of the Marine Firemen's Union, which came at a later date. Subsequently, MFOW president, Vincent Malone, was elected to the vacancy. In order to provide for the vacancy, SIU A&G secretary-treasurer, Paul Hall, had stepped aside and declined renomination.

This year, Hall was reelected to the board along with Dickey. Dickey's election was in recognition of the progress of the BME since its autonomy was granted two years ago.



All dressed up and hurrying to get home to their families, Seafarers from the Hurricane step ashore from launch at boat landing in Arabi, La., after the ship paid off out in the stream. Shipping upsurge in New Orleans and lack of wharf space caused payoff to be held in mid-stream.

Alcoa, Sugar Runs Liven NO

NEW ORLEANS—Busy shipping in this port followed the payoff of several SIU crews recently at the end of Far East voyages. The outlook for the future was brightened also by the announcement that a Victory ship will crew up here in mid-June and that three Alcoa C-1s will soon resume operations from here.

The McAllister Victory, recently brought out of lay-up in Beaumont, Texas, currently is undergoing shipyard repairs and will crew up here about June 15, said Port Agent Lindsey Williams, who just returned from the SIUNA's biennial convention in Montreal.

This ship is one of two Government-owned Victories going on "Operation Blue Jay," the summertime supply run to US Arctic military bases. The McAllister will be operated by Robin Line.

Alcoa Run Resuming

Other jobs are expected to open up for Seafarers here when the Alcoa C-1s report back into the Gulf.

New Orleans was eliminated from the East Coast-Caribbean schedule of these ships several months ago, but they are returning to a Gulf schedule for an indefinite period, Williams pointed out.

The scheduled payoff of the Alcoa Pointer this week was expected to be followed by the Alcoa Pilgrim on June 15, and the Alcoa Partner on June 27.

Shipping was further stimulated by brisk trade at the American Sugar Refinery Docks, which began receiving cargoes of bulk sugar, an innovation for this port.

Bull Line's Angelina was first to report in from Puerto Rico with this type of cargo, but a shoreside

dispute over the number of men required to handle bulk sugar held up discharging of the cargo for several days.

The delay made it necessary for the Barbara Fritchie (Liberty Nav.) to lay at anchor off Algiers Point for several days, awaiting wharf space at the refinery docks.

She paid off while still in the stream, in the first such payoff to be conducted aboard an SIU-contracted ship here since the end of World War II. The Hurricane (Waterman) arrived June with bulk sugar from the Hawaiian Islands and also had to be paid off while riding at anchor at the Point.

Shelley Hits Foreign Assault On '50-50'

WASHINGTON—A staunch defense of the "50-50" law and of US aid to shipping has been made by Representative John Shelley, California Democrat. Shelley struck back at foreign shipping lobbyists who have been attempting to sic the farm bloc on "50-50" so that they can monopolize movement of US agricultural surplus.

Answering the argument that the agricultural surpluses are commercial cargoes, Shelley pointed out that more than half of the money being paid by foreign nations for these cargoes does not go to the US Government, which owns the surplus. Instead, the payments are being used to assist the economies of other nations.

He cited as an instance a \$15 million tobacco shipment in which the money was to be used to bolster the local economy by building housing which would in turn be leased to American airmen stationed there. Despite this arrangement (which was with the British government), the foreign shipping interests raised a howl about the "50-50" provision and the agreement has not yet been completed. In this instance, he said, the transaction could hardly be called a commercial one.

Debunks Loss

Shelley also debunked claims that use of "50-50" would cost the Government millions in additional shipping costs. He pointed out that most of the cargo involved would move on berth lines under conference rates. The tramps would carry the rest of the American share at a cost approximately \$1.7 million greater than foreign tramps.

Should "50-50" be repealed or American tramps be withdrawn from the market "foreign tramp rates would rise and the so-called \$1.7 million saving would evaporate."

In the meanwhile, he said, use of "50-50" is providing jobs for American seamen and pumping large sums into the American economy, while the US Treasury will collect an estimated \$9 million in taxes in personal income and corporation taxes from the merchant marine.

Bonner Bill Rapped At SF Meeting

SAN FRANCISCO—Seafarers here are ready for a fight to whip the proposed "Maritime Labor Stabilization Act" put before the House of Representatives recently. They see the bill as nothing more than outright Government interference with the freedom of the SIU and other sea unions to bargain on their own terms.

SIU officials, and Seafarers in this port and elsewhere in the Atlantic & Gulf District, view the measure as a menace to present maritime labor relations, which have been operating smoothly for years now in the SIU, without any Federal interference. The danger of reduced wages and conditions through arbitrary action of the proposed board, is not taken lightly by SIU men.

Shipping Strong

On other fronts, shipping held up well in the port, although the figures do not show it because two ships are laid up here temporarily. But the Northwestern Victory and Sea Comet II were due to crew up the past week, so the outlook remained good.

Changes in Union personnel on this coast brought a vote of thanks to Seafarer Donald "Tiny" Mease, who had been serving as patrolman here. Leon "Blondie" Johnson, Baltimore patrolman, is coming to this port in his place. One other change will bring Bill La Foon, patrolman in Houston, to Seattle, to replace Harvey Mesford, who has been serving as patrolman there.

YOUR DOLLAR'S WORTH SEAFARERS GUIDE TO BETTER BUYING

Written for
The Seafarers Log
by Sidney Margolius,
leading expert on buying

Ten TV Bait Gyps

Television has given bait sellers a new entry into a Seafarer's home besides the media they already had for false bargains—newspaper and radio ads.

Unfortunately, it is the people least able to pay who are fooled most often by crooked selling practices which have spread to all parts of the country. TV and radio have become a part of family life, and along with the entertainment comes the persuasive voice of the advertiser.

Bait advertising is basically the practice of offering something the salesman has no intention of selling. Here is how the trick works: The salesman says confidentially that the reconditioned vacuum cleaner advertised for \$15 "really isn't worth buying, but he has one for \$30 down and small monthly payments." As one housewife reported, "I was dope enough to think he was on my side and out came my rent money."

Another wife answered an ad for repairing and reupholstering a sofa and chair for \$59. When the salesman arrived, he had nothing to offer for less than \$179. The wife succumbed to his sales talk for "wonderful stuff you could just wipe off clean" and paid \$25 down. After a month there was no word from the reupholstery firm, no answer on the phone, and the door padlocked at the address given. The police said lots of people had been there. Three months later the firm got in touch with the

wife and said she would be charged storage if she didn't pay the rest of the bill and take away her furniture.

Meanwhile, the firm went right on advertising. That is the strangest part of the nationwide bait trick; that advertising continues after a "gyp" has been reported and proved.

Here are the ten most-prevalent bait gyms, as shown by a survey of Better Business Bureaus in 44 cities:

1—Vacuum Cleaners, Sewing Machines: Chief trick is to offer an item at a low price, generally a reconditioned machine, and high-pressure you to buy a much costlier machine.

2—Reupholstery. The offer to reupholster an entire set of furniture at a low price often turns out to include only poorly-made fabrics in undesirable colors.

3—Furniture. This persistent bait racket is often practiced by credit stores, and not only through advertising but in window displays. Chief trick is to show a complete ensemble of furniture for a reasonable price, but inside the store the furniture is scattered in different departments and it is difficult to know if you are getting the same items advertised in the window.

4—Television Repairs. The trick is to advertise a flat rate for any service call. Often the flat price is \$2.50. It is impossible for any serviceman to make calls at this low price (average true cost of a call without any actual labor or parts costs is \$3.50 to \$4.50).

5—New, Used Cars. One Los Angeles dealer offered a

car on television for \$999. When a shopper from the Better Business Bureau got to his place, the dealer demanded \$1,495, and finally agreed to let it go for \$1,350. Another current bait practice in the auto business is to advertise "no down payment." But when you come in, you find a down payment is required, or, in some cases, you must give the dealer a chattel mortgage on your household furniture.

6—Television Sets. Chief current trick is to offer a "famous name" set, but without specifying the name. But when you get to the store you may find that the set is really a little-known brand, or that its only relation to a famous name is that the chassis is licensed by RCA as many models are.

7—Jewelry, Watches. In the "diamond contest" spreading throughout the country, you guess how many there are. But everybody wins and you must pay a high price for the setting for the diamond you won.

8—Storm Windows. Storm windows are offered at a low price, like \$10. But they are poorly made and the purpose is to get a salesman into your home.

9—Heating Equipment. This is often a low-priced offer to repair your furnace. But it masks an attempt to sell you a new furnace at a high price.

10—Real-Estate Lots. The bureaus are also getting many complaints about bait offers for lots which turn out to be badly located or inaccessible to roads.

Award Scholarships June 21

Winners of four 1955 SIU scholarship awards worth \$6,000 each will be announced by trustees of the Seafarers Welfare Plan on June 21. Eight Seafarers and ten children of Seafarers are competing for the coveted awards covering four years of college or university study.

The winners in the three-year-old program will enter classes in the fall. Eight successful candidates, from 1953 and 1954 are now completing their first and second year's study this month and have received a total of \$18,000.

Under the provisions of the Welfare Plan the annual awards are open to Seafarers under 35 as well as the children of Seafarers who qualify on the basis of their fathers' seafaring. In addition to certain scholastic requirements, candidates must show three years of seafaring on SIU-contracted ships either for themselves or, in the case of children who are competing, for a parent.

Three Seafarers and five children of Seafarers, two boys and three girls, are currently enjoying the SIU scholarship benefit, which is believed to be highest award of its type anywhere. Successful candidates may choose their own school and course of study. The Plan imposes no conditions on where and in what field the awards may be used.

Among those competing for the awards this year are several who missed out in the last two years and are trying again. The Plan's provisions permit unsuccessful candidates of previous years to try again by taking another college entrance examination.

'Ban Alien Flag Coastal Trade'—Canadian SIU

MONTREAL—With the once-proud Canadian deep-sea fleet reduced to half-a-dozen ships, the SIU Canadian District has opened a drive to preserve Canada's inland and coastal shipping for the Canadian flag and intercoastal Lakes shipping to US and Canadian ships. The Canadian District's position is receiving full support from the Trades and Labor Congress of Canada and was endorsed by the recently-ended SIU of NA convention.

The Canadian District's program calls for legislation similar to that in the United States which reserves domestic trade to US-flag vessels. At present there is no restriction on foreign flags in Canada with the result that virtually all of Canada's coastwise trade is in the hands of non-Canadian shipping.

Seaway Adds Problem

The problem will grow more acute when the St. Lawrence Seaway is opened because full-size foreign-flag ships will then be able to invade the Lakes in large numbers.

The SIU of NA convention resolution pointed out that foreign nations are already laying hulls for ships to be used in competition with US and Canadian vessels on the Great Lakes. Cut-throat competition on the Lakes from small foreign vessels which can negotiate the existing 12-foot channel above Montreal is already hurting US and Canadian Lakes ships.

The resolution was heartily endorsed by Claude Jodoin, president of the Trades and Labor Congress, who declared: "We believe that inland and coastal waters should be reserved for Canadian shipping in this country and for United States shipping below the border. We should not be forced to lower our excellent standards to assist foreign competition. We can assist foreign shipping more by raising their standards to meet ours."

SIU Ships' Meetings Hail New Benefits



Seafarers at ship's meeting on the Del Mar hold serious discussion on the recent proposals submitted by Union for action by all SIU ships' crews. Crewmember in foreground adjusts amplifying system bought by crew for meetings and other shipboard functions. The photo is by Seafarer John Caldwell.



SIU crewmembers aboard the Alcoa Pegasus listen intently to explanation of new family welfare benefits at special shipboard meeting in Brooklyn. Discussion ended with overwhelming endorsement of new hospital-surgical benefits as first-class protection for Seafarers and their families.

CHILORE (Gre), April 24—Chairman, D. Pentes; Secretary, L. Harper. More silverware is needed for the crew's messroom. Discussion held about the washing machine, and men should not leave it running too long. Crewmembers were asked to be a little more quiet in passageways in respect for men sleeping during the day. The ship's delegate saw the mate about painting decks in foc'sles and he said okay.

OREMAR (Gre), April 29—Chairman, S. Thayer; Secretary, T. White. Delegates were asked to turn in repair lists. Discussion on the ship's fund. Beef with third assistant working on watch settled satisfactorily. Food is excellent and the cooks were complimented for a job well done. There is too much noise in the passageways, and a shortage of cots. Recreation room needs painting.

FAIRLAND (Waterman), no date—Chairman, L. Curry; Secretary, W. Messenger. Motion made and carried.

Digest of ships' Meetings

that hall in San Francisco be contacted about fresh stores. Partially shown between topside and crew according to ship's delegate.

TRANSATLANTIC (Pacific Waterways), May 6—Chairman, E. Matthews; Secretary, S. Arabs. Vote of thanks given to the steward department, especially Earl Matthews for doing a bang up job as ship's delegate. The crew voted approval of newly-established SIU seniority system and AFL's position on CAMU. Motion made by A. Anderson that a telegram be drafted and sent to Harry Lundeberg. Carried unanimously.

BIENVILLE (Waterman), April 28—Chairman, J. McCaslin; Secretary, J. Elliott. A screen door is needed aft. Chairs are needed for recreation room and a patrolman will be contacted in San Francisco about completing previous repair list. Vote of thanks go to the steward department and the ship's delegate. Headquarters communications were posted in the messhall. Motion made and carried to have a new slopchest price list. Resolutions dealing with the new SIU hiring program and AFL stand on CAMU discussed and carried 100 percent.

DEL SOL (Mississippi), April 24—Chairman, E. Iland; Secretary, W. Cameron. Crewmembers needing new mattresses should notify ship's delegate and steward so these mattresses can be inspected, and new ones sent aboard. Everything running smoothly and minor beefs settled with little difficulty.

CANTIGNY (Cites Service), May 8—Chairman, J. Phillips; Secretary, A. Ackerman. Ship's treasurer reported that the theft of \$25 in the fund stolen from locker of ship's delegate. Engine department foc'sles need painting. Motion made by J. Phillips that a vote of thanks be given to the officials and welfare trustees for the tremendous job done by them on increases and additional welfare benefits.

ALCOA RUNNER (Alcoa), May 4—Chairman, H. Butts; Secretary, F. Stewart. Discussion on seniority shipping. Headquarters report and communications read and carried by entire crew.

EVELYN (Bull), April 24—Chairman, W. Backhead; Secretary, R. Sanderlin. Delegates report no beefs, and there is 100 percent cooperation among crewmembers. A telegram of support was sent to Lundeberg in San Francisco.

ALCOA PARTNER (Alcoa), May 1—Chairman, C. De Hospedales; Secretary, F. Vorkamp. Repairs were not taken care of for the past two voyages. Clean linen is issued every Friday from 9:00 AM to 9:30 AM and every man is responsible for his own linen. All books and magazines received in good order for the slopchest. Crewmembers were asked to take care of the books and pass them around. Communication and headquarters report read and posted. The newly-inaugurated SIU hiring plan and action taken by AFL unions on CAMU dispute accepted.

GREECE VICTORY (South Atlantic), May 7—Chairman, N. Voskian; Secretary, F. Melanson. A motion was made by Voskian to send a telegram supporting Lundeberg on CAMU. Carried unanimously.

STEEL SEAFARER (Isthmian), April 25—Chairman, J. Garrison; Secretary, J. Masters. Deck should be washed down after leaving foreign ports. Steward department was asked to put garbage in drums and not on decks. Gates will be put on outside passageways while in foreign ports.

ALICE BROWN (Bloomfield), April 16—Chairman, G. Bales; Secretary, C. Hill. A suggestion was made that a means of communication be installed between bridge and messhall for benefit and efficiency of watchstanders. The new employment hiring clause was read, explained and discussed. A motion was made by

Brother McConnell to request captain to have locksmith come aboard and repair door locks and make keys.

KATHRYN (Bull), May 10—Chairman, A. Martin; Secretary, M. Fitzgerald. Discussion on the training school. Motion made and carried to give a vote of thanks to our Union negotiating committee for a job well done. Communications and headquarters report were read and accepted.

ALICE BROWN (Bloomfield), May 19—Chairman, E. Brown; Secretary, R. Wagner. Good and welfare of the Union; the new shipping rules, a new company signed by the Union and some companies lost through transfer or sale. Communication read on the Welfare Plan. Discussion on the galley stove. Crew suggested that the steward and cooks pass their opinions on same.

TRANSATLANTIC (Pacific Waterways), May 10—Chairman, A. Anderson; Secretary, J. Levine. This crew goes on record to thank the officials and the negotiating committee for securing the new hiring clause and the welfare benefits.

STEEL ADMIRAL (Isthmian), May 10—Chairman, J. Selby; Secretary, B. Spoege. A motion was made by Selby to accept the headquarters report. Carried. Brother Silverman made a motion that a vote of thanks be given to the negotiating committee for a job well done. Carried unanimously.

DEL NORTE (Mississippi), April 24—Chairman, M. Crane; Secretary, D. Hall. Discussion about radios being shut off at 10 PM and not turned on until 8 AM. It was agreed that the ship's delegate post time for operating radios, washing machine and extractor. Ship's treasurer reported \$168.16 in the ship's fund. Motion made and carried that this crew pay the brother for the bound LOG editions received in New Orleans. All crewmembers were asked to cooperate and do their assigned part in fire and lifeboat drills.

SEATRAN TEXAS (Seatrains), May 2—Chairman, W. Hall; Secretary, J. Allen. Headquarters reports and communications were read, discussed and adopted by entire crew. A motion was made and carried to send a wire to Harry Lundeberg giving him crew's full support.

INES (Bull), May 6—Chairman, Ernest C. Bell; Secretary, J. Murphy. A suggestion was made that the steward get only enough milk to last till ship reaches San Juan, and get fresh milk in port thereafter. After much discussion on this long standing beef, all hands agreed to contact a patrolman about action on cooler drinking water. Ship's delegate reported that one man was hospitalized in Ponce.

STEEL ARCHITECT (Isthmian), April 24—Chairman, W. William; Secretary, J. Harby. Letter was received from headquarters in regard to shore leave in Semarang. \$5 was used for cab fare to visit sick man in Honolulu hospital, and at present there is \$5 in the ship's treasury. Crew was in complete agreement with the action taken by the AFL unions on CAMU dispute, and were in favor of the new hiring set-up 100 percent. A vote of thanks was given to the baker for putting out good pastry and goodies during coffee time. Steward department rooms need souceing.

GREECE VICTORY (South Atlantic), May 1—Chairman, F. Young; Secretary, F. Melanson. The steward department was complimented on the great improvement in chow. The crew was reminded that an SIU payoff is a clean payoff. Repair list will be posted. Beef on lack of launch service at LaPallice will be turned over to a patrolman at payoff.

ALAMAR (Calmar), May 2—Chairman, J. Barnett; Secretary, E. Mattison. Engine department was asked to rinse out sink after using. Steward department foc'sles need painting. Crewmembers were asked to turn in all extra linen. Treasurer reported \$61.05 in the ship's fund.

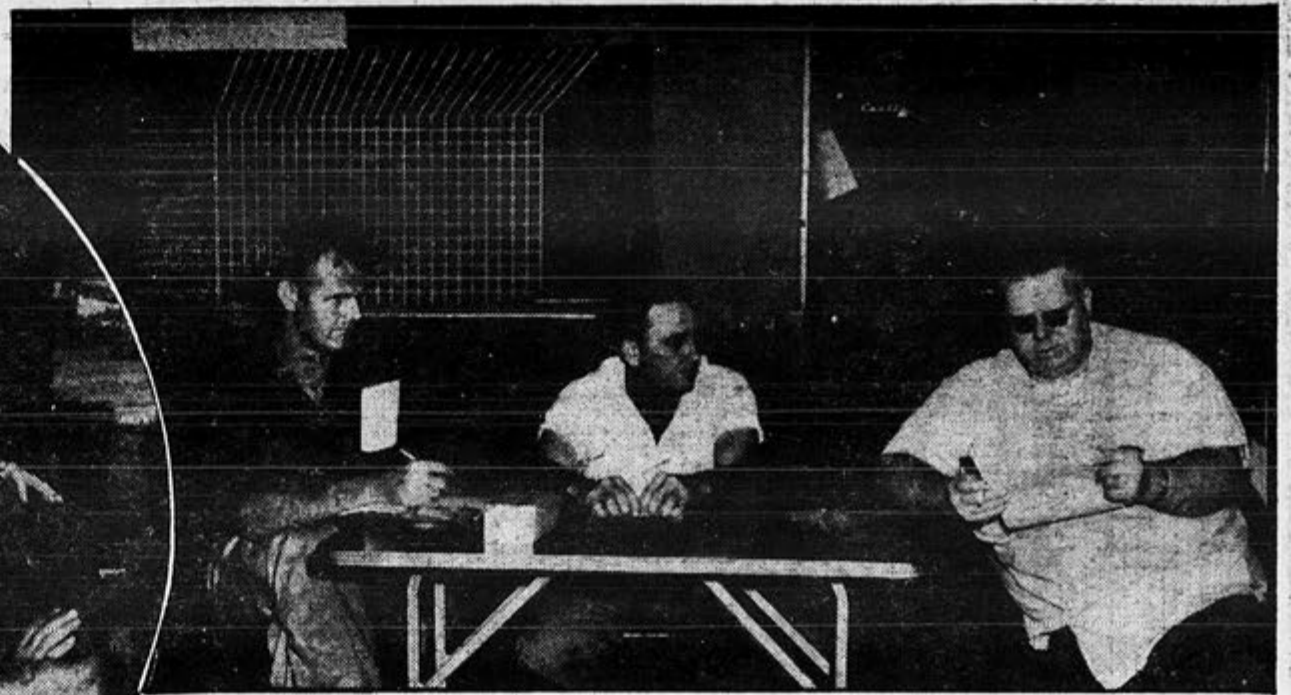
FLORIDA (P & O), May 4—Chairman, F. Alvarez; Secretary, D. Knight. All hands went on record, after a brief discussion of the strikes in Miami Beach hotels, to contribute \$108 to the Hotel Employees Union. Brothers off watch have volunteered for picket duty. New welfare benefits were discussed and all hands are very content to see that once again our Union set the pace in the maritime industry in acquiring more benefits and an increase across the board.

PENNMAR (Calmar), April 10—Chairman, W. Davis; Secretary, Norman Cohen. A letter from Sea Chest was read to the crew and posted. Steward asked the crew to cooperate and conserve on canned milk which is running short. Motion made to form delegation to check stores in future, as a shortage has been reported. Request made by ship's delegate to see if a room arrangement can be changed so that messman's foc'sle can be reduced to hold three men instead of four.

REPUBLIC (Trafalgar), April 24—Chairman, R. Cummings; Secretary, W. Barth. Some of the repairs were not taken care of in shipyard. A new repair list will be made up and turned in to patrolman. Some general discussion on various subjects.



Located just one block from the SIU hall, this shady park provides a perfect spot for cool, comfortable relaxation between job calls. Pictured seated, (l-r) are Seafarers S. J. Poole, "Buster" Bryant, John Wunderlich; standing, Al Zalfini and Barney McNally.



Elected to head recent special meeting in port, Seafarers John Wunderlich, (left); recording sec'y, and Cleo Copeland, chairman, listen as reading clerk Burt Williams reads report presented for action.

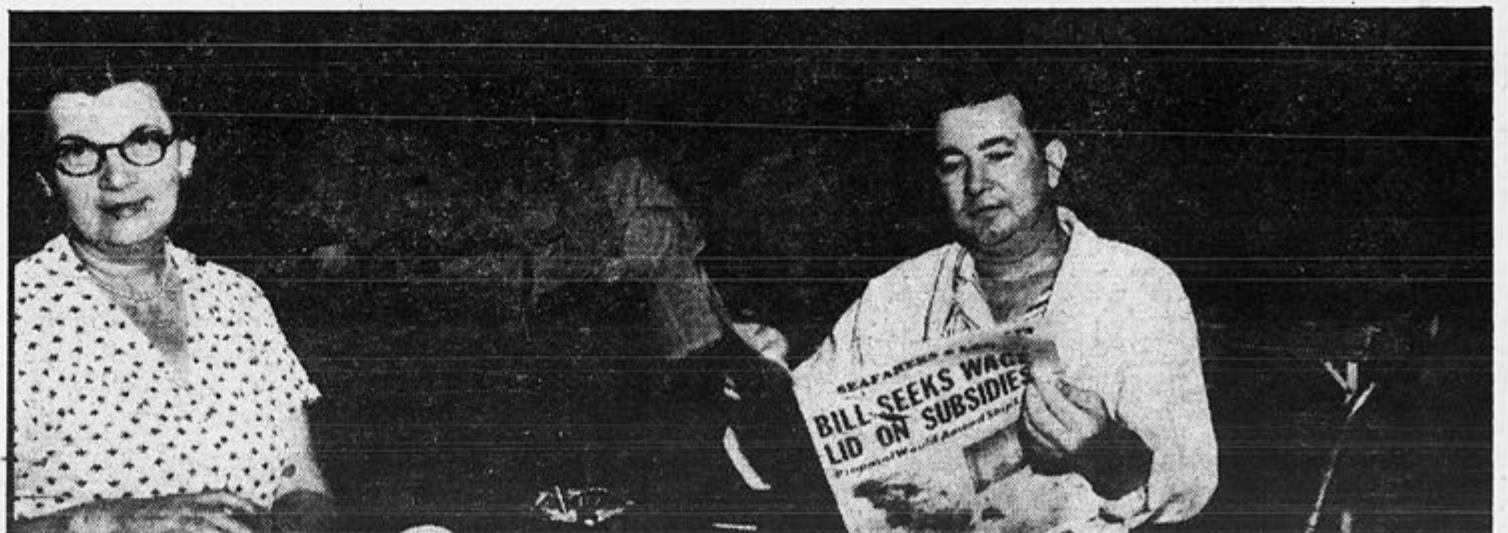
Seafarers In Savannah —A Camera's-Eye View



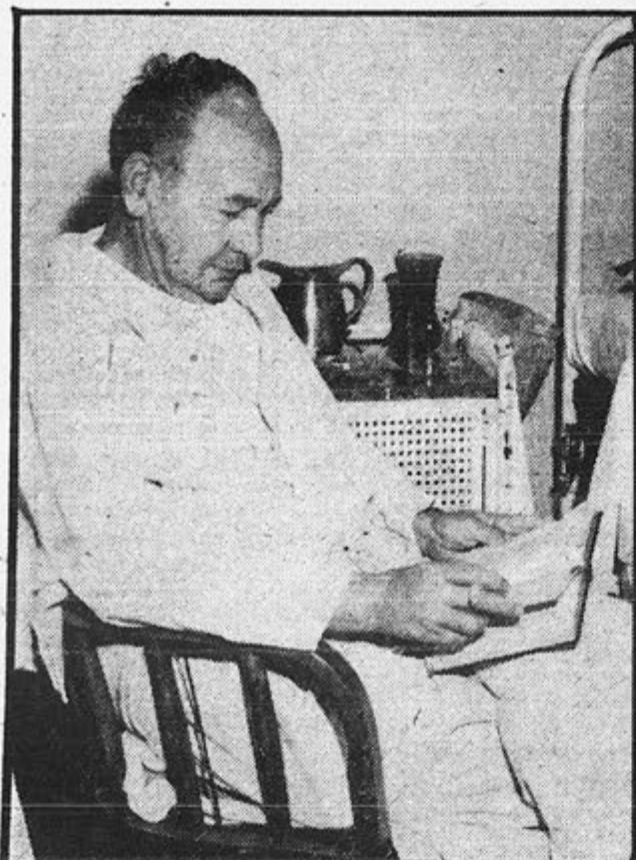
Jimmy "Georgia Boy" Littleton keeps busy in hospital weaving some fancy netting.



This cheerful foursome in the Savannah USPHS hospital includes (l-r) Seafarers Gerald Purdomo, John Morris, Albert Schanzer and Clyde Jernigan. Those smiles are probably due to the news that the SIU hospital benefits are now increased to \$21, payable each week to hospitalized Seafarers.



Seafarer John H. Morris catches up on the latest news and reports about the SIU, his shipmates and maritime generally by reading recent issue of the LOG. Looking on is Mrs. John R. Grace, hospital aide. LOG is read avidly by men in hospitals.



A good book helps pass time for Seafarer William Gregory at the local marine hospital.



Dr. Robert Martin and some of the nursing staff prepare to visit wards. Pictured (l-r) are nurse Elise Williams, Dr. Martin, nurses Janie Grover, Minnie Ingram, Eva Lee and Gertrude King.

DOROTHY (Bull), April 25—Chairman, A. Lake; Secretary, N. Flowers. Insecticide will be removed from cereal locker. Steward requested to vary cold drinks, etc., at meals. The chairman asked for more interdepartmental cooperation to avoid friction among brother Union members. Vote carried to collect funds to buy iron for crew.

BRADFORD ISLAND (Chies Service), May 6—Chairman, G. Fargo; Secretary, G. Fava, Jr. Doors and port-holes should be screened. A letter was received from the port steward stating that linen will be distributed piece for piece. Treasurer reported \$42.53 in the ship's fund.

May 10—Chairman, G. Fargo; Secretary, C. Fava. Motion made by Jones to give a rousing vote of confidence and thanks to our Union negotiating committee for a job well done. Headquarters report and communications were accepted as read.

ALCOA POINTER (Alcoa), May 1—

Digest of ships' Meetings

Chairman, B. McMulty; Secretary, C. Welch. Ship's delegate reported everything running smoothly. Delegates were asked to have repair lists ready. Deck and engine department rooms to be painted. Slopchest to be put on and a list of prices to be posted. Suggestion to put this slopchest beef before a patrolman.

OREMAR (Ore), March 27—Chairman, J. Arnold; Secretary, W. Anderson. Ship's delegate asked the crew to take notice of a letter received from Sea Chest that he has posted in the recreation room. The 3rd engineer has been painting and cheating the wipers out of overtime. Motion made and carried for the steward to see what he can do about getting more milk and cereals. A vote of thanks was extended to the new crew messman for the way he has taken care of the crew on his first trip. The bosun was given a vote of thanks for taking care of the library when ship is in port.

ALCOA PLANTER (Alcoa), April 3—Chairman, Galuska; Secretary, J. O'Neil. A unanimous vote of thanks was given to the steward department for using the new system of cooking and serving meals, thereby cutting down on waste and greatly improving meals. Ship's delegate reported that topside is cooperating with crew on repairs.

ROBIN GOODFELLOW (Robin), April 3—Chairman, M. Brightwell; Secretary, M. Wells. All departments were asked to make up repair lists. If there are any old mattresses on board let the steward know, as they will be turned in when ship reaches Baltimore. A vote of thanks given to the steward department for the service and chow.

FRANCES (Bull), April 3—Chairman, W. Smith; Secretary, H. Singleton. Ship's delegate reported that there is \$25 in the ship's fund. Discussion on new shipping rules and some clarification is wanted. Carpenter will make new locker for eating utensils.

NATIONAL LIBERTY (National Trade), no date—Chairman, C. Moss; Secretary, F. Anderegg. Suggestion made for the ship's delegate to see the captain about locks being put on cabinet that holds items that crew considers part of their night lunch. Crew is dissatisfied with menus. When questioned about worn out and insufficient supply of linen, the steward said it wasn't his fault as he ordered a three months supply that hasn't been delivered as yet.

ROBIN KETTERING (Seas Shipping), March 19—Chairman, F. Travis; Secretary, S. Korolla. Motion made and carried that a variety of cigarettes be put on board besides the three brands carried. Discussion on why so much fruit was thrown over the side, and a suggestion was made that the steward put out as much as can be eaten when fruit starts to go bad.

ROBIN LOCKSLEY (Seas Shipping), April 16—Chairman, W. Fountain; Secretary, W. Trolle. Ship's delegate will see the chief engineer about having black gang toilets fixed. Steward was asked to get fresh milk and vegetables and to have a variety in menus.

CHICKASAW (Waterman), May 2—Chairman, A. Johns; Secretary, R. Velasco. Headquarters report was read and accepted by entire crew.

STEEL ROVER (Isthmian), May 2—Chairman, R. Jackson; Secretary, N. Gauke. Ship's treasurer reported that the fund has \$3 in cash and crew will replenish same at first draw. Motions adopted referring to new SIU seniority set-up and action AFL unions took regarding CAMU.

SUZANNE (Bull), May 3—Chairman, A. Oland; Secretary, W. Gravnoy. Discussion from single men about parents being considered in the Welfare Plan. No beefs reported.

FRANCES (Bull), May 2—Chairman, W. Smith; Secretary, J. O'Rourke. A telegram was sent to Lundeborg supporting him on CAMU beef. Two

resolutions were adopted at this meeting. The first supporting the newly-established hiring set-up and the second backing the AFL unions on stand taken in CAMU dispute.

STEEL EXECUTIVE (Isthmian), May 2—Chairman, M. White; Secretary, J. Cummins. A motion was made by Melendez and carried that a telegram be sent to Harry Lundeborg agreeing with the way he acted on CAMU issue. Crew is 100 percent in favor of the new hiring set-up and have also pledged their full support to AFL unions in CAMU dispute.

SEATRIN TEXAS (Seatrains), May 2—Chairman, W. Hall; Secretary, J. Allen. A motion was made and carried to send a wire to Brother Lundeborg. Headquarters report read and accepted.

ALCOA PURITAN (Alcoa), Chairman, C. Parker; Secretary, R. Darley. A special meeting was held and motions carried to approve the new SIU seniority system and the position AFL unions took in withdrawing from CAMU. Brother Mitchell made a motion to send a telegram to Harry Lundeborg supporting him on CAMU.

SEATRIN GEORGIA (Seatrains), April 24—Chairman, W. Newberg; Secretary, A. Lambert. Ship's delegate reported everything running smoothly. Ship's treasurer told crewmembers there is a balance of \$30.50 in the ship's fund. An electric iron was purchased.

SOUTHSTAR (South Atlantic), April 24—Chairman, C. Rice; Secretary, B. Porter. Ship's delegate wrote a letter about soap powder and will try to obtain same in boxes. Repair list sent to Savannah and seniority system will be explained by officials. Motion made and carried to obtain a new refrigerator for the crew. A new water cooker is needed for the engine room.

ORION STAR (Oil Carriers), March 5—Chairman, H. Knowles; Secretary, B. Stark. Brother Shaw warned crewmembers not to hook up phone or radio to speaker as it will short out set. Brother Bumgardner suggested to label all ship's property on arrival in port for identification. A vote of thanks goes to the steward department for the food put out.

April 17—Chairman, H. Knowles; Secretary, B. Stark. There is \$29.02 on hand in the ship's fund, which will be turned over to the new crew. Motion made and carried for the men who missed ship to report to patrolman. Foc'sles should be left clean and the crew was asked to stay sober at payoff. Brother Brookshire suggested that emergency lights be placed in engine room in case of another blackout.

SOUTHSTAR (South Atlantic), May 15—Chairman, Bob Porter; Secretary, J. Floyd. Ship's delegate reported that he hopes the remainder of the trip will be as good as it has been, with a good crew. Delegates from three departments all reported everything going smoothly, no beefs. Motion carried to accept and concur in headquarters communications. Steward assured all that there would be no recurrence of the case of the foreign-bought chicken and also that all fish taken on overseas, would be eaten as soon as possible. Baker requested that an occasional sweet be served at coffee time.

STEEL FLYER (Isthmian), May 22—Chairman, Charles Bush; Secretary, S. Nielsen. Balance of ship's fund is \$75.16. Crewmembers were asked to turn over ship's delegates mail to him. Headquarters communications accepted and carried. Ship delegate, ship's secretary were elected. Old TV set to be disposed of. Engine delegate, bosun and steward reported that there was a poor grade of meat aboard. Steward will request patrolman to check with port steward on this matter. Good and welfare report to be shown to boarding patrolman.

STEEL SCIENTIST (Isthmian), May 26—Chairman, J. Oosse; Secretary, T. Stevenson. Repair list was taken care of and situation on crew mail also. Balance of ship's fund is \$20. Suggestion was made to have unnecessary noise in passageways stopped.

VAL CHEM (Valentine), May 27—Chairman, Hagerman; Secretary, Cassidy. Communication on additional welfare benefits accepted and concurred. Carried unanimously. No beefs.

VENORE (Ore), May 27—Chairman, H. Buckner; Secretary, C. Rawlings. Minor beef in steward department settled by crewmembers. Brother Frank Doland injured his back on May 22 and was hospitalized in Puerto De Herrio, Venezuela on May 24. Recent communication was considered "A Wonderful Thing for All" by crewmembers; and a hearty vote of thanks was extended to SIU trustees of the Seafarers' Welfare Plan. Vote of thanks to steward department for excellent preparation of food. Motion was made for steward to requisition coats for crewmembers.

ALCOA RUNNER (Alcoa), May 28—Chairman, B. Rhone; Secretary, H. Weeks. Motion carried that all crewmembers put cups and glasses in sink after they've used them. Motion made to get an exterminator to do away with roaches, and also that all unauthorized persons stay out of messhall and pantry. Advance notice of slopchest be posted along with slopchest price. D. Parsons elected new ship's delegate.

June 1—Chairman, B. Friedman; Secretary, H. Weeks. Ship to be fumigated. Recent communication from headquarters accepted 100 percent. Ship's delegate to distribute enrollment cards for Welfare Plan.

Seafarer Checks For Value



SIU Sea Chest rep. Morty Kressner (left) points out merits of merchandise to Seafarer George R. Nichols in the recreation room at the New Orleans hall, where retail display cases were recently installed to display items such as radios, jewelry and dress gear for the convenience of the membership.

Benefit \$ Triple Oldtimer's Pay

NEW ORLEANS—Taking it easy on the beach here, old-timer Leonard Ellis last week summed up his gains earned in a lifetime of seafaring and found his weekly SIU disability benefit check is three times the amount of his monthly wages for his first maritime job 56 years ago.

Now 69, Ellis was 13 years old when he took a one-way trip as a "funky" on a river packet from St. Louis to New Orleans in 1899.



Leonard Ellis

"One trip, one way, was enough," Ellis recalled. "My wages for being a funky, the same thing as a mess boy today, were \$12 a month. I jumped that tub as soon as we got to New Orleans.

"I never saw St. Louis again," he said, "except for once when I passed by on a trip up river on a Federal Barge Lines towboat a few years back."

Although he began his seafaring career on a river boat and returned to the river to work intermittently when shipping was slow, Ellis worked most of his seagoing days as a deep sea man, mostly in the steward department.

Ellis' last trip to sea ended when he paid off the Del Mundo in New Orleans about 18 months ago. The doctors wouldn't pass the veteran Seafarer for another voyage, and he qualified for a well-earned place on the SIU disability roll. Now he finds his weekly disability

benefit check, just increased to \$35 a week under newly-negotiated terms of the SIU Welfare Plan, plus his Federal Old Age Benefit, is adequate to care for the needs of himself and his wife in their declining years.

"I spend my time just reading and strolling around the French Quarter," he said. "Next year, though, I think I'll buy me a little house boat and catch up on my fishing and, maybe, shoot me a duck now and then. I've still got a good eye."

"I've seen many changes in the seamen's labor movement," he said. "I can tell you they all have been for the best. Conditions are 100 percent better now than in the old days and these young fellows, who never had to take a bath in a bucket or eat the slop they used to dish out for us, don't know how well off they are."

"Just think, I used to put in a month of hard work at long hours for \$12. Now, under the increase in the SIU disability benefit, I get \$35 a week for taking it easy on the beach."

Drive Set On Lakes Ships

MONTREAL—An organizing drive among non-union US-flag ships on the Lakes is in the offing as the result of a program approved by the SIUNA convention.

Delegates voted a report recommending that the SIU or NA give the "maximum financial aid" possible to the Great Lakes SIU for the purpose of organizing.

The report by the organizational and grievance committee pointed out that a considerable organizing potential exists on the Lakes, and the development of the St. Lawrence Seaway will probably add to Great Lakes shipping activity.

Convention Blasts CG, Gov't Ships

MONTREAL—The Military Sea Transportation Service's competition with private shipping companies and the Coast Guard's efforts to control merchant seamen both came in for strong criticism from delegates to the SIU of NA's convention. Resolutions approved by the delegates called for MSTs to get out of the shipping business and for the Coast Guard to halt its projected "profiling" system which would give it life or death power over a man's right to go to sea.

MSTs has been under fire for some time because it has competed directly with commercial operations in carrying both freight and passengers. A recent study revealed 85 percent of MSTs cargo could be carried on commercial ships, while the Government agency carried 200,000 civilian passengers in 1954, enough to keep about 15 private passenger ships running.

More Expensive

All of this was done at far more expense to the Government than chartering of commercial ships would have cost because of the oversize manning scales on MSTs vessels.

Both the SIU A&G District and the West Coast unions, the SUP, MFOW and MCS-AFL have spearheaded opposition to the Coast Guard's "profiling" system, which would put every seaman on the grill. The Coast Guard proposed that all seamen pass a rigorous physical and mental check-up involving checks into a man's family background, personal habits and other matters of private concern to the seaman. The system would have allowed the Coast Guard to yank a man's papers if he could not meet arbitrary standards, no matter how many years or well he had handled his shipboard job.

US Transfer Total Grows

Entirely apart from the 1,113 American-flag ships sold and transferred foreign under the 1946 Ship Sales Act, a check at the Maritime Administration reveals that between January 1, 1946, and April 30, 1955, a total of 426 merchant ships of over 1,000 gross tons were sold or transferred foreign. This figure does not include any ships sold to American citizens under the 1946 Act and subsequently transferred foreign by permission of the Government.

In addition, some 138 ships over 1,000 tons originally sold to US citizens under the 1946 Act, have subsequently been transferred foreign.

New Libertys 4 Years Off

Results of the Government's experimental work in attempting to modernize four Liberty type ships may not be known for several years—possibly too late to be of real value in the replacement programs of some operators who are being urged to accelerate their building plans. Final and conclusive data on the Government's test program probably will not be forthcoming for about four years.

MEET THE SEAFARER



JULIAN S. MINESES, chief cook

Many Seafarers who sail on the Robin Line run are undoubtedly familiar with the cookery of Julian Mineses. The 56-year-old sea veteran has been a Robin Line regular for the past five or six years because he finds that conditions on these ships are usually top notch, with company officials and agents generally living up to the provisions of the SIU contract at all times.

A native of Manila, Mineses first went to sea in 1920 because like many other islanders at the time, he wanted to get to the States where economic opportunities were better. His first ship was an Army Transport Service vessel where he signed on as messman for \$45 a month. After that he spent several years with ATS' on combination passenger-cargo jobs running to various parts of the world.

Subsequently, Mineses hooked up with Isthmian Lines on their far east and round-the-world runs. He was working for them when the SIU began organizing at the end of World War II. After the SIU won the election it was necessary to strike the company in 1947.

Philadelphia Picket Line

Mineses was in Philadelphia at the time and spent 12 days on the picketline until the company gave in to Union demands. Right then and there, Mineses got his reward in the form of his SIU Union book which he has been packing ever since.

Riding with a Union contract was a real eye-opener for him. "After I joined the SIU," he said, "I wanted no part of any non-union company any more. You could see the difference in conditions on the ships right away."

Since joining the SIU, Mineses has been shipping pretty steadily on the Robin Line wagons to South Africa. The run has just one disadvantage, he finds, which is that he doesn't get a chance to see his brothers and sisters living in the islands. The last time

he saw them was when he was aboard the Steel Architect back in 1948.

Some day, if he has the opportunity, he would like to make a trip back to his birthplace and stay a little while, but he has no idea of returning to the islands permanently. "I'm an American citizen," he pointed out, "and this is my home here. When I get a little older and maybe retire I would visit Manila but I would not want to stay there for good." He prefers living in Brooklyn, not far from the headquarters hall.

Likes Chief Cook Job

Although he has endorsements to sail as chief steward, Mineses prefers the chief cook's job anytime. "The steward has too much responsibility" he explained, "and he is always under pressure from the company which wants him to save money while the men on the ship and the Union want him to feed good." Doing that kind of a job he finds, is a tightrope proposition and it takes skill and careful planning to please both sides.

Mineses is proud of the fact that he has a "following" when he ships and that on occasion crewmembers will stay with the ship if he stays aboard but pay off when he leaves. "A lot depends though, on how well the cook and steward work together. "If the chief cook and chief steward get together" he said, "and let the crew know that they will try to meet their requests for different dishes, it gives a lot more variety to the food."

He also finds that putting out oriental-style dishes meets with approval because that too helps break up the monotony. "I find scamen today eat a lot of rice dishes," he added.

In the old days, he recalled, it was different. The steward put out the food and the crew took what they got and asked no questions. Now, with Union conditions the crews today are well-educated on good feeding and the steward department has to be on its toes accordingly.



SEAFARERS IN ACTION

Quite a few ships' delegates are really on the ball, judging from the number of expressions of warm appreciation crews have inserted in the minutes of their shipboard meetings. Among the brothers so mentioned was Theodore "Beau" James, delegate on the Del Sud, Bob Garn on another Delta passenger wagon, the Del Mar, and H. D. Carney on the Steel Fabricator.

James was given the accolade by his shipmates for doing a swell job the last trip out, says Seafarer Woody Perkins, who took over as ship's reporter under the new shipboard set-up. On the Mar, the crew said of Garn that he did an "exceptionally good job." The Mar incidentally, is the ship on which the delegates set up a system of delegates' meetings to take up beefs and other pending action, with very good results.

Carney on the Fabricator made a point of giving the crew a resume of new shipping rules and pending headquarters resolutions so that every man attending the meeting would be fully informed on what was taking place.

James and Garn live in New Orleans, James joining the Union in 1950 and Garn in 1948. Carney is from Wilmington, North Carolina, and signed up in 1947.

The Ocean Betty's washing machine is humming smoothly again with all hands finding the laundry

problem simplified, thanks to the efforts of Seafarer Wilbur Morton. When the machine went on the blink, Morton pitched in with the assistance of other unnamed crewmembers to put it back in working order again.

Seafarer C. L. Francum on the Feltore brought up a point concerning contract provisions. Francum suggested that the contract be clarified to make the midnight meal a compulsory part of shipboard feeding under certain circumstances. His suggestion has been duly noted and is under advisement. Francum lives in Lenoir, North Carolina, and became an SIU member in 1945.

Aboard the Del Aires, ship's reporter Charles Frey notes that three volunteers came forward and gave the ship's laundry room a badly-needed going over. No use, they figured, in washing clothes in a dirty room. Now they're hoping that their shipmates will be extra careful to keep the room in tip-top shape.

Chief cook Joe Avecilla really has the pots and pans singing in harmony in the Queenston Heights galley. The chow he's turning out, crewmembers feel, rates with the best. Another tankwagon, the Julesburg, rates mention because of the way the whole gang handled their jobs despite the unpleasantness of a Persian Gulf run. The skipper said that as a result the trip was one of the best he had ever made to the Persian Gulf area.

Delegates M. P. Beechy, ship's; Lou Diering, deck; Joseph De-

nique, engine and Casimir Szymanski, steward, deserve a good deal of credit for keeping this one a smooth-running and happy ship.

The weekly three-man auditing committees that Seafarers elect in all ports take up the services of quite a few rank and file Seafarers who are on the beach. Some of the men who have been serving on these committees recently include: Philadelphia—W. McDonald, M. Luksa, P. Navitsky; Norfolk—C. Wheeler, T. R. Leahy and L. Tetterton; New Orleans—J. C. Relun, V. T. Allen and S. Candela; Houston—P. Narvaez, J. Williamson and H. Myers. Seafarers in other ports, of course, also got their share of these committee assignments.



Tetterton

LABOR ROUND-UP

Union label promotion use is expected to be stepped up with merger of AFL and CIO. The promotions will serve as assets to organizing drives, with cigarette manufacturers one major target. AFL Tobacco Workers International hopes to put labels on union brands to promote use of union label smokes among 16 million union members. Then it will attempt to tackle R. J. Reynolds, manufacturer of non-union Camels cigarettes.

US Labor scored a major diplomatic victory when the International Confederation of Free Trade Unions agreed on a program of strengthening western nations to meet potential Soviet aggression. Up until now, many ICFU member unions in Europe had been "neutralist." An organizing program was also set up to invigorate foreign unions and raise living standards.

Canada's Trades and Labor Congress (AFL) and the Canadian Congress of Labor (CIO) follow their American counterparts into merger early in 1956. One large group outside the merger is the Canadian and Catholic Federation of Labor, a church-sponsored group, which claims 100,000 members. The Catholic Federation will meet in

September to determine its future course of action.

After mass picketing of New York's City Hall, AFL State, County and Municipal Employees won assurances from the city of a job classification system for 4,500 of the union's members in various city departments. The assurances came when the union laid plans for a second mass picket session.

A modified guaranteed annual wage plan was won by the United Automobile Workers (CIO) in negotiations with the Ford Motor Company. The settlement, a few hours after a strike deadline, obligates the company to assure its workers, in combination with state-provided unemployment insurance, 60 to 65 percent of their weekly earnings for as long as 26 weeks of layoff. Hourly wage increases and pension and vacation improvements were included in the new contract.

Hotel strikers in Miami Beach are holding fast despite injunction moves by some struck hotels. Hotel and Restaurant Employees Union (AFL) is running walkout in effort to organize non-union resort hotel industry. Although hotels are still operating, employers admit strike has cut into their business.

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Action On Runaways

A positive program for dealing with the runaway flag problem is in the offing as the result of the SIU of NA's convention action pledging support to the International Transport-Workers Federation's organizing in the field. SIU sea affiliates on both coasts are planning to work closely with ITF, which has already made headway and has contracts with a number of such ships.

Since the runaway flags set no standards at all for their ships, leaving the shipowner to get away with whatever he can in the way of manning, safety, feeding and wages, successful ITF action in the field would at least set some minimum standards which all ships would have to meet. It would end ruthless exploitation of crewmembers, many of whom are affiliated with ITF-member unions in their home countries.

The role of US unions in this area can be particularly important because so many of the runaways are American-owned and operate out of US ports.

It is obvious that the runaway flag ships not only deprive US seamen of jobs by fleeing US jurisdiction, but threaten the stability and employment of legitimate merchant fleets. An authoritative British study points out that in a time of declining cargo offerings, the runaway flag operations would have a disastrous effect on freight rates and liner services of all nations, something the SIU has believed all along.

Certainly the ITF campaign merits the active and enthusiastic support of all sea unions as the only legitimate effort to organize the runaways.

Productive Convention

The 7th biennial convention of the SIU of North America, recently concluded in Montreal, rates as one of the most productive meetings ever held by the international union. Delegates worked out a program which dealt forcefully with all the major problems facing seamen and their unions.

The convention made it clear that SIU affiliates would not tolerate any effort to deprive seamen of the right to bargain freely with the shipowner through their unions. It also reemphasized the SIU's firm position on the hiring hall issue, making that issue an essential feature of any future maritime merger.

The merger problem itself was dealt with through a statement of principles. Various problems of affiliates such as Great Lakes organizing, Canadian flag operations, inland boat jurisdiction and others were acted on.

All in all it was a constructive gathering which should prove of lasting benefit to the seamen, fishermen and shore-side workers who are members of the international.

Standing Up

It was good to see at least one Representative stand up on his feet in Congress and defend the "50-50" law against all comers. It was Congressman Jack Shelley of San Francisco who stepped into the breach with a ringing attack on the foreign lobbyists who want to scuttle "50-50" so that their ships can obtain a stranglehold on agricultural surplus cargoes.

Congressman Shelley thoroughly debunked the claim that these cargoes are "commercial" by pointing out that in most instances the proceeds of the sales will not come back to the US Government but will be used as a disguised form of economic aid to foreign nations.

A lot of generalized talk can be heard in Washington about "our American merchant marine" these days but it's becoming a rare thing to see someone defend a specific feature of great value to maritime in the face of hostile criticism. Our thanks go to Representative Shelley.

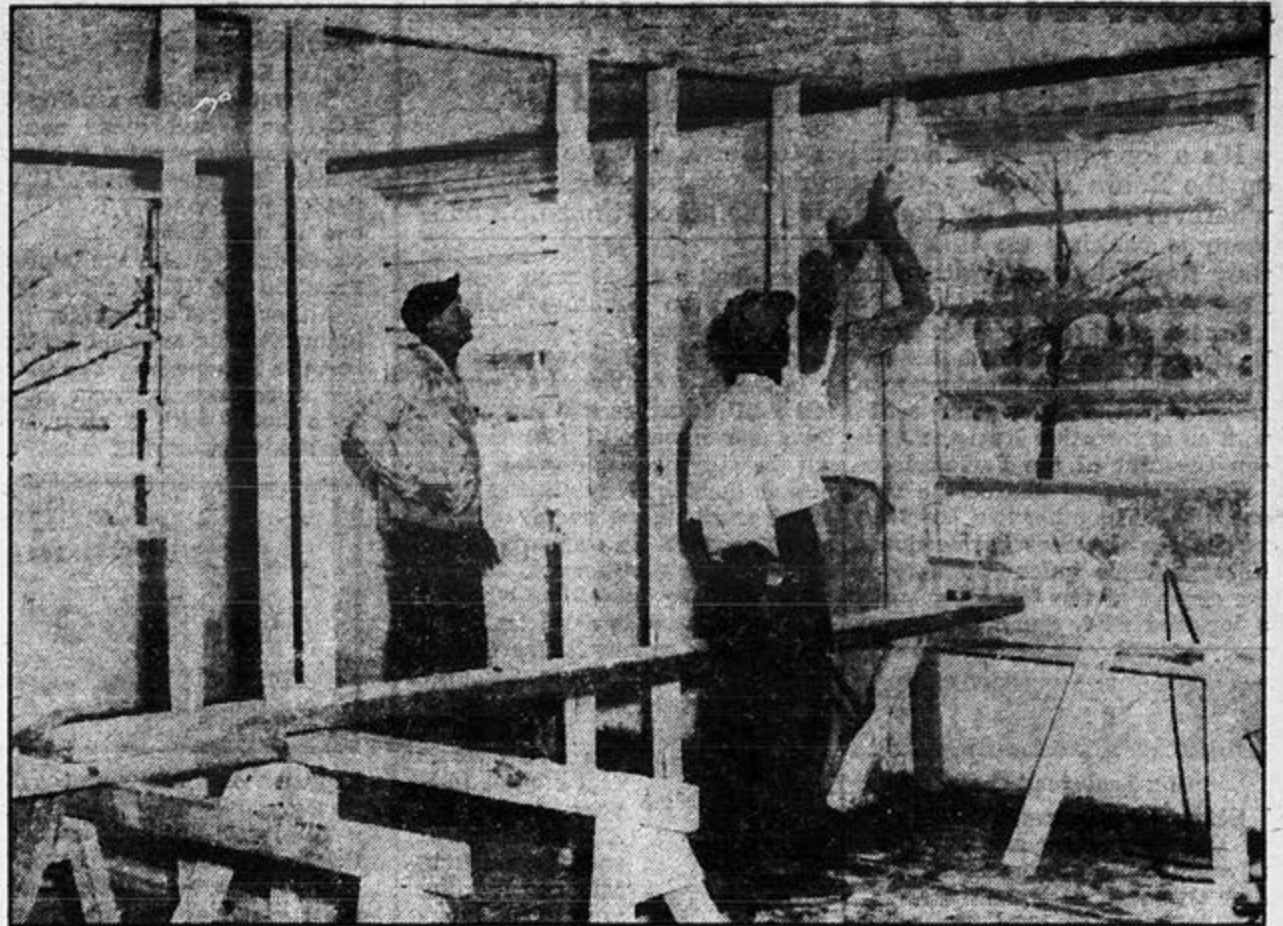
Atom Ship Plans

While the Government is going ahead with plans for its elaborate "floating showcase" atom ship plan, private shipping interests are equally active. Only in their case they are concerned with commercially-useful operations instead of propaganda showcases.

Three companies, among them Cities Service, have financed a study which concludes that it is feasible to build a nuclear-powered ship which would not endanger crew, passengers and cargo and which would not be obsolete for some time.

It will be interesting to see if any private shipping companies make plans for construction of a ship of their own for normal operation.

Work Speeded On Seafarers School



Hard at work on building for the new Seafarers Training School at Bayou LaBatre, Ala., just outside of Mobile, workmen rush the job to completion so that indoor classes can be organized. Outdoor facilities for training and upgrading of Seafarers are already completed.

Balto Welfare Classes Popular

BALTIMORE—Seafarers in this port are now taking part in regular Educational Welfare meetings sponsored by the SIU to familiarize themselves fully with the precedent-setting new SIU welfare benefits.

The sessions are being held at the SIU hall here three times weekly, on Mondays, Tuesdays and Thursdays at 2 PM.

They are drawing an enthusiastic attendance from among the Seafarers on the beach. The newest SIU benefits provide hospital and

surgical coverage for Seafarers' wives and unmarried children under 19.

Port Agent Earl Sheppard announced that classes are being scheduled indefinitely. "We will hold them every week for as long as necessary to enable every man coming through here to fully understand all the benefits available to him, his wife and children," he noted.

"These benefits are like money in every man's pocket. The best way to protect them is to make sure everyone knows just what he has coming in case of any emergency," Sheppard added.

Shipping Up Slightly

Shipping and registration here took a very slight rise over the past two-week period, with all ships generally coming in clean. Efforts to wind up outstanding beefs with Ore and Calmar netted agreement from the companies that they would pay overtime at the longshore rate for crews handling hatches and beams while cargo is aboard a vessel. This has been a particular problem on the Bethcoaster up until now.

Discussion also cleared up the problem of the 2nd cook on the same ship working more than regular hours.

Endorse One Purser Union

MONTREAL — The Staff Officers Association of America has been recognized by the SIU of NA convention as the one official unit of staff officers in the nation. Action was taken by the convention on this score so that all pursers would be able to come together in one union.

Up until now there had been more than one pursers organization in the field, but the Staff Officers Association was the only one that was functioning effectively to represent pursers. It already holds contracts with several steamship companies.

Inquiring Seafarer

Question: What do you think of the new ship delegates and ship minutes set-up?

Thomas Smythe, fireman: It seems to work out fine, because the meetings now get right down to business. We don't have to spend time electing a chairman since we have a number of elected delegates to choose from. The headquarters bulletins help the watchstanders find out just what went on at the meeting.



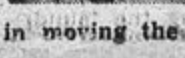
Alonzo Bryant, chief cook: I think they're a good idea because all business is handled in a smooth fashion now aboard the ship. We don't have to have a meeting every-time something routine comes up because we have a full set of SIU ship's officers to handle it. The delegates know just what they have to do now.



R. Broomhead, AB: The idea is fine, but it will take some time for the men on the ships to work it out, so that the whole set-up should work to everybody's benefit. Right now, however, another explanation of each man's duties might be helpful in moving the new system along.



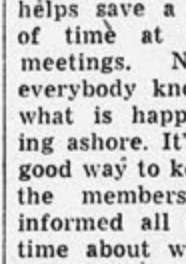
Dolan Gaskill, cook: My ship has only used the new forms a couple of times, but what I've seen shows that the whole arrangement is a good idea. The new forms help the crew handle its routine and special business, and also give everybody a voice in Union policy matters affecting the membership.



Charles Morrison, steward: It's a wonderful way of handling things from both ends of the line. The material sent out by the Union explains just what is going on, and what has to be acted upon. The crew in turn can act where needed and can easily keep the Union posted on conditions aboard the vessel.



Louis Gonzalez, FWT: The new system has worked out okay so far on the ship, and helps save a lot of time at the meetings. Now everybody knows what is happening ashore. It's a good way to keep the membership informed all the time about what goes on at regular Union meetings in all ports.



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Mowbray's Bats Make 'Crescents' See Stars

It's a long pull from Brooklyn to Beira, but the Seafarers on the Robin Mowbray (Seas Shipping) take their baseball wherever they find it. Considering the scores the ship's ball-

team is racking up this trip, they found lots of it down in East Africa. According to crewmember Oscar N. Raynor, who provided the few details available, the Mowbray men recently had a three-game set-to with an aggregation from the African Crescent of the Farrell Line. The SIU squad muffed the first one, 16-15. The other two, however, turned the Crescent upside down. Revenge came quick and sure in the second of the three games by a lopsided 33-4. Some big league

teams don't get that many runs in a week, even counting those in their stockings.

Scoring Spree

In the third contest, the Crescent fell a little further and succumbed by a more merciful 16-3 margin. All in all, the three-game series netted the Mowbray team a total of 64 markers, an average of 21-plus per game. In comparison, the SIU sluggers gave up only 22 runs all told to the opposition, which is pretty fair work in any league.

After the games, Raynor notes, both squads retired to Johnny's "Arcadia Cafe" in Beira for a few cold ones to cool off hot tempers from the African Crescent and the smoking bats and twirling arms of the Mowbray slugging and pitching combo. The Arcadia

stocks just the right stuff to handle the assignment, Raynor adds. Before reaching Beira, the ship made its regular stopovers in South Africa, with good weather all the way and some fine swimming at the local beaches. Unfortunately, there was even less to do in Beira, and that's where the baseball came in handy. At last reports, the African Crescent ball team was planning to dig a special beach for the Mowbray men right on Beira's main drag. Maybe that will keep them off the baseball diamond next time.



Raynor

MONEY DUE

Ex-Sealegend Crew

Seafarers who were on this ship in October, 1953, can get their retroactive pay by contacting Maritime Overseas, 61 Broadway, NYC. Following men have retroactive pay coming from Transfuel Corp.: R. R. Austria, Joseph Landry (ex-Cecil N. Bean); Albert Mitchell, Joseph Sharvelis (ex-Wm. H. Caruth). Contact Mr. Hallohan at Transfuel, 25 Bway, NYC, telephone, WH 3-2366.

Ex-Ocean Nimit

Following men who got off ship in Raymond, Washington, are entitled to collect transportation from Maritime Overseas, 61 Broadway, NYC: William McKenna, Stanley Cislack, Phil Deminice, Paul Cavan, James Purcell, Richard Sessions, James Bright. Contact Seattle SIU hall or Maritime Overseas Corp., 61 Broadway, NYC.

Seafarers In The Hospitals

- SEASIDE HOSPITAL, LONG BEACH, CALIF. William H. Kumke
- PHYSICIANS & SURGEONS HOSPITAL, PORTLAND, ORE. James Robinson
- HARBOR GENERAL HOSPITAL, LOS ANGELES, CALIF. Thomas J. Hoar
- USPHS HOSPITAL, SAVANNAH, GA. Paul B. Bland, William G. Gregory, A. F. Cohen, Clyde H. Jernigan, Lucius A. DeWitt, Jimmie Littleton, Thurston Dingler, James T. Moore, Rufus L. Fields, John H. Morris
- USPHS HOSPITAL, SEATTLE, WASH. John J. Davis, W. H. Mansfield, William J. Fick, V. K. Ming, Anello L. Grillo, L. O. Morris, Sverre Johannessen, L. Wolfe, Tim M. McCarthy
- USPHS HOSPITAL, DETROIT, MICH. Tim Burke
- USPHS HOSPITAL, MEMPHIS, TENN. Charles Burton
- TRIPLER ARMY HOSPITAL, HONOLULU, HAWAII Frank T. Campbell
- USPHS HOSPITAL, LEXINGTON, KY. George O. Chaudion
- USPHS HOSPITAL, FORT WORTH, TEXAS B. F. Deibler, Jose Santiago, Virgil L. Harding, Rosendo Serrano, Albert W. Kozina, Edward J. Toolan
- SAILORS SNUG HARBOR, STATEN ISLAND, NY Joseph Kosluszky
- USPHS HOSPITAL, STATEN ISLAND, NY Isaac Antonio, Lucian LaBrador, Dusan DeDuisin, Marcel Laureano, Gerald Fitzjames, Rafael Padilla, Estell Godfrey, George Pitour, Howard Hamlin, Perry Roberts, Sidney Irby, George H. Robinson, Gustaf W. Johnson, Jose Rodriguez, D. Kaim, Mikolas Strawinski, Philip F. Korol, Gustav Svensson, Duska Korolla
- CONEY ISLAND HOSPITAL, BROOKLYN, NY Thomas Burgos
- KINGSBRIDGE VA HOSPITAL, BRONX, NY James Kennedy
- USPHS HOSPITAL, BALTIMORE, MD. George Anderson, Cune Borman, Felicito Aponte, I. Bordin, G. J. Bassler, Charles Coburn, G. E. Bellenoit, Victor B. Cooper

- Adion Cox, Gill Thomas Mungo, Charles H. Gill, D. L. Orbigoso, Gorman T. Glaze, Fred Pittman, John R. Henchey, Henry Riley, F. Hafana, John Simpson, Norman T. Jackson, R. H. Solheim, Melvin H. Jones, Francis Sullivan, Michael Laakso, Harry Sullivan, Robert Lipscomb, Joseph W. Taylor, M. P. McCoskey
- USPHS HOSPITAL, BOSTON, MASS. Frank Alasovich, A. C. Harrington, Richard J. Delaney, John M. Herrold
- USPHS HOSPITAL, GALVESTON, TEXAS Robert G. Barrett, Mark J. Poneros, Francisco Cuellar, Rosalio Rodriguez, Benjamin F. Grice, George R. Sneed, James Jackson, John E. Tillman, John E. Markopolo
- USPHS HOSPITAL, NEW ORLEANS, LA. J. L. Buckelew, George D. Olive, Serio M. DeSoso, Alfonso Olaguibel, Calvin Di Silva, Thomas A. Pradat, Sam Florence, R. A. Ratcliff, Leo Fontenot, Edward Samrock, James S. Gibson, Benjamin C. Seal, William Grimes, Harvey E. Shero, Earl T. Hardeman, Erskin F. Sims, E. G. Knapp, Woodrow A. Sneed, Stephen Kutzer, Ronnie R. Tickle, William Ladnier, Dick Visser, Leo H. Lang, James E. Ward, Nicholas C. Maire, Herman Winborn, Earl T. Minton, David A. Wright, C. R. Nicholson
- USPHS HOSPITAL, NORFOLK, VA. Francis J. Boner, John H. Richardson, Floyd Hillier
- USPHS HOSPITAL, SAN FRANCISCO, CALIF. Marcelo B. Belan, A. Loguidis, Francisco Cornier, John F. Murphy, Elmer B. Frost, James J. O'Hare, William P. Hunt, Norman West, Frank Kubek
- USPHS HOSPITAL, MANHATTAN BEACH, BROOKLYN, NY Fortunato Bacomo, Kaarel Leetmaa, Frank W. Bemrick, James R. Lewis, Claude F. Blanks, Arthur Lomas, Robert L. Booker, Francis F. Lynch, Joseph G. Carr, Joseph D. McGraw, Jar Chong, Archibald McGulgan, Gabriel Coloni, H. F. MacDonald, Walter W. Donley, Vic Milazzo, John J. Driscoll, Melvin O. Moore, Bart E. Guraniak, Eugene T. Nelson, Talb Hassen, Joseph Neubaer, Joseph Isaits, Daniel F. Ruggiano, Thomas Jaakson, Wade H. Sexton, John W. Keenan, Henry E. Smith, John R. Klemowicz, G. E. Shumaker, Ludwig Kristiansen, Harry S. Tuttle, Frederick Lantry, Virgil E. Wilmoth, James J. Lawler, Chee K. Zal

Welfare Gains Rated Tops

To the Editor: Many thanks for sending the LOG as I and other seamen drydocked here enjoy it beyond words. As for myself, I was tickled pink when I read about one of the Union's latest victories dealing with the improvements in the SIU Welfare Plan. Although I'm single, I'm happy for the married brothers because I know how this means the difference between sailing from home with a clear head instead of worrying what will

real feeling of security, whether we are at home sharing a few days or weeks with our wives and children, waiting to ship out again, or are on a long trip working to earn the bread and butter for those at home.

Now we can sail our ships with confidence because our families back home are protected in case of any emergency. We who have families know how important this is, when we are away for weeks or months and can only get news a little at a time through the mails.

Our Welfare Plan means a great deal to all of us. Let us work together to keep it and our Union strong.

Evaristo Rosa

Letters to the Editor

happen if something goes wrong.

To me, all this adds up to two things: we definitely have the right brothers in office and a great group of men at sea who take a real interest in tomorrow.

Needs Books

At present I am studying to become a radio operator but desperately need some help. I have no money and don't need any. What I could use are two books to help me along. Although I sailed on deck for eight years, I had previous experience in radio in the Navy. Now, with the proper studying, I could probably get a certificate.

If anyone could provide me with a book on radio receiver theory and a book on radio transmitter theory I would be extremely grateful, because when things straighten out here, it's back to sea for me. If they cost anything, I'd repay them on my return.

Meanwhile, please keep the LOG coming as we would be lost without it.

Donald E. Griffie
Box 71
Menard, Ill.

Problems Vanish With SIU Help

To the Editor: I have been in San Juan, PR, since April 1, and had several personal problems that had to be handled. Therefore it was really a pleasure to see how our SIU representative here went to work on my behalf and was more than helpful in getting me squared away.

It makes me proud and happy to know that wherever we go, our Union and its officials have such a high regard for our welfare.

Frank Mietki

Cheers Program For Family Aid

To the Editor: It has been a long time since I wrote my last letter to the LOG. But I felt I had to write now to express my thanks to the Union and those connected with the latest improvements to our SIU Welfare Plan.

It is amazing how through the years we Seafarers have been moving ahead. Thanks to our Union: brothers who have helped with their labor and determination, we now have a wonderful system of protection not only for ourselves as seamen, but for our families as well.

The new benefits provide a

Hails Union For Disability Gains

To the Editor: I would like to offer my appreciation for the raise in the disability-pension and the many other improvements just made in our SIU Welfare Plan. Also I wish to thank the officials and the membership of the Union for making it possible for me to receive same.

We have come a long way since we started and it is largely because we have honest officials in our Union who are always on the alert to better our welfare and working conditions.

Personally, I'm quite sure the entire membership also likes the idea of keeping the cafeteria, Sea Chest and bar in New York closed to the public, since now we can eat, drink or shop at any time without having to wait in line. We are treated with kindness and respect in each place, which is very welcome and is surely appreciated by oldtimers like myself.

New Set-Up

I am also quite delighted with the new clubroom, as I think it is one of the finest set-ups the Union has arranged for the SIU membership in New York. The only thing I could suggest is that the Union purchase a few beach chairs so we can sun ourselves in real comfort.

At this point, a word to the wise: Make sure you hold on to that Union book as it is much better than any bank book or insurance policy. The disability pension which the SIU is now paying, for example, is a much larger one than most unions give their disabled members and helps make our Union the best in the world.

Burton C. Frazer

Asks For Data On Scholarships

To the Editor: I have been in the SIU since 1951 and would like to know how I may qualify for a scholarship from the Union.

I had never inquired into this before, but I heard some of the boys talking in the messhall and they said that in order to go to college on a Union scholarship you had to take courses in labor and management relations. Is this so?

John R. Hallman

(Ed. note: Every scholarship winner is allowed complete freedom to study whatever he wishes and wherever he wishes while receiving SIU scholarship benefits. The basic requirement is three years of discharges from SIU-contracted ships, plus certain scholastic ratings. An application and full information on the SIU scholarship benefit is being sent to you.)

Union Keynote Is Brotherhood

To the Editor: After being ashore these many months it looks like I'll soon come out of retirement and follow the good, old sea for a living again.

One thing is noticeable when one goes over all the events the Union has passed through during the past 13 years and that is the everpresent name we use to describe to others: the basic cornerstone that the organization is founded upon: the Brotherhood of the Sea.

If one closely inspects circumstances evolving within and around our Union these past years, he finds more and more how many times that word "brotherhood" is used whenever and wherever the Union members must display themselves whether at sea or shoreside.

There's no getting away from it—the original charter members should always be acclaimed as ones endowed with wisdom and foresight for drawing up such a solid charter and foundation for us all.

And thanks for the LOG, as it's a wonderful publication.

Guy F. Wallace

Returning Home To SIU In June

To the Editor: I am both happy and proud to say that by the end of June this year I'll be back with the SIU. I've really appreciated getting the LOG while in the Army.

My time is almost up now, so please take me off your mailing list.

Soon I'll be picking my LOG up at headquarters, and having a couple of "cool ones" in the Port O' Call. These last couple of months are really dragging by.

Robert "Red" Fink

All's Fair On The Fairland

To the Editor: Greetings from the SS Fairland (Waterman). We are now discharging cargo in San Juan, preparatory for sailing to New York or Philadelphia.

Recent beefs aboard the ship were squared away by the agent in Wilmington, Calif., so outside of normal agitation and petty grievances, the ship is on a reasonably normal keel. The weather is very hot, but everyone is quite cheerful.

There is a little insecure feeling due to the sale of Waterman, but when the situation is ironed out, things will return to normal.

Arthur F. Compeau
Ship's reporter

(Ed. note: Although Waterman has been sold to McLean, the latter company is also under SIU contract, so the change in ownership is not expected to affect Seafarers any.)

Liked Getting LOG In Service

To the Editor:

After 18 months I finally got back to the States, with 16 of those months in Korea. It was a great help getting the LOG over there, and I appreciate it.

Please cross my name off the mailing list. I'm looking forward soon to taking my book out of retirement, and going back to work with a fine bunch of people, the SIU men. I'm a guy who likes that civilian life.

David E. Miller

Random Shots 'Round The World



Follow that hand! Throwing so hard that it looks as if he let go of his hand also, Seafarer Giuseppe Caruso, off the City of Alma, enjoys dart game at USS Club, Leghorn.



Above, George W. Anderson, (left), father of Seafarer Bob Anderson, an SIU bosun, is shown during a visit aboard the LaSalle (Waterman) in Longview, Wash., with "Red" Taylor, ship's delegate. The picture was sent in by Seafarer Anthony Nottage, a friend of the Andersons, who was entertained at their home while the ship was in port. Mr. Anderson is a longshoreman in Longview. At left, Seafarer Max Lipton and a decorative Japanese friend show off Lipton's snack bar, The Pilot, in Yokohama, which is a popular spot for SIU and SUP men in port. Nottage sent this one in also, this time from Japan.

Bulletins No News Anymore; Marore In Furore Over Mess

The problem posed when an immovable object meets an irresistible force is amply demonstrated for budding scientists by recent doings aboard the Marore (Orø), among others.

A terse report in the ship's minutes of May 15 describes the following ingredients: one bulletin board in the crew's messhall, one lock used to shut down the messhall right after meals, and one crew lounge where everybody gathers, but which is bare of bulletin boards and such paraphernalia. One of the crewmembers at the meeting had proposed that they either take down the bulletin board from the messhall and put it in the lounge, or leave the news-space in the messhall and keep it open so that everyone aboard could check it for notices and similar items.

This is the way the situation shapes up: If the bulletin board in the messhall is ripped out and put out somewhere else, this will leave the present room without any outlet except for electricity. If the bulletin board stays put, that will change nothing. The denizens of the lounge will have to be satisfied with reminiscing about when they had a bulletin board—and "pin-ups," maybe—on other ships. Meanwhile, there's lots of new

notices dying on-the vine for lack of a posting place. Before anyone can read them in the messhall after meals, the joint is locked up. In like fashion, an even more terse item from the Alcoa Pegasus meeting on May 21 once again illustrates the result of a collision between the proverbial "immovable object and irresistible force." Of special concern to the ship is this bit: "Dirty life preservers have been passed by the Coast Guard and nothing can be done about it." Ship's secretary L. L. Phillips furnished the report, and that's that. Class is ended.

A Songwriter Now, Seafarer To Sail Again

On the beach for a couple of years now, following the retirement of his SIU book due to an accident on the Alcoa Corsair, former Seafarer D. C. Mullins expects he'll be coming back to sea soon from his home in Creekville, Ky., to renew old acquaintances once again.

He'll return, however, as a songwriter of some considerable accomplishment. This was the task he set for himself when he found he was drydocked and unable to do much in the way of manual labor anymore.

Mullins reports that he was fortunate enough to pen compositions with such writers as the author of the hit vocals "Pretend" and "The Tennessee Waltz," and one of them, he says, has been picked to be the big song of 1955 by a group of "top experts" in the record-making business. He notes that he can't reveal the name of the tune just yet, but confides that it is a religious number and will be recorded very soon.

He also has a song that he wrote with Webb Pierce, one of the nation's top country singers, that has been recorded by Ted Rains on Decca, Joan Hager on Mercury and Buddy Thompson on RCA-Victor.

Now on the market, it's called "Free of the Blues" and is said to be getting quite a whirl from disc jockeys and radio stations that feature country music.

Stay Put For Idle Pay

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

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

'Miss Maritime '55' Charms WC Seafarers

With "Miss Maritime 1955" on hand to greet all comers, Maritime Day, Sunday, May 22, was the occasion for "quite a gala shindig" at Seattle's Catholic Maritime Club, according to Seafarer John Dolan, better known to his aficionados as the wandering minstrel of prose and song, the renowned "Saki Jack."

"Miss Maritime 1955," from all reports, was far better looking than US maritime '55, but Dolan didn't let this rash thought upset his appreciation of the true-to-life lady who graced the festivities at hand. The "Miss Maritime" competition started about three years ago in Seattle, and needless to say, is very popular with the boys on the beach as well as local residents.

Moore. "She is quite accomplished in the art," Dolan suavely noted. Music for the evening was furnished by a group known as the "Moondusters."

Dancing Too

Other social notes emanating from the evening's festivities reveal the presence of the following SIU brothers on the dance floor:



Dolan

"Woody" Wilson, Blackie Lial, Calvin J. Slover, Chico (Fred Astaire) Lawson, James Farrer and many others.

For the record, "Miss Maritime 1955" is Darlene McConnell, and she was joined by a trio of lovely princesses who had everyone wondering how the judges came up with their final selection.

Wrapping up his account of the affair, Brother Dolan points out: "All in all the party was a huge success . . . Father Murphy does an excellent job of making the men on the beach here feel at home."

Food And Entertainment

The gala affair at the CMC provided food and entertainment aplenty for a large gathering of guests, including Seafarers who turned out for the event in force.

Among the showstoppers present were young Pat Callaway ("a good bet for the Met in the near future," according to our correspondent); three young ladies called "The Mellow Tones"; Brother Pete Leon of the Sailors Union of the Pacific, off the SS Hawaiian Planter, who did some impersonations, and "hula specialist" Linda

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BOSTON . . . 276 State St. James Sheehan, Agent Richmond 2-0140
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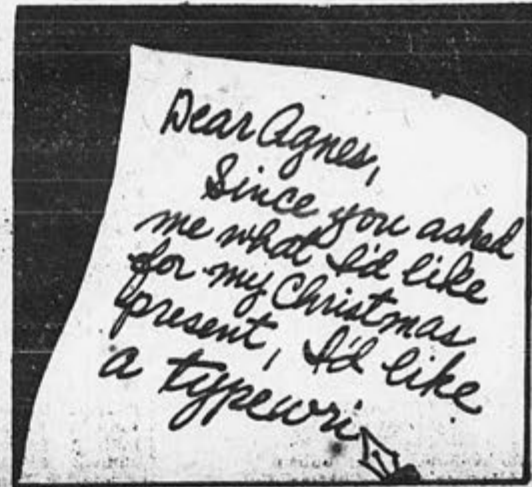
Great Lakes District

- ALPENA . . . 133 W Fletcher Phone: 1238W
BUFFALO, NY . . . 180 Main St. Phone: Main 1-0147
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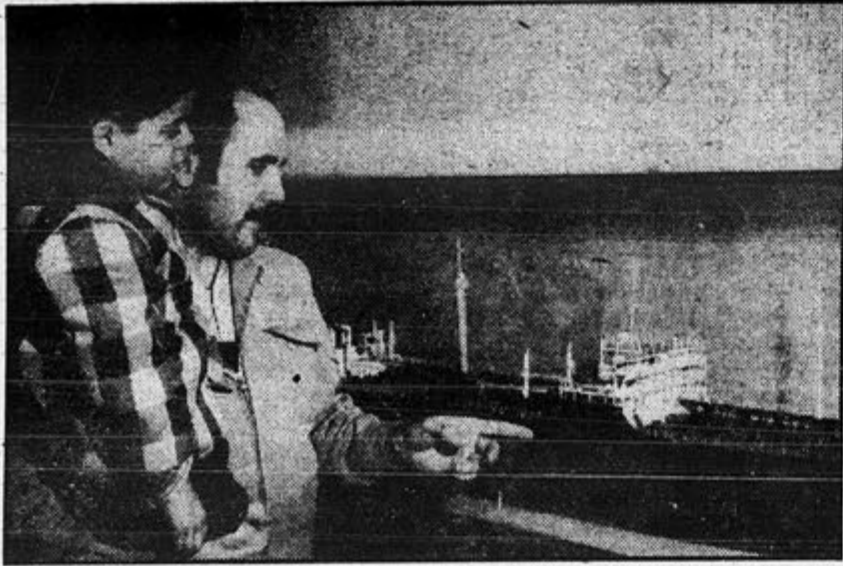
Burly

Needed—One Spare

By Bernard Seaman



'That's A Ship, Son'



Eddie Hernandez, Jr., 5, gets a close-up view of a Cities Service tanker as his dad, Seafarer Eddie Hernandez, shows him the model of the Bents Fort on the second deck of SIU headquarters. Hernandez, Sr., ships in the steward department.

Whitmer Continues On A 'Culinary Cruise'

There's a wide range of fine restaurants in New Orleans, which offer an even wider range of bills of fare, according to Seafarer "Honest Al" Whitmer, roving "cooking columnist" in a recent issue.

His choice of the carnival city's finest are Antoine's (naturally), Brennan's, Galitore's and Sgt. Hand's.

For \$\$ Only

The first three are for when you wish to impress a lady friend, have just won a case, or have had a fortune left to you. Sgt. Hand's is for good, economical eating in a friendly atmosphere. Sarge's food is cooked in the back kitchen in full view of those who like to watch. The house specialty is his hot roast beef sandwich on French bread. Incidentally, you can get tequila in New Orleans at the Old Absinthe House on Bienville Street.

Tampa, Fla., boasts the Columbia Restaurant in Ybor City, one of the few places on the Gulf of Mexico where you can get Maine lobsters and Chesapeake Bay oysters, plus many other palate-tickers, at reasonable prices. Tampa has many fine restaurants, and is a good town for a vacation of fishing, reclining and eating.

Baltimore's Hi-Ho

"Skipping up the East Coast to Baltimore, you can't go wrong with the Hi-Ho Inn—if it's still as I remember it, for I have been away from Baltimore for some time. At the inn, you could get your meals served right at the bar.

"In Philadelphia, the Olde Bookbinders Restaurant has been mentioned in many magazines as the city's one truly fine eating place. It is an extremely good restaurant, but equally good is Ettore's Friendly Restaurant.

"It boasts home-made spaghetti and meat balls, all cooked and served by Mama Ettore in the true Italian style. This place is a favorite with men sailing Calmar.

Quitting Ship? Notify Union

A reminder from SIU headquarters cautions all Seafarers leaving their ships to contact the hall in ample time to allow the Union to dispatch a replacement. Failure to give notice before paying off may cause a delayed sailing, force the ship to sail short of the manning requirements and needlessly make the work tougher for your shipmates.

shoulder says: "What about Si Green's on Market Street?" Well, I don't know about it. I never could afford to eat there — even after a good payoff.

"There is, of course, New York, but to name the better places there would be next to impossible. There are too many, and plenty of choices in every type of food you can name."

Whatever you are, enjoy yourself, and remember you were sent there by "Honest Al."

RECENT ARRIVALS

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

Jacquelyn Marie Kain, born May 10, 1955. Parents, Mr. and Mrs. Jack Kain, Philadelphia, Pa.

Roberta Agnes Westerfield, born April 19, 1955. Parents, Mr. and Mrs. Robert Westerfield, Long Beach, Calif.

Kathrine Virginia Katros, born April 15, 1955. Parents, Mr. and Mrs. Theodore Katros, Roxbury, Mass.

Robin Dimitriadis, born March 13, 1955. Parents, Mr. and Mrs. John Dimitriadis, Concord, NH.

Erik Frank Jensen, born May 9, 1955. Parents, Mr. and Mrs. Erik Peter Jensen, Brooklyn, NY.

Minerva Patricia and Marina, Patricia, born March 17, 1955. Parents, Mr. and Mrs. Valentin Acabeo, Puerto Tierra, PR.

Terry David Dickens, born May 7, 1955. Parents, Mr. and Mrs. Woodrow Dickens, Hammond, La.

Larry Maxwell Nixon, born April 22, 1955. Parents, Mr. and Mrs. Leonard Nixon, Galveston, Texas.

Kenneth Cardona, born March 21, 1955. Parents, Mr. and Mrs. Pedro Cardona, Jr., New York NY.

Elizabeth Dianne Anding, born May 14, 1955. Parents, Mr. and Mrs. J. B. Anding, Kirbyville, Texas.

Yolanda Jesus Zaragoza, born April 17, 1955. Parents, Mr. and Mrs. Roberto Zaragoza, Brooklyn, NY.

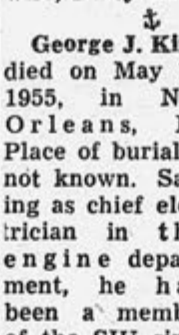
FINAL DISPATCH

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

Melvin J. Smyly, 37: On May 17, 1955, Brother Smyly, a member of the deck department, died in Mobile, Ala. as a result of gunshot wounds. He joined the Union in Mobile in 1945. Place of burial was Point Clear, Ala. He is survived by his wife, Daisy Smyly, of Mobile, Ala.



George J. King, 58: Brother King died on May 15, 1955, in New Orleans, La. Place of burial is not known. Sailing as chief electrician in the engine department, he had been a member of the SIU since 1950, joining in New Orleans. He is survived by his wife, Hazel King, of New Orleans, La.

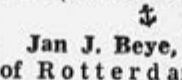


Thomas B. Farr, 57: On June 21, 1954, Brother Farr died of a heart ailment aboard the SS Del Sud. Burial took place in Hamburg Cemetery in Hamburg, Miss. Brother Farr had been sailing as an FOW in the engine department since 1946, when he joined the SIU

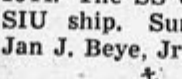


in New Orleans. He is survived by his sister, Mrs. B. D. Aldridge, of Hamburg, Mississippi.

Abdel Razer Hassan, 44: On January 16, 1955, Brother Hassan died of unknown causes in Trompeloup, France. He had been a member of the Union since 1942, joining in New York, and had been sailing in the steward department on the SS Beauregard, Pan Atlantic SS Co.



Jan J. Beye, Sr., 69: A resident of Rotterdam, Holland, Brother Beye died there of unknown causes on April 23, 1955. He had been sailing in the deck department since joining the Union in New York in 1944. The SS Calmar was his last SIU ship. Surviving is his son, Jan J. Beye, Jr., of Union City NJ.



James E. Rounsavall, 48: A head injury proved fatal to Brother James Rounsavall, a member of the engine department since 1951, who joined the Union in Mobile. He was buried in Pine Crest Cemetery, Jackson, Ala. Surviving is his wife, Willie May Rounsavall, of Prichard, Ala.



EDITH (Bull), April — Chairman, Fred Davis; Secretary, Charles Starling. There is a balance of \$31.55 in the ship's fund. Crew voted full support to newly-established hiring set-up and to the AFL unions in CAMU dispute. Motion made by D. Keddy that R. Arlegue be elected as ship's secretary reporter, carried unanimously. Motion by C. Starling was made and carried that a telegram be drafted and sent to Harry Lundeberg thanking him for a job well done.

WACOSTA (Waterman), April 10—Chairman, D. Turkington; Secretary, M. Mesford. A motion was made by P. Loleas to send Harry Lundeberg a telegram of support, and crew accepted 100 percent. Crew voted to back AFL unions on CAMU, and were in favor of the new SIU seniority system.

STEEL SCIENTIST (Isthmian), April 7—Chairman, R. Hunt; Secretary, C. Hughten. Delegates informed patrolman in Baltimore to contact Isthmian office in New York to secure new

Digest of ships' Meetings

washing machine. New shipboard minutes will be put aboard in New York at the sign-on. Crew went on record to support the new hiring hall set-up and position AFL unions took on CAMU issue. A motion was made by J. Carolyn to send a letter to Harry Lundeberg giving him full support from the crewmembers of the SS Steel Scientist.

ROBIN GOODFELLOW (Seas Shipping), April 10—Chairman, M. Brithwell; Secretary, J. Kleczek. Motions made and carried to adopt unanimously resolutions pertaining to the position AFL took on CAMU, and crew voted to accept the new SIU hiring program. A motion was made by W. Thompson to send a telegram to Lundeberg backing stand taken and was carried.

STEEL WORKER (Isthmian), April 14—Chairman, D. Lavador; Secretary, T. Worsoo. The crew of this ship goes on record 100 percent to back Harry Lundeberg on his stand against CAMU. Discussion held on headquarters report, in addition to the new communications, and all hands were very much pleased with the position the SIU and SUP took on both issues. Crew voted to support the newly-inaugurated hiring program and were in complete agreement with AFL unions in CAMU dispute.

YOUNG AMERICA (Waterman), April 11—Chairman, B. Eddmon; Secretary, T. Richardson. Crewmembers sent Harry Lundeberg a telegram giving him their full backing. Crew gave an unanimous vote of confidence to the SIU in the new hiring set-up, and a motion was made and carried to accept stand taken by AFL unions on CAMU.

OCEAN DEBORAH (Maritime Overseas), April 11—Chairman, Johnny Johnston; Secretary, R. Hernandez. There was a general discussion on the headquarters report and the question of registering and shipping was explained to all hands. The crew voted unanimously to accept report and a vote of confidence was given to headquarters for a job well done. A vote was taken which showed crew's full support of the newly-established SIU hiring plan, and the resolution dealing with position AFL took on CAMU discussed and adopted. A telegram was sent to Harry Lundeberg, whereby the crew pledged their support.

INES (Bull), April 13—Chairman, J. Gergering; Secretary, L. Franco. Headquarters report and communication were read, discussed and posted. All hands were in favor of the new SIU hiring program, as well as action taken by AFL unions in CAMU dispute.

SEASTAR (Triton), March 16—Chairman, C. Saunders; Secretary, E. Pappas. Any repairs that the engineers can take care of will be done at sea if possible. Linen will be changed by each individual crewmember. Steward will open slopchest any time at sea, and he also stated that if any one wants a special dish prepared, to tell the steward or chief cook and if food is aboard the steward department will be more than glad to prepare the dish.

LIBERTY FLAG (Dover), April 3—Chairman, T. Schultz; Secretary, A. Fecteau. Ship's delegate reported that a letter was sent to headquarters regarding American money draw at next port. Crewmembers were asked to keep the washroom clean at all times. Locks should be put on screen doors so that they can be locked in port.

MARYMAR (Calmar), February 6—Chairman, A. Raska; Secretary, F. Fletcher. Crewmembers were asked to keep the washing machine clean. Tray under wringer should be fixed. All repairs have been taken care of. March 13—Chairman, F. Fletcher; Secretary, F. Benedict. A motion was made and passed that crew refuse to pay off until all disputed overtime has been taken care of. Due to the fact that one man has a broken thumb from bad porthole hooks, it was suggested that all be checked.

Patrolman will check at payoff about too much second grade meat on board.

March 27—Chairman, F. Fletcher; Secretary, A. Reasko. Engine department foc'les need painting, and washing machine needs repairing. The crew of the Marymar goes on record to vote unanimously in favor of the new shipping agreement, and a vote of thanks was extended to headquarters officials and the negotiating committee for a job well done. All hands were asked to keep the recreation room clean at all times.

GOLDEN CITY (Waterman), May 9—Chairman, L. Pate; Secretary, T. Scott. Motion made by V. Omary that resolutions dealing with the new SIU hiring set-up and position AFL unions took in CAMU dispute be voted on and accepted. Carried unanimously.

STEEL DESIGNER (Isthmian), February 20—Chairman, W. Pedlar; Secretary, A. Aragonas. Ship's delegate will see the captain about having enough traveler's checks for next trip. There is no cold water running in showers and this will be reported to the first assistant. Crew should report all leaks as water is being wasted. Wooden board will be placed in the laundry.

May 2—Chairman, A. Smith; Secretary, E. Kirkland. Some disputed overtime reported. The water cooler in the engine room is still acting up as usual but we have been assured that this will be taken care of this trip while on the coast. Headquarters report accepted as read. Motion made by C. Rice and carried that the crew of the SS Southstar send a wire to Lundeberg endorsing the stand taken by him in his walkout from CAMU.

ALEXANDRA (Carras), March 21—Chairman, R. Norgson; Secretary, C. Ganley. Ship's fund has \$30.76. Crewmembers were asked to return books to the recreation room. Ship's delegate resigned and the chief cook was elected to take over.

April 27—Chairman, V. Sgynonski; Secretary, W. Hand. Three crewmembers who left the ship without giving captain enough time to notify Union for replacements were reported to the Union. All repairs are being taken care of. Ship's treasurer reported there is \$30.76 on hand. Crew was in favor 100 percent of the new hiring system and voted unanimously to support AFL unions in CAMU dispute. Fans should be checked for proper size in foc'les and to be sure all are in working order.

DEL AIRES (Mississippi), April 22—Chairman, M. Murranka; Secretary, C. Frey. Galleys were painted and will have to see patrolman again about the messroom. All hands in favor of resolutions dealing with the SIU seniority system and position taken by AFL unions on CAMU issue. Steward department was given a vote of thanks for a job well done.

GEORGE LAWSON (Pan Oceanic), April 30—Chairman, J. Sweeney; Secretary, R. Aumiller. Resolutions on hiring hall set-up and CAMU dispute were read thoroughly and motion made and carried to accept and concur. Carried unanimously.

MADAKET (Waterman), April 29—Chairman, T. Moriarty; Secretary, J. Rose. Motion made and carried that this crew send a wire to Lundeberg endorsing his action on CAMU.

STEEL SEAFARER (Isthmian), May 4—Chairman, C. Kelleher; Secretary, M. Caldas. A motion was made by Brother Kelleher and carried to wire Lundeberg of crew's support of his action on CAMU.

ANGELINA (Bull), May 3—Chairman, E. Roundtree; Secretary, C. Hargroves. Crew was in agreement with the newly-inaugurated hiring set-up and approved of the action taken by AFL union on CAMU matter.

SOUTHPORT (South Atlantic), May 1—Chairman, A. Bullard; Secretary, R. Pierce. Discussion on shortage of steward's stores. Request by crew to change brand of meat in Savannah. A motion was made by Brother Chasseau to set up ship's committee next voyage. All were in favor of motions approving the SIU hiring system and position AFL unions took on CAMU dispute.

DEL SUD (Mississippi), April 26—Chairman, T. Metting; Secretary, H. Rings. Ship's treasurer reported there is \$198.06 remaining in the ship's fund. The picnic fund amounts to \$458. A motion was made and carried to allow \$45 for new magazines and books. Brothers were asked to cooperate and stop any unnecessary noise at 10 PM.

STEEL ARCHITECT (Isthmian), May 2—Chairman, W. Williams; Secretary, C. Bobbe. A motion was made and carried to accept headquarters report as read. No beefs reported.

OCEAN ULLA (Maritime Overseas), April 17—Chairman, M. Regis; Secretary, F. Aponte. Ship's delegate reported that the chief cook died of natural causes in Inchon, Korea. A suggestion was made by the deck delegate to see the patrolman about not paying off with two payroll vouchers. A vote of thanks was given to the steward department for putting out good show.

J. B. WATERMAN (Waterman), April 24—Chairman, S. Fustado; Secretary, A. Hansen. There is a balance of \$31.13 in the ship's fund. Crewmembers were asked to bring cups back to the pantry, and to be a little more quiet during meal hour. Ship's delegate will see the captain about having the slopchest open before arriving in Wilmington.

Alcoa Pioneer Raps Runaways

To the Editor:
The SIU crew aboard the Alcoa Pioneer (Alcoa) wants to go on record as being in full support of Brother Harry Lundberg in his courageous stand against the runaway-flag shipping companies. We feel these operations are in business to take our bread and butter away from us, and that his efforts are important to all of us.

We also wish to state that we think we have made great strides in our SIU welfare program. We feel as though other

Letters to the Editor

unions cannot help but be jealous of what we, in a bona fide trade union, are accomplishing.

John R. Tilley
Ship's reporter

LOG Helps Him Keep In Touch

To the Editor:
Just a note to tell you how much I appreciate the SEAFARERS LOG way out here in Minneapolis. I can truthfully say I never realized how much I enjoyed reading it until I got out here away from the Coast.

After spending some time at the marine hospital at Staten Island, I am out here on a few weeks of sick leave.

This is truly the Land O' Lakes country, but as much as I enjoy these beautiful places, I am anxious to get back and get a good whiff of salt air again.

The best of everything to our good Union and all of the brothers.

Ole "Robin" Olsen

Inspection Cut Seen Foolish

To the Editor:
The importance of safety aboard a ship cannot be overstressed. In spite of man's ingenuity in his continual struggle against the elements, we occasionally find that our best efforts are inadequate. In the wake of so many recent reports of sea disasters and ship sinkings, I consider the proposal to extend the annual inspection period to two years a little out of line.

Last September while I was a crewmember on the Steel Advocate (Isthmian), we had an annual inspection. During this time we laid out the fire hoses in the usual manner so that they could be tested under pressure.

The vessel passed inspection all right, but how those hoses passed I'll never know. The first fire drill we had after that inspection, two hoses blew out where the bands had rusted through. The same thing happened aboard the Seamar (Calmar) shortly after it had passed its annual inspection.

Report To LOG

Here and now I would like to suggest to the membership that we report via the LOG any evidence of negligence where safety is concerned. When certain incidents occur, such as the one recently reported in the LOG about the davit and life-

boat on the Queenston Heights (Seatrade) carrying away, it stands to reason that our present system of inspections should be investigated.

Last year as the Frances (Bull) was undergoing inspection in Philadelphia, I noticed an inspector who was doing a very thorough and conscientious job. When I commended him on his thoroughness, he told me that his brother had died on the Murmansk run in 1942 because of faulty life-saving equipment. As far as he was concerned, he said, he would make sure it didn't happen to anyone else.

I admire and respect that man. If all the inspectors did their jobs as well as this man, there would be fewer accidents in the shipping industry.

Fred L. Miller

Opposes Change Of Inspections

To the Editor:
Thanks to our SIU leadership for their strong stand on this matter of Coast Guard inspections. If these desk jockeys down in Washington had to ride on some of these rust buckets they'd soon change their minds about them not needing to be inspected every year.

The present system needs changing all right; they need to start giving the ships a real, seam-rattling inspection instead of a quick once-over. That's what they need to start doing. We need better inspections instead of fewer ones.

No Guarantees

You can see what's going to happen under this "sudden spot check" deal. They'll be held only in certain ports, so many ships will never have one. And when they do pull one and find something wrong, why the company will say, yeah we'll fix it but don't hold us up on this trip, we're due at so-and-so, and off they'll go and then there'll be endless appeals and counter-appeals and all that stuff that the Taft-Hartley crowd now in office are famous for. Meanwhile the ship splits down the middle, and just a few months short of its two-year inspection, too; what a shame.

R. J. "Red" Ridges

Sharing Jobs On Ship Works Fine

To the Editor:
We aboard the Chilore (Ore) think that it is a good idea that each of the ship's committee jobs be taken by different individuals, because in that way everyone will learn what has to be done and at the same time the responsibilities will be shared.

We have tried to split up the jobs on this ship, and so far it is working out fine.

The new ships' minutes forms are okay, and they get a lot more action at meetings. Of course, they were a little hard to understand at first, but it looks like everyone aboard understands them now.

At our last meeting, the membership adopted a unanimous vote of thanks to all officials connected with the operation of the SIU Welfare Plan for the fine job they are doing on behalf of SIU men. The new family coverage under the Welfare Plan was something we were all hoping for and were very concerned about. It is a big step forward for all of us.

J. Hilda, Jr.
Ship's reporter

Among Seafarers . . .

Seafarer Jack "Aussie" Shrimpton's account of the tribulations of hauling monkeys from India for Salk vaccine—which appeared in the May 13 issue of the SEAFARERS LOG—got nationwide newspaper coverage. Brother Shrimpton, the SS Steel Traveler and the SIU were the subject of a feature article in the May 28 Christian Science Monitor. . . .

Future students of maritime unions at Cornell University will have SIU scholarship student Ed Larkin to thank for the abundant SIU material on hand there. Brother Larkin this week donated his complete set of bound SEAFARERS LOGs to the school's library of Industrial and Labor Relations.

Ala. 'Right To Work' Repeal Drive Stalls

MOBILE—Repeal of Alabama's so-called "right-to-work" law stalled recently, as the repeal bill was finally diverted back to legislative committees for further study.

Hard opposition to repeal of the measure brought to bear by industry and management spokesmen appears to have tempo-

rarily licked the repeal drive, although Gov. Jim Folsom has pledged his efforts to get the unpopular law thrown out at a future date.

The labor scene here generally quieted down considerably in past weeks, as two major strikes involving many thousands of local workers came to a halt.

Gov. Folsom is also trying to stir up some business at the Alabama State Docks, with a proposal to put these facilities under the management of an appointed director. At the present time, the docks are operated by a manager and a board of directors, none of whom are responsible to the Governor.

His plan calls for the appointment of one director, an assistant director and a 12-man board of trustees whose job it would be to see that the business of the State Docks is carried out properly. He has promised to see to it that at least one member of the proposed board would be a labor man connected with the maritime industry.

Still attracting a lot of comment as some men coming into the hall learn about them for the first time, the new SIU welfare benefits for Seafarers' wives and children are really getting attention. The membership appears to be studying the SEAFARERS LOG supplement on these benefits very carefully, and some seem to know it almost by heart.

These benefits appear to be the most popular ones ever gained by the SIU, especially with the large family membership here.

Convention Maps War On Controls

(Continued from page 3)
hood of Marine Engineers representation on the top body.

● Took steps to clarify jurisdictional questions arising in the Marine Firemen's Union.

Other action dealt with problems faced by fish and cannery affiliates of the international on both coasts.

The week-long convention, May 24-30, was attended by delegates from 45 SIU of NA affiliates in the US and Canada. At the conclusion of the convention delegates reelected Harry Lundberg as president of the SIU of NA; John Hawk, secretary-treasurer; and elected the following vice-presidents: Paul Hall, first vice-president; and vice-presidents Andrea Gomez, Lester Caveny, Lester Balingier, Morris Weisberger, Ed Turner, Captain John Fox, Hal Banks, Vincent J. Malone and Wilbur Dickey.

PERSONALS

Bill Branton
Please get in touch with Dick Clement, 435 48th Street, Brooklyn.

James Simmons
Get in touch with your brother. He is anxious to hear from you.

Audly C. Foster
It is urgent that you contact your wife. Write in care of Rita as mail has been lost.

Bernard Villinora
Contact A. Lemer at 1931 Urgu-hart Street, New Orleans, La.

Antonio J. Carrol
M. Latina would like to hear from you. Contact him at 111 College Street, Thomasville, North Carolina.

George J. Baka
Get in touch with Mrs. Anna Moncre at 761 North West Street, Lima, Ohio.

Harry C. Scott
An important letter is waiting for you at headquarters from Mrs. Luella Scott.

James Howsin
ex-Robin Tuxford
Your baggage has been dropped off at the headquarters baggage room and the baggage check left in the headquarters mail room in your name.

Walter Hallett
Your family is worried because they have not heard from you. Contact your sister, Mildred G. Burns at 129 Forest Street, Wilmington, Mass.

Roy C. Bru
R. E. Jackson
Seafarer Duska Korolia requests that you get in touch with his attorney, Seymour W. Miller, 26 Court Street, Brooklyn, NY, in reference to Korolia's illness aboard the Golden City (Waterman).

Fred Frederiksen
Contact W. E. Waddle at home, Walkerville, Michigan, c/o general delivery.

John R. Jennings
Your aunt, Ella Johnson, named you as one of the legatees in her will. Contact McConnell, Lutkin, Van Hook and Paschen, 134 South La Salle Street, Chicago 3, Ill., for further details.

Richard P. Bowman
S.U.B. has your gear which was returned from Baltimore. Send your address if you want it.

Bill Ryan
Pete Villabol of the Robin Hood has left package for you in the headquarters baggage room. The baggage receipt is in the mail room.

La. Heating Pre-Election Political Pot

LAKE CHARLES—The political front is beginning to smoke a bit in this area as various candidates for state offices feel their way around in preparation for the big push in the fall.

New alliances are cropping up every day, according to Leroy Clarke, SIU port agent here, but the real fireworks are not expected to get underway at least for another two months.

Nothing Like It

There is nothing like a real hot Louisiana election, Clarke points out, as anyone who lives in the area will attest. Past campaigns look pale in comparison with each new one that comes up. Seafarers have always been active in the election sparring, and the membership is keeping a close watch on all developments.

For Seafarers in the port, shipping held pretty well and ran almost exactly the same as the previous two-week period. Ships coming in were all in good shape and took a few men each to cut down the stock of SIU manpower available here.

No Controls Needed, SIU Tells Gov't

(Continued from page 3)
time workers is unquestionably discriminatory.

"On the issue of the proposed Maritime Labor Stabilization Board, we are opposed to any such unjustified restriction on the free collective bargaining process. Moreover, there are a sufficient number of agencies designed to govern and, where necessary, assist in collective bargaining; to wit, the National Labor Relations Board and the Federal Mediation and Conciliation Service. In effect then, we feel very strongly that the proposed act would set up a bureaucracy for which there is no need, and, oddly enough, at a time when the philosophy in government is supposedly to eliminate such bureaucracies or nonessential, duplicating and overlapping agencies.

"I think you would be interested to know that the labor relations of this organization with its contracted companies is very good, if not excellent. The record will bear out this point.

"Finally, I do not believe that the ills of the American Merchant Marine can be cured by the proposals in question. Attacks are being made to further weaken the American Merchant Marine in other quarters, including government, and apparently with considerable effectiveness. I refer specifically to the policy on transfers to runaway foreign flag registries, the fight on the 50-50 provision and the general lack of a positive program for building the American fleet.

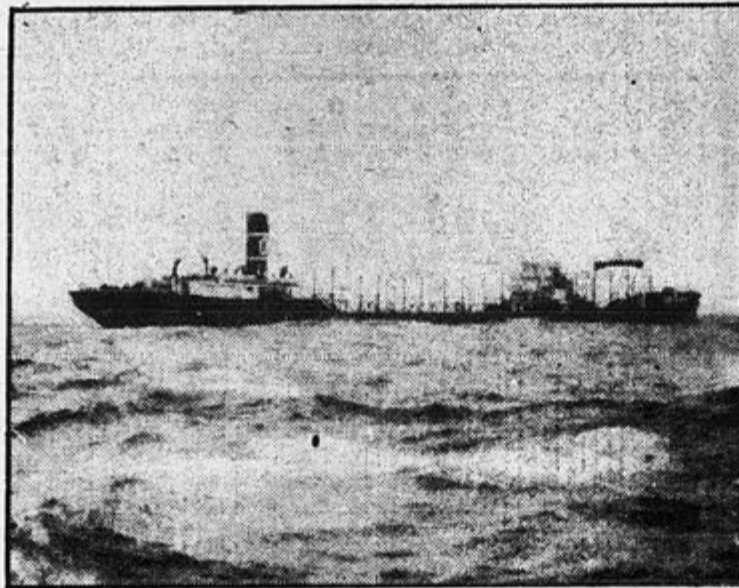
"In view of our firm position as outlined here, I do not believe there would be any purpose in my attending the meeting.

"Very truly yours,"

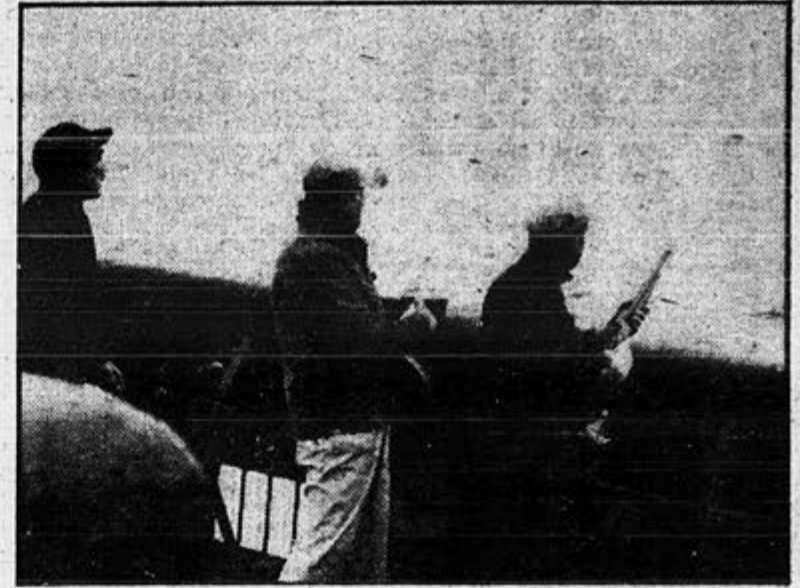
PAUL HALL
Secretary-Treasurer
Seafarers Int'l Union
Atlantic & Gulf District, AFL

Few would have placed a wager on the chances of the Steelore's survival when that SIU-manned ship was stricken by a Gulf Stream storm on January 14. The huge ore carrier had sprung a serious leak permitting tons of water to flood a ballast tank.

It looked like curtains for the 32-year-old ore wagon and both Coast Guard and merchant vessels hastened to the scene. But the Steelore crew did not give up. They plugged the leak as best they could and then spent five days pumping water while a salvage tug



Battered but still afloat on even keel, the Steelore rides low in the water as pumps fight flooding. Photo was taken from salvage tug.



Crewmembers of salvage tug Curb shoot lines to Steelore, not visible in photo. Rough weather during five days was constant threat.

"The Five-Day Fight to Save the Steelore"

hauled her at four knots to safe shelter.

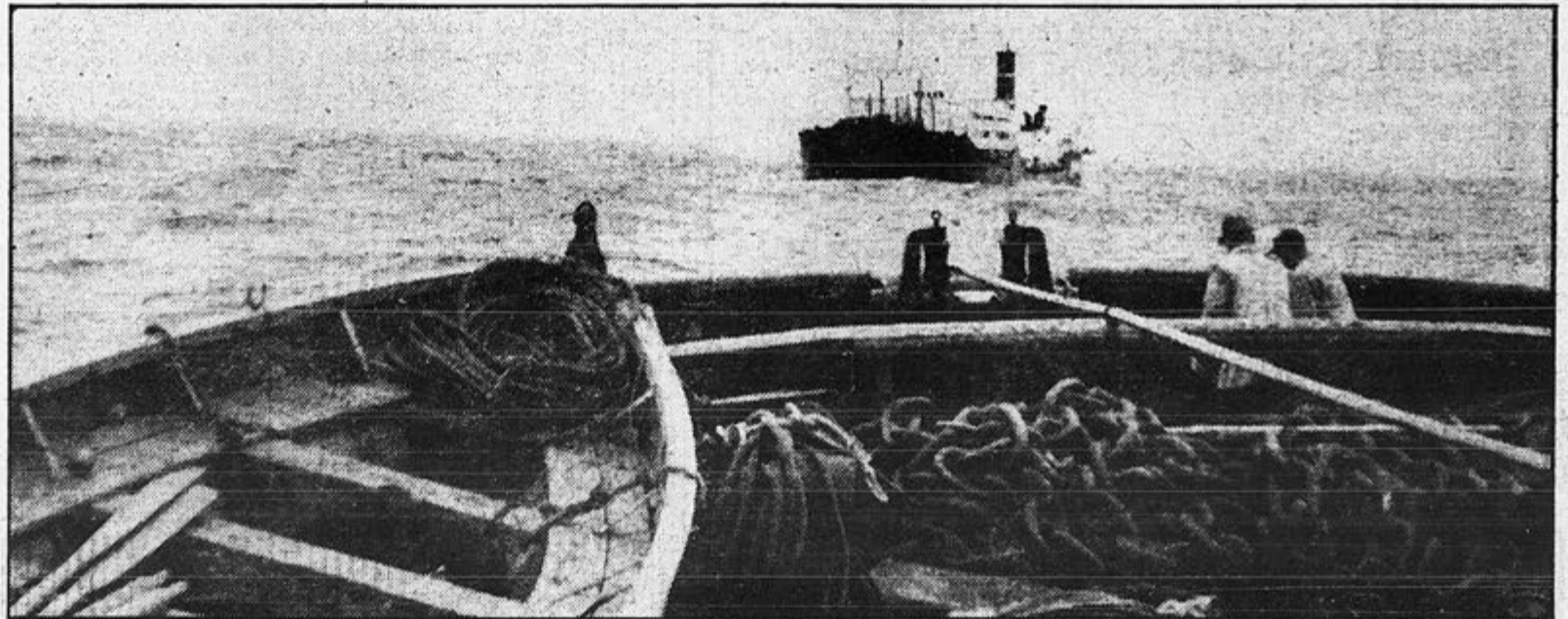
For their calm and efficient work in the face of the emergency crewmembers were cited by the Steamship Trade Association of Baltimore. The citation praised their "splendid example of seamanship which exemplifies the excellent standards of American seamen."



Heavy seas boil over low deck of ore ship as it plods to safety.



Several crewmembers were taken off onto tug when ship threatened to go under. Here Steelore lifeboat crew is shown coming back aboard.



View from stern of salvage tug Curb shows Steelore under tow. Heavily-laden 22,000-ton ship crept to safe harbor in Morehead City, North Carolina, at rate of four knots an hour. Sister ship, the Baltore, and Coast Guard cutter stood by as tow to port consumed over four days in stormy waters.

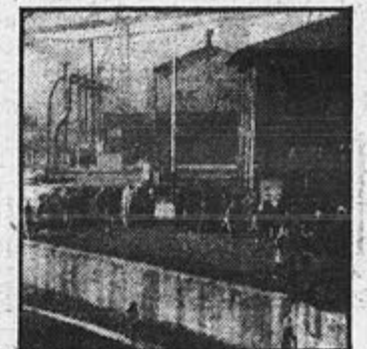


Seafarer Jacob Malenke relaxes aboard Curb after he and 18 shipmates rowed boat over in darkness. Rest of crew stayed aboard stricken ship.

(All photos submitted by Malenke.)



Divers from salvage tug takes breather after checking damage.



Sparrows Point never looked better as ship finally got home.

Is your name on this list ?

The 3,300-name list in this supplement, arranged alphabetically, is a complete roster of those SIU men who have filed an incomplete or faulty beneficiary card with the SIU Welfare Plan. Omissions or errors in one or more of the ten items on the card can possibly cause days or weeks of delay in collecting the \$3,500 death benefit at a time when the man's family, wife, child or other beneficiary will probably need it most.

Accordingly, every Seafarer is urged to check the list carefully to see whether his name appears. If it does not, he can rest assured that if he has filed a card his welfare records are in order, and that his beneficiary will have no foreseeable difficulty collecting the benefit when a claim is made.

Those whose names do appear on the list, however, must file new cards giving complete information in order to guarantee smooth payment of the \$3,500 benefit. The beneficiary card, a sample of which appears below, requires only the following information: Seafarer's name, address, Social Security number, Union book or permit number and signature; the name, and address and relationship to him of the person he wishes as his beneficiary (anyone may qualify), plus the signature of a witness and the date.

Special effort should be made to fill in the correct Social Security number and Union book or permit number, and to sign and date the card properly. These are the items where most of the trouble arises, and lack of correct information or an improper signature will delay matters when a claim is made.

Copies of the beneficiary card can be obtained at any SIU hall or from the SIU Welfare Plan, 11 Broadway, New York 4, NY.

*IMPORTANT!
SOCIAL
SECURITY
NUMBER*

*YOUR BOOK OR
PERMIT NUMBER*

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

I, _____
(Please Print Full Name)

Social Security No. _____, hereby
(Address)

designate _____
(Please Print Full Name)

_____ (Address)

who is my _____, to receive the
(Relationship: Wife, Mother, Friend, etc.)

benefits under the Seafarers Welfare Plan upon my death.

Witnessed _____ Signed _____

Members Book or Permit No. _____ Date _____

*BE SURE!
YOU SIGN!*

DATE SIGNED

Note: Most errors in Seafarers Welfare Plan beneficiary cards now on file involve the items noted above. Be sure you fill out the entire card, answering all questions.

Protect Your \$3,500 Seafarers Death Benefit

- A**
- Abad, Estaban G.
Abates, Augustini B.
Abernathy, Neill D.
Abernathy, Rufus L.
Acabeo, Valentin
Acaley, Glen S.
Achee, Edward P.
Achoy, Charles F.
Ackler, Douglas J., Jr.
Acosta, Felipe
Acosta, Harry J.
Acosta, Mack J.
Adair, Joseph W., Jr.
Adam, Thomas
Adams, J. H.
Adams, Joseph F.
Adams, Jack R.
Adams, John E.
Adams, Robert C.
Adkins, Philip C.
Adomowicz, Henry
Ahmad, Ahmad Ali
Aichroth, George J.
Air, Robert N.
Ark, Gustav
Akridge, Lonnie W., Jr.
Albano, Frank
Alberto, Mario
Albore, Frank J.
Albright, David B.
Alcain, Antonio
Alexander, Nick Jr.
Alfano, John F.
Alford, A. L.
Alger, William
Ali, Angelo
Allain, Edgar M.
Allard, Joseph E. E.
Allen, Guy Thomas
Allen, Richard Henry
Allier, Piermont P.
Allman, Herbert
Allman, William P.
Ally, A. Bin
Alston, William
Altstatt, John W.
Alu, Salvatore C.
Alvino, Michael D.
Amsberry, Boyd H.
Andava, Eusibio
Andersen, Archibald J.
Andersen, Charles P.
Andersen, Karl J.
Anderson, Andrew
Anderson, Billy J.
Anderson, Edward J.
Anderson, Mac
Anderson, Oscher B.
Anderson, Robert L.
Anderson, Wilbur H.
Anderson, William J.
Andrews, Hubert Jack
Andrews, Tommy C.
Andrews, William B.
Anerino, William R.
Angino, Michael H.
Angiolilli, Frank
Ankerson, Thomas L.
Ansted, David T.
Anstead, Ralph H.
Anthony, Glenn Ray
Anthony, Lloyd D.
Anti, Chester
Anton, John
Antonio, D. A.
Antonsen, Arthur M.
Arbogast, R. H., Jr.
Archia, David C.
Archibald, Manuel
Archilles, Philip T.
Aycock, William A.
Arellanes, Jack W.
Arenth, Lawrence J.
Arkinson, Iris H.
Armando, Michael
Armstrong, William P.
Arnett, Wayne
Arnold, B. W.
Arnold, Edward
Arnold, Henry B.
Arnold, Joe C.
Atkins, Edward L.
Arnot, Elden R.
Arpin, George L.
Arostolidis, A.
Arvas, William W.
Arrogancia, Andres A.
Arroyo, Alfred
Arroyo, Tomas A.
Askiotes, Theodore M.
Asmont, John A.
Asplund, Richard S.
Assunto, Giuseppe F.
Aubre, William B.
Auman, Raymond D.
Austin, George W.
Austria, Ray R.
Aveilla, Isidro D.
Auerlitt, William C.
Axelrod, Morris D.
Aycock, William A.
- B**
- Baa, Bernard A.
Bach, Alvak
Bacon, Henry F.
Badger, Martin W.
Badstein, Lawrence
Bailey, Frederick L.
Bailey, Maurice
Baillie, David G., III
Baillie, John, Jr.
Bain, James
Baker, Cyrus R.
Baker, James E., Jr.
Baker, Lewis W.
Baker, Norman M.
Baker, Paul P.
Baker, Rodger N.
Barkley, William F.
Balasina, Frank J.
Baldino, Leonard
Bales, George L.
Ballados, Juan
Ballance, Winfred N.
Ballard, Alvin
Ballard, Thomas C.
Ballard, Thomas D.
Ballay, John R.
Ballou, Walter, Jr.
Ballou, Vernon L.
Banister, Herbert
Banks, Lawrence A.
Bankston, Arrelidos F.
Bantao, Manuel V.
Barbaro, Jules J.
Barbuto, Jenario
Barber, Edward H.
Barbour, Marvin R.
Barbour, Norwood A.
- Barclay, Frank L.
Barclay, James P.
Barefield, Charles F.
Barndt, Orville C.
Barnes, Edward R.
Barnes, Lionel C.
Barnett, Edwin J., Jr.
Barnette, James C.
Barracliff, Thomas M.
Barrett, Robert A.
Barrett, Robert G.
Barrett, Edward W.
Barringer, Joseph E.
Barrios, Emmett
Barrow, James A., Jr.
Barsh, Louis H.
Bartlett, Norris A.
Barton, Joseph S.
Basso, John H.
Bass, Melvin W.
Bass, O. E.
Bass, Randolph C.
Bateman, Harold C.
Baudendistel, Arthur J.
Bauer, Charles J.
Bause, William G. H.
Baxter, Paul C.
Baxter, Ralph H.
Bazarrza, G.
Bazarte, Jose
Beals, Albert B.
Bearden, Arvel
Beasley, Edward M.
Beasley, Leland F.
Beattie, Samuel
Beatty, William H.
Beccatoros, Constantine
Beck, C. J.
Becker, Lloyd F.
Beckert, Rex C.
Becking, Marion E.
Becknap, Leslie H.
Bell, O. J., Jr.
Bell, Roland J.
Belsky, Eugenio
Belsky, Robert
Beliveau, Robert M.
Benanti, John A.
Bencie, James
Bender, Anthony
Bender, Edward J.
Benjamin, Hans W.
Bennett, Guy S.
Bennett, Harry E.
Bennett, Jewell
Benson, Edgar F.
Benson, Francis C.
Benson, Harry Merlin L.
Bentley, James J.
Bentley, L. L.
Berg, Eric
Berggren, Paul O.
Bergin, Gote K.
Bergin, John J.
Berglund, Ben. S. O.
Bergquist, William C.
Bergson, Paul E.
Bermudez, Juan
Bernard, Alfred A.
Bernard, Dorris B.
Berquist, Paul
Berthiaume, Paul L.
Bertrand, Ed
Bertrand, James L.
Berwald, Erwin O.
Besselievre, William C.
Best, Eddie, E., Jr.
Bettancourt, Robert
Betz, George J. J.
Bezerril, Vicent G.
Biglan, Andrew
Biglisch, Mathew A.
Biggraff, Carl L.
Billarozza, Bibencio
Bilek, Leon D.
Bishop, Harry A.
Bishop, Henry J.
Bissonnet, Joseph V.
Black, George Rice
Black, James C. W.
Black, Norman E.
Black, Wilmer Gene
Blackmore, George F.
Blackstone, Kenneth L.
Blais, Antonio A.
Blake, Rupert A.
Blirane, M. J.
Blakney, David L.
Blanch, Charles O.
Blanchard, Anthonie
Blanchard, John P.
Blanchard, Leslie S.
Blanchard, Napoleon A.
Blanchard, Norman J.
Blanco, Jesus M.
Blank, Joseph
Blank, Sture K.
Blankenship, William B.
Blanks, Claude F.
Blizzard, John
Blusser, Edmund C.
Bluemler, Theodor
Bluemler, Theoder
Blum, Albert T. A.
Blund, P. Y.
Bock, Wm. B.
Bodden, Darley, C.
Bodden, Ivan M.
Bodugen, Von R. C.
Boehner, Gordon W.
Boelen, Lambertos
Boettcher, John A.
Boggan, Sigmere E.
Boland, Thomas G.
Boldman, Kenneth K.
Boles, Richard J.
Boletta, V.
Bollinger, Louis J.
Bolton, Carlous G.
Bonafont, Candido
Bonafont, Juan
Bones, Albert P.
Bonin, Dale A.
Bonin, Warren I.
Bonk, Henry
Bonneau, Albert S.
Bonneau, James J.
Bonsignore, Leonard
Books, Carl H.
Bourne, Charles O., Jr.
Booth, Alton R.
Borer, Theofiel J.
Borges, Lester A.
Borjer, Alfred
Boron, Henry
Boroski, George J.
Borovich, Louis
Borowski, Edward J.
Borst, Frank
Bos, Juan
Bosaris, Kenneth E.
Bosman, Jan G.
Bossert, Ernest
- Bossick, S. Donald J.
Boster, LeRoy G.
Boswell, R. F.
Bouns, John A.
Bourgeois, Edward J.
Bourgout, Albert E.
Bowen, James E.
Bowens, Richard N.
Bowman, Raymond J.
Boyd, Arthur G.
Boylan, Thomas F.
Boyne, Dominic F.
Braithen, Kristoffer K.
Bradford, Boyd
Bragg, John S.
Briggs, Willie
Brand, Gerald G.
Brandenburg, F. W.
Brandies, Henry
Brannan, Earl J.
Brannen, Dan E.
Brannics, Harold C.
Brannan, Clyde E.
Brannan, James C.
Braswell, James W.
Brasanos, Eleiterios
Braunstein, Herbert D.
Breaux, Charles P.
Breedon, Newton
Breitweg, Gustave R.
Bremer, Joel V.
Breslin, Raymond D.
Brewer, Wm. B.
Briant, Joseph I.
Bridge, Robert H.
Bridges, Ira C.
Bridges, Ira C., Jr.
Briggs, Clarence T.
Bright, Ernest H. S.
Brimacombe, Jabes R.
Brinson, Paul T.
Brinson, Russell M.
Brissett, C. G. M., Sr.
Brittain, Kenneth K.
Broadus, James A.
Brock, Donald E.
Brock, Jack
Brock, Jack D.
Brooke, Joseph E.
Brooke, Osborne M., Jr.
Brooks, Charles E.
Brooks, Malcolm L.
Broomhead, Richard W.
Brophy, John
Broussard, Joseph B.
Brown, Arthur B.
Brown, Billie H.
Brown, Elbert B.
Brown, Francis H.
Brown, George D.
Brown, Grady K.
Brown, Harold T.
Brown, Harvey H.
Brown, H. H.
Brown, Ira C.
Brown, Jay I.
Brown, Lewis B.
Brown, Riversy C.
Bruce, Elton Sr.
Bruce, Theodore J.
Bruno, Joseph R.
Bruso, James O., Jr.
Bryant, John E.
Bryant, Kenneth A.
Bryant, Richard O.
Brykazynski, Julian
Buck, Albert E.
Buck, John W., Jr.
Buckley, John L.
Buckley, Michael E., Jr.
Buckley, Ronald J.
Buckner, Fred U.
Bueno, Francisco
Eugawan, Maximo L.
Buhl, Francis J.
Bullock, Robert J.
Bumpass, Herbert M.
Bunch, Thomas E.
Bunk, George W.
Bunner, Robert W.
Burbank, Thomas B.
Burdick, Robert A.
Burford, Frederick W.
Burgess, Vayd B.
Burgess, Joseph R. L.
Burke, Bernard P.
Burke, Jack E.
Burke, John J.
Burke, Thomas W.
Burkett, Chalmers C.
Burke, Gerald R.
Burkley, James R.
Burkley, John W.
Burlison, George S.
Burlison, Paul F.
Burnette, Charlie L.
Burnley, Thomas H.
Burns, Clyde W.
Burns, John J.
Burns, John P.
Burns, Victor C.
Burnsed, Ralph F.
Burroughs, Paul F.
Burrus, Frederick A.
Busby, Benjamin F.
Buscarello, Jack
Busch, Edward W.
Bussell, Ehyrn E.
Bussell, Joseph L.
Byrne, Daniel F.
Byrne, Daniel J.
Byrne, James F.
Byrne, Robert B.
Byrnes, Edward E.
Byrnes, Thomas H.
Bymaster, Kermit M.
Byram, Chester H.
- C**
- Calbi, Vito W.
Caleda, Miguel E.
Cabral, John
Cabral, Richard J.
Cabrera, Luis A.
Caffee, Irving E.
Cahoon, Edward Q.
Cain, Thomas D.
Cain, Woodrow W.
Cakanic, Peter
Cale, Robert F.
Calebaugh, Paul R.
Calhoun, John W., Jr.
Caligiura, Ernesto A.
Calla, Phillip, Jr.
Callaghan, Edmund W.
Callahan, Carl E.
Callaway, Jack D.
Callender, Lee, Jr.
Calvert, Glen J.
Camacho, Domingo
Campbell, F. T.
- Cameron, William R.
Camerote, Angelo
Campanella, Frank J.
Campbell, Frank J.
Campbell, Persons L.
Campbell, Solomon Z.
Candaras, George A.
Candel, Virgil W.
Cantrell, Roy W.
Cantrell, Seward L.
Canul, Jose
Capitano, Vincent
Capps, Eugene R.
Caputo, Nicholas J.
Caroza, Santos
Carender, Joseph E.
Carey, Robert B.
Carey, Stephen, Jr.
Carey, Wm. J., Jr.
Carlson, Edgar R.
Carlson, Milton W.
Carlsson, George
Carney, Herman D.
Caro, Donald J.
Carr, George R.
Carr, Patrick C.
Carra, Thomas P.
Carrasquillo, Angel R.
Carrera, Ernest
Carreras, Enrique
Carroll, Edward J.
Carroll, Frank C.
Carroll, Joseph M.
Carroll, Leo L.
Carson, Herman A.
Carswell, James M.
Carter, Archie F.
Carter, Austin W.
Carter, Charles W.
Carter, Silas C.
Cartwright, Mervin A. C.
Cartwright, Nathan R.
Caruso, Antonio S.
Casey, Edward E.
Casey, Thomas
Castronover, John F.
Caswell, Homer E.
Cataifamo, Anthony P.
Cates, Howard B.
Caton, Mallie H.
Catudel, Cyril E.
Causfield, Thomas J.
Caus, Camiel
Cavanagh, Richard J.
Caver, Joe C.
Cazals, Cleve G.
Calendim, Gerald W.
Celkos, Edward
Centeno, Joseph P.
Centorbi, Joseph L.
Cerrilli, Michael A.
Cervantes, Cecilia
Cetrone, Antonio
Chaban, Simon
Chaisson, Robert D.
Chalk, Walter J.
Chamberlain, Vincent P.
Chamberlain, Walter J.
Chandler, Albert L.
Chandler, J. B.
Chandler, Malvin
Chance, George S.
Chonodha, Mike
Charkewitz, Jerome
Chapman, Lionel O.
Chappetta, B. A. G.
Chaskin, Benjamin
Chastain, Frederick B.
Chatin, Jack
Chatterton, Ellis H.
Chavez, Joseph
Cheatham, William L.
Chen, Do Lieh
Chen, How Kung
Chen, Yiu C.
Chenault, Ralph V.
Chernie, Harold E.
Cherwin, Leonard
Cheshire, James M.
Chessler, Elijah
Chiappone, Charles
Childress, Fowler P.
Chin, Wong
Chiolis, Antonios
Cho, Hun Bak
Choice, Carroll A.
Chornhill, George A.
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Christian, Walter W.
Christianson, Wesley T.
Christianson, J. Sture
Ciambloli, Luke A.
Clamp, John E.
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Clark, Gerald G.
Clark Louis B.
Clark, Roy W.
Clark Stanley M.
Clark, Thomas J.
Clark, Henry B.
Clarke, Jessie A.
Clark, Alec R.
Cleator, John R.
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Clemens, Hubert D.
Clemens, Henry W.
Clendenning, A. N.
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Cline, Robert Leon
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Cloutau, Jean P.
Clouse, Albert L.
Cloutier, Alfred G.
Coale, Howard M.
Cobb, Arnie C.
Cochran, Harry E.
Cockrell, James B.
Coffey, Mallory J.
Coggins, Donald S.
Coggins, William F.
Cogswell, William F.
Cohen, Lawrence E.
Coker, Walter F.
Colburn, LeRoy C.
Cole, James A.
Cole, Robert
Coleman, George T.
Collazo, Juan
Collier, Ralph
Collings, B. E.
Collins, Charles E.
Collins, Ernest J.
Collins, John T.
Collins, Thomas G.
Colpe, Juan A.
Combs, Thomas M.
Condon, William, Jr.
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Conner, Walter
Connors, Charles F.
Connors, Willett S.
- Conners, Wilfred J.
Conners, William J.
Connolly, John J.
Conquet, Esteban P.
Conrad, Eugene O.
Conroy, Daniel W.
Constantino, Enrique
Conway, John P.
Cook, A. L.
Cook, Lawrence D.
Coone, Paul E.
Cooper, Candler R.
Cooper, Edwin R.
Cooper, Henry O.
Cooper, Marshall C.
Copa, Alexander P.
Cope, Salem P.
Copeman, Charles J.
Corbett, Grace N.
Cordero, Diego
Corlis, James T.
Cornelius, Clarence E.
Cornell, Ernest F.
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Cornier, Carlos M.
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Corral, Edward Y.
Carvalho, Joao
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Costa, Edward J.
Costa, George
Cossibolin, Robert S.
Costello, Joseph A.
Costello, William
Costigan, James H.
Costin, Edward F.
Cotthran, Charles W.
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Couch, Walter Gary, Jr.
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Cox, Charles B.
Cox, Elroy Peter
Cox, Ernest W.
Cox, John J.
Cox, Prudbeon
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Crabtree, Harry R.
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Craig, Walter A.
Cramond, G. P., Jr.
Cranford, Percy
Craven, Jack W.
Craven, William A.
Crawford, Hugh T.
Crawford, Joseph F.
Crean, Henry P.
Creel, James P.
Crehan, Edward R.
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Crews, Cleatur R.
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Cronin, Harry J.
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Crooks, Franklin D.
Crosswell, John J.
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Crowley, Tommie G.
Crown, James J.
Culiver, Stanley A.
Cullam, Donald T.
Culp, Maurice F.
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Cunningham, Edward T.
Cunningham, John P.
Cunningham, L. G.
Curran, Benard J.
Curry, Horace S.
Curry, Leon
Curtis, Melvin E.
Cuthrell, J. M.
Cuthrell, Roy L.
Dunlop, James B.
Dunn, Beverly E.
Dunn, James D.
Dunnam, Arthur Lee, Jr.
Dunnigan, William J.
Duplais, Louis W.
Duprey, Leopold K.
Durham, Fred James
Durkin, Patrick J.
Duxbury, Ebor
Dys, Gysbertus H.
- D**
- Daeken, Michael
Dafermo, Armando
Daigreppo, Robert, Jr.
Daley, Hamilton
Dakin, Eugene O.
Daly, Gergen J.
Dambino, J. D.
D'Andrade, Cyril M.
Daniel, W. S.
Daniels, Ezekiel E.
Daniels, George J.
Daniels, Rupert D.
Danne, Adolph L.
Danze, James L.
Danzy, Morris J., Jr.
Danzey, Tom R.
Darby, B. B.
Darling, Glen T.
Darrab, Joseph D.
Daughtrey, Dewey
Daunoras, Stanley
Davies, William R.
Davis, Henry H., Jr.
Davis, Lenwood E.
Davis, Nanniel P.
Davis, Raymond E.
Daves, Thomas J.
Day, Homer A.
Dayrit, Felix E.
DeAbreu, John
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Dean, Harry T.
Dean, J. Melvin
DeAngelo, Dominick J.
DeAngelo, Earl
Decker, John
DeCulty, John J.
DeDuisin, Dusan
DeFeo, Henry
Deffanza, Roberto
DeGuzman, Severo
DeLafe, Ignacio S.
Delaney, William J.
DeLeon, Festus A.
Delgado, Anacleto
Delherbe, Joseph J.
Delhanty, Harold E.
Deltse, Joseph R.
Dellechiaie, James A.
DeValle, Bartolome
Demarco, Carl
Demouy, James W.
Demuth, Mrs. May
Denny, James R.
Denny, Robert G.
Denny, Well
Dent, James A.
Dent, Stephen T.
DePoe, John J.
DeSantis, Nicola
DeSel, Dominio
DeSouza, T.
- D'Esposito, Michael J.
Devine, Charles F.
DeVito, James J.
DeVoe, Axel W.
Dewson, John S.
Deyampert, J. L.
Dickinson, David L.
Dickinson, James H.
Dickinson, Lewis M.
Dicks, Hull E.
Dickson, Donald N.
Dickson, Gordon F., Jr.
Dillard, Sam
Dillon, Michael A.
Dillon, Charles J.
DiMaggio, Salvatore A.
DiNino, Pasquale
Dimitriadis, John
Dinger, William E.
Dipasupil, Agripino
Disch, Harry J.
Dixon, David, Jr.
Dixon, E. E.
Dixon, William R.
Dizengoff, Joseph A.
Djukastein, Klaus
Djuve, Amund
Doane, E. C.
Dobronich, George L.
Doherty, Arthur J.
Doherty, Thomas J.
Dolcimascolo, Frank
Dolein, Jose
Dombroski, Stanley T.
Domiguez, Jose M.
Domeneck, Aurelio
Donahue, James B.
Donald, Robert M.
Donaldson, Fred M.
Donaldson, Robert
Doonan, Kenneth J.
Dooley, Everett C.
Doran, William F.
Dorrian, H.
Dorrian, Pat V.
Dotli, Fortunato
Doty, LeRoy J.
Douglas, Cecil M.
Dougherty, Joseph R.
Douglass, Vernon
Dour, Richard B.
Dour, Donald J.
Downey, Harry
Dows, Frank S.
Doyle, Edward P.
Doyle, James J.
Drago, Robert L.
Drake, Thomas N.
Drier, Friedrich K.
Driessens, Pierre
Driegers, Oscar N.
Droney, Austin W.
Drucker, Henry
Drury, Samuel P.
Dryden, Hugh A.
Dube, Philippe
Dubose, J. H.
Dubose, Earl
Dubuisson, James M.
Duckworth, Marion L.
DuCloux, Harold P.
Ducote, Curtis
Duet, Maurice
Duet, Charlie C.
Duggan, Hugh R.
Dula, Ned Dean
Dumestre, Marcel P.
Dunaway, Joseph W.
Duncan, G. C.
Dunleavy, John T.
Dunlop, Earl A.
Dunlop, James B.
Dunn, Beverly E.
Dunn, James D.
Dunnam, Arthur Lee, Jr.
Dunnigan, William J.
Duplais, Louis W.
Duprey, Leopold K.
Durham, Fred James
Durkin, Patrick J.
Duxbury, Ebor
Dys, Gysbertus H.
- E**
- Eames, Harry J.
Esterling, James E.
Ebanks, Davis C.
Ebanks, Elton K.
Echternach, Hans C. T.
Eckhoff, Lee Roy
Edgett, Frederick W.
Edwards, Albert D.
Edwards, Francis W.
Edwards, George C.
Edwards, Gerald L.
Edwards, J. W.
Edwards, James G.
Edwards, Jesse W.
Edwards, Malcolm
Edwards, Norman
Edwards, Otis N.
Edwards, William Ivan
Efstathiou, Constantine
Efstathiou, John
Egan, James R.
Egner, George P.
Ejercito, Pio E.
Elkins, William E.
Ekman, Julius V.
Elazab, Muncer E.
Elliott, Charles L.
Elliott, Joseph P.
Elliott, Millard B.
Elliott, Robert W.
Elliott, William B.
Ellis, Leonard C.
Eliski, Victor J.
Elvin, Kenneth F.
Ely, Charles W., Jr.
Ely, Edwin A.
Emerson, Stephen
Emery, Eugene H.
Emmons, Kintzing E.
Encarnado, Albert T.
Engelhardt, Jan
Engelhardt, George
Erlinger, Gerold D.
Erlitz, Samuel
Errico, Ralph J.
Escobio, Manuel
Espinoza, Atanasio D.
Espinoza, Antonio
Espinoza, Jose G.
Esposito, Domenick
Esposito, Thomas J.
Essberg, Gilbert
Esteve, Edward J.
Estrada, Albert
Estrada, Louis O.
- Eubanks, Clifford D.
Eubanks, John E.
Euris, Matthew
Evans, Alton W.
Evans, Dale F.
Evans, Julio
Evans, Marcus N.
Evans, Rudolf
Evers, James B.
- F**
- Fabiano, John J.
Fain, Earl H.
Fair, David C.
Faires, Lyle V.
Fakry, Mustafa A.
Fanara, Joseph C.
Fancy, Frederick W.
Fandino, Frank
Farber, David E.
Farnes, John C.
Farnam, George E.
Farrell, Joseph P.
Farthing, Frederick F.
Fauber, Ray A.
Faulkner, Thomas F.
Favalora, Johnny R.
Favalora, Natale
Fedd, James E.
Fediow, John
Feinstein, Abraham
Fekete, Julius
Felix, Max
Ferguson, O. E.
Ferguson, Odell L.
Fernandes, Victor E.
Fernandez, Antonio
Fernandez, Francisco
Fernandez, Anthony S.
Ferraro, Louis
Ferreira, Bisschoff K.
Ferrell, Harry E.
Ferron, Richard L.
Fidell, Edward W.
Fiedler, Adrian
Fiedler, Edward
Fields, David B.
Figueroa, Mario
Figueroa, Oscar
Filippis, Lewis J.
Filomio, George
Finch, Jessie M.
Fincherhut, M.
Finkla, George
Finkel, Meyer
Finn, James J.
Finnell, J. W.
Fischer, Francis J.
Fischer, John
Fish, Albert C.
Fisher, Andrew T.
Fisher, Jno E.
Fisher, William C.
Fitzgerald, Jack
Fitzgerald, Merritt J.
Fitzpatrick, Daniel B.
Fitzgerald, Merritt J.
Fitzpatrick, Daniel B.
Flaherty, Jay N.
Flaherty, John M.
Flaherty, Ward R.
Flanagan, Jerome F.
Flanagan, John J.
Flanagan, Robert J.
Flannagan, Melvin Lee
Flannery, John B.
Fleming, James W.
Flint, George W. F. L.
Flippo, James C.
Flood, Edmond
Flood, Robert O.
Flores, Clemente
Flores, Manuel T.
Flores, Rene
Floyd, Lawrence I.
Flynn, Mark J.
Foley, Edward J.
Foltz, Albert E.
Fontenot, Clinton M.
Fontenot, Elden M.
Fontenot, J. L.
Forbes, John
Ford, Gladstone W.
Ford, Jack M.
Forrest, Joe A.
Forte, Ferdinand
Fozly, Warren N.
Foster, Charles H.
Foster, Earle H.
Foster, James M.
Foster, Annie
Foster, Marshal E.
Fountain, Ronald
Fox, Charles W., III
Fox, Patrick G.
Foy, Henry J.
Frances, Thomas
Francis, John W.
Francis, Bernard
Frangos, Mike J.
Francis, Nicholas J.
Frank, Wallace C.
Franklin, Albert F.
Franzolin, Louis R.
Fraser, Burton J.
Frazier, Dan
Frazier, Richard R.
Freely, Francis J.
Freeman, Benjamin L.
Freeman, David N.
Freeman, Stanley A.
Frey, Charles
Fries, Robert H.
Froese, Eldon A.
Fromm, Edw. A.
Frost, Elmer B.
Frudge, Adelin
Fruge, Batiste
Fulcher, Raymond J.
Fuller, Henry H.
Fussler, Edward L.
Fuseller, Joseph N. R.
Futch, Cecil M.
Fyock, Franklin W.
- Gable, George R.
Gabrera, Luis A.
Gaine, Samuel C.
Gale, William G.
Gall, Alex
Gallagher, Cornelius J.
Gallagher, Hugh
Gallagher, John
Gallagher, Richard J.
Galliano, Giuseppe
Gallo, Luigi
Galpin, Harry M.
Galvin, John
- Gammons, Warren R.
Gann, Charley W.
Gannon, William E.
Gannon, Horatio T.
Garber, Clarence F.
Garcia, Felipe G.
Garcia, Trinidad, Jr.
Garcia, Vincente
Garcia, Vincenzolo
Gardmal, Leonard J.
Gardner, Clarence A.
Gardner, John
Gardner, Peter
Gardner, Walter
Gardner, William A.
Gardzo, Benito
Garner, Cecil
Garner, Charles R.
Garretson, Frederick H.
Garrigues, Dale H.
Garrison, Mortimer F.
Garriss, Robert Lee
Garrity, Thomas D.
Garrity, Wm. F., Jr.
Gartman, Stanislaw
Garvey, Vincent T.
Gaspar, Artero M.
Gates, Louis, Jr.
Gaubert, Hubert R.
Gauthreaux, Claude J.
Gauthier, Conrad J. A.
Gavillo, Peter
Gavin, Joseph Patrick
Gavin, Robert
Gawrych, Chester
Gaylor, Enoch J.
Gaylord, Stanley L.
Geary, Wm. Joseph
Gee, Kwang Poo
Geerken, Urban E.
Geltzude, Cosimo
Gendron, Maurice L.
George, Andrew E.
George, Miguel A.
George, William I.
Ghezzo, Luciano
Giancola, John
Giardina, Francesco
Gibbs, Clarence F.
Gibbs, Kenneth E.
Gibson, Claude H.
Gierziec, George C.
Gierziec, Richard P.
Giglio, John
Gilbert, Charles R.
Gilbert, Davis
Gill, Joseph
Gill, Lewis Lee
Gillery, Joseph M.
Gillespie, William E.
Gillie, James J.
Gillie, William J.
Gillies, Edward J. L.
Gilliland, Arthur G.
Gillispie, Jr., Golden B.
Gindl, Andrew J.
Ginsberg, Samuel
Gitard, Herman W.
Givens, J. W.
Glanville, Lewis C.
Glasner, Albion P.
Glavey, Patrick
Glenn, Thomas R.
Glod, Frank C.
Goforth, L., Jr.
Goings, E. C.
Goins, Mike
Goldbourne, Wm. H.
Goldberg, Arthur
Golden, Lawrence H.
Goldman, Kenneth P.
Goldstein, Charles
Gomez, Denais
Gomez, Manuel
Gong, Lai Mon
Gonyer, Earl E.
Gonzales, Eddie J.
Gonzalez, Antonio
Gonzalez, John
Gonzalez, Juan M.
Gonzalez, Ricardo B.
Goodall, John F.
Gooden, Reginald
Goodnow, Edward S.
Goodman, Edm.
Goodman, Eugene F.
Goodwin, Richard W.
Gora, Joseph
Gordon, Arthur R., Jr.
Gordon, Hubert C.
Gordon, Thomas B.
Gorham, Itham S.
Gorman, Bernard J.
Gorman, James J., Jr.
Goscinski, Stefan
Gottschalk, Michael
Gourdon, Louis J.
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Gowder, Andy W.
Goy, Frederick T.
Graham, Bernard F.
Graham, George R.
Graham, John M.
Grant, Howard
Grant, Joseph W. H.
Gray, Harold
Gray, Leon W.
Gray, Thomas J.
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Green, Haywood
Greenberg, Frederick
Greene, Patrick F.
Greene, William A.
Greenhaw, Newell H.
Greenwald, Harold S.
Greenwood, Charles
Gregor, Louis Z.
Gregory, Charles Jr.
Gregory, Clinton O.
Gregory, John H.
Greiser, John W.
Grenlitz, Herbert C.
Grenlitz, Rudolph C.
Gribben, George F.
Griffin, John R.
Griffith, Thomas E.
Grimes, William
Grimm, Alvin
Grimmsland, John
Grisham, Ivan V.
Groscheose, Ralph E.
Gross, Bill
Grosscott, Harold M.
Grove, Simon
Groszka, Constantin
Grunert, Ralph W.
Guarino, Frederick A.
Guenther, William
Guerrero, Robert G.
Guess, Samuel U.
Guest, Viryle O.
Guida, Anthony D.

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Guidry, Albert R.
Guidry, Walter E.
Gullory, Yourick, Jr.
Guns, Adrian
Gunter, Allen
Gutierrez, Severin O.

H

Haag, Lester J.
Haas, John B.
Hadley, Hamilton, L.
Haigney, Francis J.
Hailley, Howard L.
Halbert, Clara C.
Hall, Norman
Hall, Donald
Hallett, Walter B.
Halpin, John E.
Hamilton, Homa H.
Hamlett, Robert A.
Hamlin, Wm. A., Jr.
Hammer, Frank E., III
Hammer, John H.
Hammond, Luther H.
Hammons, Felix C.
Hancock, Alfred A.
Hankal, Charles
Hankins, Thomas
Hanley, George
Hannan, Mark C.
Hansen, Arne B. W.
Hansen, Jakob O.
Hansen, Paul O.
Hansen, Walter
Hanssen, H. R.
Hardcastle, E. B.
Hardin, Homer D.
Harding, Virgil L.
Hargesheimer, Lonnie
Harmon, Delbert R.
Harper, Robert E.
Harper, Roy L.
Harrell, Hubert N.
Harriott, Robert J.
Harris, Billy E.
Harris, Charles P.
Harris, El
Harris, Herbert W.
Harris, John E.
Harris, Laddie S.
Harris, Milton
Harris, Raymond
Harris, Walter E.
Harrison, Carter B., Jr.
Harrison, DeVaughn
Harrison, Hamilton
Harrison, James B.
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Hartley, Donald E.
Hartman, John J.
Harvey, William R.
Harvilla, Andrew
Hassan, Taib
Hassan, Raymond
Hatch, Robert
Hathaway, John D.
Haught, Delbert
Hauke, Adam Andrew
Haukebo, Ejarne A.
Haukland, Michael
Hauptfleisch, Robert G.
Hause, James R.
Hauser, John S.
Hawk, John
Hawkins, Clarence M.
Hawkins, William B.
Haworth, Vernon L.
Hayes, Benjamin E., Jr.
Hayes, Claude
Hayes, Patrick P.
Hayes, Pierce J.
Head, Joseph W.
Hebert, Earl
Hebert, George A.
Hebert, Leroy J.
Hebert, Roland
Hebert, Ross J.
Heckl, Joseph A.
Hee, Lew
Hegarty, John B.
Heider, Walter J.
Heinisch, Carl H.
Heins, Roland C.
Hendall, Leif O.
Helmman, Karl A.
Helms, James R.
Hemby, Clarence E.
Henderson, Alvin
Henderson, Elroy W.
Henderson, Fred W.
Henderson, Hubert W.
Henderson, James W.
Henderson, Robert J.
Hendricks, Thomas F.
Hennebury, L. R., Jr.
Henning, A. E.
Henning, Robert J.
Henry, Lewis L.
Henry, Rooney
Hensley, Charles R.
Herbert, Roy
Herder, Warren
Hergenrader, Theodore
Hernandez, Frank
Hernandez, Jesus D.
Hernandez, John
Hernandez, Mariano
Hernandez, Ralph
Hertling, John W.
Hess, Oliver A.
Hester, John F.
Hicks, Henry E.
Hiers, Clyde E.
Higgason, Fleming C.
Higginbottom, Hulet
Higgins, Thomas D.
Higuchi, Paul J.
Hilcott, Edgar C. C.
Hill, Charles E.
Hill, James W.
Hill, Thomas G.
Hillary, James E.
Hillier, Floyd
Hillion, Henri
Hills, Frakk
Hines, Shelby L.
Hinkel, Russel G.
Hires, George H.
Hirsch, Burton
Hirsimaki, John
Hobson, George B.
Hobson, Robert A.
Hoch, John D.
Hodge, Edward D.
Hoffman, Albert F.
Hoffman, James E.
Hoffmann, Norman A.
Hofan, Robert E.
Holecan, Andrew W.
Holsen, Ronald M.
Holladay, W. H.
Holladay, Willie

Holland, George A.
Hollon, John S., Jr.
Holloway, William R.
Holman, Alexander H.
Holman, Jackson W.
Holmgren, Arthur C.
Holzhouser, Dwight B.
Holt, Halvar
Holton, Viggo
Hoodlet, John W.
Hook, Robert E., Jr.
Hopkins, Abbott B.
Hopkins, William P.
Horsfall, Willard T.
Horton, William V.
Hospedales, Clement
House, Hubert H.
House, Rixie B.
Howard, A. J.
Howard, Francis B.
Howard, G. G.
Howard, Jack C.
Howard, Lionel A.
Howell, Roy M.
Howieson, Ward L.
Howlett, Nicholas J.
Howton, Marshall V.
Hoy, Melvin V.
Hubbard, Willis Clay
Huber, Keith R.
Hudgins, John B.
Hudgins, Samuel
Huff, H. F.
Huff, Patrick
Hughes, John C.
Hughes, Lawrence
Hughes, Parrish J.
Hulet, Elwood R.
Hullin, Ove V.
Hume, Peter F.
Hunsicker, Roland M.
Hunt, B.
Hunt, Daniel J.
Hunt, Eugene B., Jr.
Hunter, Carl C.
Hunter, Elford R.
Hunter, Schrader O.
Hurdle, Aubrey
Hurst, Samuel N.
Hussey, John D.
Hutras, William

Kalas, Clyde W.
Kalmbach, Charles R.
Kalkot, Ivan J.
Kammert, Harold
Kane, James P.
Kane, Joseph M.
Kapsos, William T.
Karavas, Neoptolemos
Karkvist, Frederick
Karsoske, Isadore M.
Kasimiry, Stanley J.
Kath, Chas. H.
Kaufman, Joseph
Kaup, James W.
Kavanaugh, M. J.
Kavanaugh, Richard
Kazlukewicz, Florian
Kazmierki, Anthony L.
Keane, Albert W.
Kearnes, Joseph
Kearney, John J.
Kearney, John L.
Keel, J. C.
Keelan, Francis X.
Keeler, Richard L.
Keenan, John W.
Kehlenbeck, Hans
Kelli, Joseph W.
Keller, Irvy P.
Kelley, A. R.
Kelley, James
Kelley, Robert N.
Kelly, Roy J.
Kelly, Haywood
Kelly, Lang M.
Kencker, L. E., Jr.
Kenig, William F., Jr.
Kennedy, William E.
Kennedy, Andrew E.
Kennedy, Gordon P.
Kennedy, Herbert
Kennedy, Hubert W.
Kennedy, Perry B.
Kenny, Carroll C.
Kent, Elmer
Kersh, Hoga E.
Kerwin, Morris M.
Kerkeskin, Valdemar
Kessen, A. A.
Ketschke, Edward W.
Kexes, Nevell A.
Kidd, Robert L.
Kiehl, Nelson E.
Kieswetter, William G.
Kilbourne, Ralph
Kilgore, Jerome B.
Kim, You Hong
Kimberly, Bernard H.
King, Forrest C.
King, George J.
King, John J.
King, Joseph P.
King, Morris R.
King, Pcter
King, Thomas B., Jr.
King, Thomas J.
Kipp, Richard J.
Kirk, August
Kirk, James W.
Kittle, James W.
Kjeldsen, Eric S. L.
Klauber, Perry M.
Klieg, Fred G.
Klemas, Robert
Kliederman, Steve W.
Kline, Robert H.
Kline, Robert H.
Klinger, Richard J.
Kloiber, Fred W.
Klovachik, George
Klung, Kenneth W.
Klugel, Robert P.
Knapp, Darius L.
Knies, John E.
Knight, Comas G.
Knowles, Frank A.
Knowles, George I., Jr.
Knowles, Ralph R.
Kocanowski, Edward T.
Koch, Richard J.
Koczan, Stephen
Koenig, Dave
Koenig, Stanley F.
Kofowitch, William
Kolodziejsky, Jos.
Kong, Ho Tse
Koo, King Sea
Korbelak, S.
Kosinski, Adam A.
Kosinski, John D.
Kothie, August F.
Kounavis, Gus
Kowalezyk, Antoni
Kramer, Marvin L.
Krause, Frederick J.
Krause, David Wm.
Krawczynski, Stanley
Kronenberger, E. Jr.
Krotzer, Edgar L.
Krug, Robert B.
Kroll, John F.
Kruszynski, John M.
Kuhl, William M.
Kuhn, Leo B.
Kuhn, Thomas D.
Kulakowski, Julian
Kulas, John J.
Kulesza, Stanley
Kumor, Joseph
Kumrow, Carl F. A.
Kurz, Edgar N.
Kwitchoff, Charles H.
Kyle, Richard M.
Kyles, Willie

Langley, James C.
Langley, Jesse J.
Lanier, Hubert L.
Lannon, Peter J.
Lantrip, Virgil A.
Lantz, Marvin E.
LaRose, Kenneth A.
Larsen, Knud C.
Larsen, Arno E.
Larsen, Earl P.
Larsson, Frithjof B. G.
Lascio, Allison G.
La Soya, Michael
Lasziter, James T.
Lata, Riccardo
LaTorre, Antony
Lauer, James E.
Lawing, Edwin F., Jr.
Lawless, Ormond E.
Lawless, William F.
Lawlor, James J.
Lawrence, Richard W.
Laws, Robert G.
Lawson, T. B.
Lawton, W. W.
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Lazar, Joseph
Leache, Marvin L.
Leadlie, Edgar J.
Leal, Albano
Leary, Ralph W.
Leary, Timothy F.
Leavelle, Herbert N.
Leavely, Henry P.
Leblanc, Pierre C. I.
Lee, Albert G.
Lee, James A.
Lee, James T.
Lee, Milledge P.
Lee, Robert J., Jr.
Lee, Robert K.
Lee, Wayne P.
Lee, William L.
Lefco, John J.
Leger, Isaac
Leiter, Alexander J.
Leknes, Sverre
Lepieux, Mitchell L.
Lempier, John C.
Leon, Alexander R.
Leonard, Raymond E.
Lerette, James E.
Leroy, Elder L.
Lerroy, Graham C.
Leskowsky, Leonard
Less, Timothy J.
Lester, Robert J.
Letourneau, Dary L.
Levack, John C.
Levee, John B.
Lever, Charles R.
Leverdis, Basil
Levy, Edward
Lewallen, J. C.
Lewis, Calvin H.
Lewis, Edward E.
Lewis, Edward M.
Lewis, Kenneth J.
Lewis, Robert E.
Lewis, William H.
Liddy, Leonard A.
Lightman, Jerome J.
Lichty, Robert H.
Lickas, Gus
Lietz, David W.
Lifshultz, Max
Liles, Melvin L.
Lima, Albert W.
Limbaugh, Henry O.
Linden, Clarence C.
Lindgren, Axel H.
Linford, George D.
Linn, John
Linton, Clarence
Lipham, Cleo
Liston, William T.
Little, Miller T.
Little, William H.
Littleton, Robert L.
Litsey, Jimmie G.
Livanos, George M.
Livingston, Philip B.
Lizotte, Wayman C.
Lloyd, Harry C., Jr.
Locke, Bevelon D.
Lockwood, Frank
Loeffler, Gustave
Loeffler, Lawrence L.
Logan, James R.
Logan, Thomas V.
Logan, William P.
Loze, Herbert
Lohri, Frederic
Lokeman, John H.
Lomas, James P.
Loney, Lee Danie
Long, James T.
Longhurst, John S.
Longhurst, J. R.
Langley, Sidney
Lopez, Augustine
Lopez, Jenaro A.
Lopez, Mario G.
Lopez, Paul P.
Lopez, Vito C.
Lopez, Walter F.
Lord, Auburn D.
Lord, Charles P.
Logi, Francis A., Jr.
Lord, William
Lorenzo, Amador T.
Lorimer, Edward G.
Lormand, Marius C.
Loss, William J.
Lovellace, Henry W., Jr.
Lowe, B. F.
Lowe, James W.
Lowe, Jesse
Lowe, Leon J.
Lowe, Robert E.
Lowery, Carl D.
Lowery, H. G.
Lucian, Henry R.
Luciano, Alfred P.
Lukban, Fidel G.
Lucas, Moses A.
Lumkin, Kinness N.
Lunsford, Charles
Lunsford, John W., Jr.
Lusk, W. A.
Lyle, Samuel S.
Lynch, Dawson C.
Lynch, Bernard C.
Lynch, David T.
Lynch, John J.
Lynn, Billy E.
Lyons, Edward R.

McAnney, Albert S.
McAuley, Frederick
McBride, Hessa M.
McBride, Phillip C.
McCann, John Owen
McCarthy, E. P., Jr.
McCarthy, Gerald
McCarthy, Gerald J.
McCarthy, Jack
McCarver, James S.
McCawley, Eugene F.
McClure, John D.
McClure, Thomas J.
McCollum, David E.
McConathy, James A.
McCorney, Duttell L.
McCoskey, Maurice P.
McCoy, Herman M.
McCracken, David L.
McCrane, Carl
McCrane, J. W.
McCrane, Martin
McCrory, Duggan H.
McCue, James F.
McDermott, Thomas J.
McDevitt, James T.
McDonald, Donald M.
McDonald, Donald P.
McDonald, J. H., Jr.
McDonald, Walter H.
McDonough, John J.
McDorman, Robert C.
McDowell, Grover E.
McElroy, John H., Jr.
McFarland, Gordon N.
McFarlin, James W.
McGhee, James B.
McGinnis, Arthur
McGinnis, Alfred
McGoldrick, J. D., Jr.
McGovern, Daniel T.
McGowan, Silas M.
McGowan, Joseph C.
McGregor, Joseph H.
McGue, James F.
McGuinn, Richard
McGuinness, John R.
McGuire, Frank M.
McHanan, Theodore E.
McHlaine, Charlie L.
McKenna, Leo E.
McKenven, Narcisse J.
McKenzie, Donald F.
McKinstry, Albert E.
McKittick, Patrick P.
McLaughlin, Joseph P.
McLaughlin, Lionel A.
McLucas, Thomas H.
McLucas, John A.
McManus, John P.
McMichael, Bobie E.
McMillan, Young
McMullen, Daniel J.
McNamara, Edward W.
McNatt, Jim H.
McNay, Robert W.
McNeil, William J.
McNeil, Enlen
McNeill, Thomas
McPeak, Edmund M.
McPherson, David M.
McQuage, Harvey L.
McQuage, William B.
McQueene, Robert
McSharry, Bernard J.
McShea, Thomas A.
McTye, Earl M.

Martin, LeRoy H.
Martin, Melvin J.
Martin, Ralph W.
Martin, Robert E.
Martindale, Lambert
Martinez, Charles A.
Martinez, Ernesto F.
Martinez, Luis R.
Martinez, Richard G.
Martinez, Thomas V.
Martin, Rafael
Masciello, Albert
Masciello, Joaquin M.
Mason, Clinton
Mason, Emmons F.
Mason, Francis H.
Mason, Robert K.
Massicot, Jules A.
Masculla, Carlos W.
Mastaler, Theodore
Masterson, William A.
Matchett, Edward H.
Mathews, Charles W.
Mathison, Hernart R.
Matlock, Jacy E.
Matthair, George W.
Matthews, R. F.
Matthews, Wilmer S., Jr.
Maulden, Charles H.
Mauterstock, W. S.
Mavoaner, Louis D.
Mavrophilippas, G. D.
Max, Ervin
Mayes, Alfred H.
Maynard, Charles W.
Mayoros, Julius
Mazur, Adam Paul
Meacher, Frank N.
Means, Henry F.
Meares, James R.
Mease, Donald F.
Mechan, William
Meehan, William J.
Meeks, James O.
Mehalov, John
Meitz, Herman J.
Mejia, Concepcion
Mejias, Daniel
Melanson, Laurence C.
Melnie, Clement J.
Mellis, Michael
Mellis, Nicolas M.
Mellon, Neil L.
Melone, Edward
Mendow, Warren A.
Mendoza, Phillip C.
Mendon, Leonard B.
Meyer, Frank
Meyor, Mariano P.
Menville, John A.
Merce, Edward F.
Meriwether, J. D., Jr.
Merkel, Joseph P.
Merritt, Robert R.
Merwin, Kenneth R.
Metsnik, Anthony A.
Metsnik, John J.
Metting, G. C. R., Jr.
Metts, Ernest M.
Mieeli, Peter T.
Michael, Joseph
Michaels, John R.
Michalik, Michal
Michalakki, Anthony S.
Michaud, Raymond A.
Middleton, Clifford L.
Middelt, Arnold L.
Midgette, Evan E.
Milanivitch, Samuel P.
Miller, A. G.
Miller, Carl S.
Miller, David B.
Miller, Daniel E.
Miller, Donald C.
Miller, Francis E.
Miller, Henry W.
Miller, Odell J.
Miller, Joseph J.
Miller, Sherman E.
Miller, Sherman E.
Miller, Willis E.
Miller, John L.
Miller, John L.
Mills, John T., Jr.
Mills, Noble M.
Mills, Ulysses S.
Milner, William A.
Miloszewski, Stefan
Milton, R. T.
Miniz, Joaquin
Minor, Marion
Mir, Andrew
Mirto, Jack
Mistich, Elton M.
Mitchell, T. Lloyd, Jr.
Mitchell, Robert L.
Mitsch, Lloyd E.
Mizel, Charlie
Moebius, Robert
Moholland, Melvin
Moise, Wm. T.
Molina, Andres
Monak, Kenneth L.
Monast, John M.
Mones, Jules H.
Money, H. R.
Monte, Vincent E.
Monteleone, S. V.
Montesano, Gaitan A.
Moore, Edward X.
Moore, Jack
Moore, Lucian B.
Moore, Quinn
Moore, Thomas J., Jr.
Morales, Damon
Morales, Albert
Morales, Geronimo
Morales, Salvadore A.
Moran, Eimer P.
Moran, Walter J.
Moravee, Charles J.
Morejon, Gregory
Morgan, Alexander P.
Morgan, Clarence T.
Morgan, Howard L.
Morgan, Joe
Morgan, John D.
Morgan, Robert E.
Morgan, Robert L.
Morgan, Tommy T.
Morgan, William B.
Mortley, Timothy H.
Morrice, Addie F.
Morris, Arthur W.
Morris, Frank
Morris, James E.
Morris, John H.
Morris, John W.
Morris, Mortimer T.
Morris, William D.

Morrison, Casper J.
Morrison, Daniel T.
Morrison, Jefferson
Morrison, Robert J.
Morrow, Coy L.
Morrow, J. A., Jr.
Morse, Albert M.
Morton, Carl R.
Morton, Joseph M.
Morton, Julius T.
Mosakowski, Edward
Moser, Monty R.
Mosher, Albert
Mosley, Ernest
Moss, Talmadge L.
Mossburg, Harry E., Jr.
Mouliert, Arnold
Moyer, James M.
Moylan, Robert
Mueller, Donald
Mueller, Walter F.
Mularczyk, Carol J.
Mulder, Alex N.
Mullhall, William
Mullholland, E.
Mullaney, Thomas W.
Mulligan, Neal S.
Mullis, Lewis D.
Munro, Dan S.
Murden, John W.
Murdoch, John R.
Murphy, George C.
Murphy, Bobby R.
Murphy, George W.
Murphy, John F.
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Murphy, Joseph A.
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Murphy, Raymond L.
Murphy, Robert T.
Murphy, Timothy C.
Murray, Charles E.
Murray, Francis H.
Murray, Francis H.
Murray, Francis L.
Murray, William G.
Murrell, Norman O.
Musco, Stephen
Musgrove, Theodore C.
Myers, Raymond C.
Mynes, James N.

O'Rourke, Edward J.
O'Rourke, George
O'Rourke, James L.
O'Rourke, John L.
Ornellas, Abel
Orton, Raymond S.
Osbourne, James J.
Osbourne, Verle
Ostek, Francis T.
Ostrow, John
Ostrow, Isidore
Ostrowski, Walter
Oswald, Samuel C.
Oswinkle, William A.
Ott, James D.
Ouderkerk, Arnold
Overstreet, Jas. I.
Owen, Paul E.
Owen, Wesley E.
Owens, Clarence E.

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Pacheco, Edmund
Pacheco, Hermindo
Pacquin, Neville A.
Padlo, Stefan
Palcolagos, George
Pallas, Paul
Pallesen, Paul
Palmer, Jerry J.
Panganiban, Ciriac
Paniccia, Biaggio
Pantilef, Timofel
Papanastassopoulos, A.
Pappas, Roy C.
Paradise, Leo
Parecola, Joe
Pargman, Ralph R.
Parker, Alphonso E.
Parker, Golden E.
Parker, Purvis S.
Parker, Samuel D.
Parker, Turner T.
Parker, William H.
Parks, Herbert, Jr.
Parks, Terry J.
Parnell, James H.
Parlow, Walter W.
Parrish, Lindbergh
Parsons, John H.
Parvishkan, Raymond J.
Pascual, Juan M.
Pascual, Santiago
Pasinoksy, Joseph
Paskiewicz, Clement J.
Pasko, John M.
Paskowski, Florenz
Paszek, Joseph
Patrick, Joseph
Patterson, Eddie A.
Patterson, F. E.
Patterson, W. B., Jr.
Pattison, Robert G.
Patton, James Harold
Patzar, Harold
Paulette, John E.
Payne, Robert C.
Paz, Joseph
Peacock, Robert D.
Pearson, Arthur E.
Pecucci, Ray
Pedersen, Herman
Pedersen, Holger
Pedersen, Maun
Pedrosa, Angel
Pedrosa, John
Peck, Harry G., Jr.
Peel, Robert M.
Peeler, Harry C.
Pehler, F. A.
Pelasofo, Reino J.
Pelle, Ralph D.
Pellmar, Edward
Penner, Joseph J.
Peoples, James C.
Peralta, Francisco
Peralta, Jack D.
Peralta, Pedro O.
Perera, Juan J.
Perles, Raymond
Perlestein, Charles E.
Perrotti, Crescenzo J.
Perry, Bernard J.
Perry, Manuel
Perry, W. R., Jr.
Perryman, Donald D.
Perun, Joseph A.
Peter, Garvin
Peterson, Carl N.
Peterson, Gerald E.
Peterson, Richard J.
Pettengill, Clarence I.
Pettersen, Harald A.
Pfeifer, Joseph J.
Phelps, Milton J.
Phillip, William H.
Phillips, Thomas A.
Phillips, Anthony H.
Phillips, Harold L.
Phillips, Harris E.
Phillips, Joseph
Phillis, Hix H.
Phipps, J. R.
Phurrough, William E.
Piascik, Frank A.
Picconi, Joseph J.
Picou, John W.
Pierce, Harry H.
Pierce, Walter H.
Pierson, Leroy D.
Pieszcuk, William
Pietrowski, Albert
Pifer, Richard L.
Pianowski, T. M.
Pinar, Sherwood
Pino, Beltran
Piper, James R.
Pirtie, James R.
Pitt, William M.
Pittman, D. L.
Pitts, Daniel F.
Pizeck, Guido J.
Platt, Elijah C.
Ploppert, Frank
Ploppert, Thomas J.
Plunkett, Harold A.
Pouksoff, Owen A.
Poe, Earl Herlow C.
Pola, Juan, Jr.
Polazzo, Basile F.
Pold, Voldegar
Polite, David C.
Pollver, Michael
Pollard, William
Ponce, Carlos M.
Poole, Orville D.
Pope, Lewis E.
Pozzari, Alfred
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Nagy, Frank
Nakis, Constantinos
Nalewajk, Walter
Nankiul, Burley E.
Napp, Frank
Nash, Edward F.
Nass, Kristian L.
Neagle, William D.
Neic, J. Mc.
Nelliger, James P.
Nelson, Charles A.
Nelson, David
Nelson, Harry C.
Nelson, John R.
Nelson, Ole
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Nesheim, Kenneth M.
Neth, Myron J.
Neumaier, Charles J.
Newell, Richard J.
Newberry, Henry E.
Newman, Cyril A.
Newman, Maynard E.
Newman, William A.
Newsome, Damon A.
Newton, Nathaniel J.
Newton, James H.
Nicholas, Bechivianis
Nicholas, John T.
Nicholsen, John H.
Nicholson, Raymond H.
Nichter, William J.
Nicol, Hamilton
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Niemiera, John
Nien, Chen Ken
Nightingale, Edward Jr.
Nigro, Frank
Nineberg, Alfred
Niles, Billy Kirk
Nilsen, Jens P.
Nilsen, Sven J.
Nish, James L.
Nissinen, Arvi
Nobles, Quintino R.
Noble, George A.
Nolan, John G.
Noonan, James E.
Nordstrom, Emil H.
Norfleet, James
Norton, John H.
Nowen, John
Nowokunski, Genezyusz
Nugent, Simon H.
Nunn, J. Q., Jr.
Nunnally, Luther B.
Nuttal, William
Nye, Alden R.
Nye, Dow M.

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Oborski, Kasimer T.
Obreza, Joseph
O'Brien, William F.
O'Connell, James R.
O'Connor, John E.
O'Connor, Thomas J.
O'Donnell, Huott
O'Donnell, John J.
Oestman, Fred G.
Obanessian, Mike
O'Hare, James J.
O'Hare, Patrick J.
Ohlsson, Nils A.
Okray, Norman
Olausson, John
Olesheski, Stephen
Oliver, Francis L.
Olivera, Ramon
Oliveri, William J.
Olmstead, Albert C.
Olsen, Alf O.
Olsen, Jack A.
Olson, Carl M.
O'Mary, Vollie W.
O'Neal, William H.
O'Neill, Francis J.
Oney, Frank
Onsud, Arthur C.
Oppenhorst, Wm. F.
Opial, Arthur
Oquendo, Juan Jr.
Orencia, Nick
O'Riay, Darrell
Orman, Walter B.

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Mazz, Leon J.
Mazsik, John B.
McDonald, Harry F.
McDonald, William R.
MacGregor, William A.
Machado, Louis
Machaj, Andrew
Mack, Douglas
Mackay, Joseph P.
Mackin, Alton W.
MacTaggart, Thomas E.
Macyzko, Steve
Madsen, Morten K. W.
Madsen, Carl C.
Maechling, Philip E.
Maga, Thomas
Magkos, Christoforos
Magulas, Angelo
Mahlich, Glenn
Mahoney, Bernard V.
Mahoney, Gene T.
Mahoney, John L.
Maillet, Arthur, Jr.
Maillet, Joseph B.
Maize, Charles V.
Makowka, Laurence
Maldonado, Porfirid T.
Malik, John
Mallory, Fred, Jr.
Malmstrom
Malon, James
Malone, Archie T.
Maloney, George J.
Manzle, George
Manca, Leonardo
Mandzak, George E.
Manes, Antonio
Mangold, Stephen, A.
Manhart, Ludwig
Manifold, Oscar H.
Manint, Orville D.
Mann, James D.
Mannik, August
Manning, Cleveland W.
Mansfield, Hugh K.
Mansfield, William H.
Manuel, Joseph C.
Marcel, L. V.
Marceau, Clodis
Marcombe, Huey A.
Marcones, S.
Marconi, Jerry P.
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