

What will the  
**ST. LAWRENCE  
SEAWAY**  
mean to Seafarers  
and the SIU?

See Special Report On Page 4

# SHIPPING BOOMS; CALL OUT RESERVE VESSELS

—Story On Page 3

## Seafarers Eye Wash. On Key Shipping Bills

—Story On Page 2

### SIU Offers Movies For Men In PHS

### 2-Yr Ship Inspection Law Near

**Meeting Night Every 2 Weeks**

Regular membership meetings in SIU headquarters and at all branches are held every second Wednesday night at 7 PM. The schedule for the next few meetings is as follows: May 16, May 31 and June 13.

**Seafarers Eye Congress For Action On Ship Bills**

WASHINGTON—With Congress entering the home stretch, the SIU is keeping close watch on three bills of major importance to Seafarers and US maritime. These are the Pelly bill, requiring payment of US wages on any ships carrying Government cargo; the

**MTD Voice News Wins Men's Okay**

The 5th weekly voice broadcast put out by the Maritime Trades Department will go out this Sunday to hundreds of MTD ships and scores of SIU A&G vessels in waters covered by the transmission. The voice broadcasts began Sunday April 15 as the first direct short-wave voice transmission to US seamen. They are supplemented by the weekly around-the-world Morse Code broadcasts at 2:15 and 10:15 PM Eastern Standard Time, on Sundays. Early response from ships has welcomed the new service. The broadcasts are coming through clearly and one crew noted the

**SIU Scholar Prize Archer**



SIU scholarship winner Robert Goodwin, son of Seafarer Eugene Goodwin, displays buck he brought down during archery season. Goodwin is dental student at University of Oregon. (See SIU scholarship report, page 8).

Byrne bill to subsidize tramp ships and the Case-Anderson bill to eliminate "50-50" from agricultural surplus sales.

The Pelly bill, introduced by Rep. Thomas M. Pelly (Rep.-Wash.) is now under study by a House Merchant Marine subcommittee. It would compel foreign operators, principally low-wage runaway-flag shipowners, to pay American wages in order to be eligible for any Government-financed or Government-owned cargoes. The bill is based on the Davis-Bacon provision under which Congress requires contractors working on US-financed construction jobs to pay prevailing wage rates.

The subcommittee now studying the bill consists of House Merchant Marine Committee chairman Herbert Bonner and Reps. Robe-

son (Va.), Thompson (La.), Miller (Cal.), Byrne (Pa.), Tumulty (NJ), Ashley (Ohio), Allan (Cal.), Sheehan (Ill.), Van Pelt (Wis.), Ray (NY), Maillard (Cal.) and Pelly.

**Tramp Subsidy Proposal**

No action has been taken yet on the Byrne bill, introduced just two weeks ago. This bill would provide voyage operating subsidies to US tramp ship operators when they are in direct competition with private tramps. The object is to build a permanent US tramp fleet which would be adequate for US needs and modern enough to meet foreign competition. Tramp operators have been seeking subsidies for a number of years.

Hearings have been completed on the Case-Anderson bill by the Senate Interstate and Foreign Commerce Committee, but no report has been written as yet. The Case-Anderson bill would eliminate "50-50" requirements from sales of US farm surplus.

A similar move was overwhelmingly rejected in a previous Senate vote and there is little likelihood of the Case-Anderson bill winning approval either in committee or on the floor of the Senate. The current upturn in shipping with scarcity of cargo space has tended to make the Case-Anderson move an academic one at present.

All three of these maritime items have to contend with a growing election year atmosphere in Congress and the comparative lateness of the session. Since presidential nominating conventions are scheduled for this summer, any legislation not considered of top election year importance is likely to get pushed aside.

For complete schedule of MTD direct voice broadcasts as well as schedule of wireless Morsecasts, see page 15.

"news content of your broadcast was excellent and highly informative . . . we sincerely hope that these broadcasts will continue."

The MTD's world-wide news programs are designed to keep seamen all over the world up-to-date on the latest developments in their unions, as well as on shipping conditions and news of general maritime interest.

They fill a long-felt need for seamen who are unable to keep in touch otherwise with the day-to-day events in the industry and the decisions of the union's membership at shoreside meetings.

At present the voice broadcasts are transmitted on three frequencies to ships in the Caribbean, Gulf of Mexico, North and South Atlantic, North European and Mediterranean waters. They also go to ships in Pacific waters on the west coasts of Mexico and South America.

**Correction On Clarifications**

The recent freight clarifications printed in the April 13 SEAFARERS LOG contained a section which was included in error. That is under Article III, Deck Department, Section 7. "Men Standing Sea Watches" should be crossed out in the clarifications.

**ITF Wins Back Wages On Runaway**

A runaway-flag operator who had refused to pay crewmembers four months wages changed his tune after action by the International Transportworkers Federation. The operator of the Liberian-flag Transmar, an ex-British tanker, agreed to pay off all members of the Greek crew here who wanted to pay off in New York and provide repatriation for those who wanted to return to Greece.

**Collected \$14,000**

The ITF took action to collect \$13,000 to \$14,000 in back pay due after the crew complained they had not been able to collect a cent except for some small allotments to their families, and a small draw they got in January. When they got back to New York after running between Aruba and the Caribbean Islands, the company attempted to send the whole crew back to Greece with the object of paying them off there in depreciated currency.

**Wanted New York Payoff**

Since the men had signed on here for dollar wages, they wanted to get paid off in New York and collect in American dollars. Most of them wanted to continue to ship out of New York if they got off, rather than return to Greece where shipping prospects are dimmer.

US law permits payment of full wages here to foreign crewmen who sign on in New York, provided they are permitted to go ashore by Immigration to get another ship.

As a result of the ITF action, the company has agreed to let the men stay here on port articles until they can find other jobs.

**Commerce Dep't Upholds '50-50'**

WASHINGTON—Proof that "50-50" is a direct subsidy to US shipping and not discrimination against other flags was seen by Senator Warren Magnuson (Dem.-Wash.) in a recent Department of Commerce report on aid to US shipping.

The report cited by Magnuson is the result of a study made by the Department at the request of President Eisenhower. Magnuson quoted the report as saying that "50-50" represented a direct subsidy to shipping and consequently carries out the intent of the 1936 Merchant Marine Act.

Opponents of "50-50" have long argued that a direct operating cash subsidy to shipping should be offered instead of cargo subsidies, claiming that "50-50" was discriminatory and injured US sales overseas. The Commerce Department findings then, Magnuson indicated, knocked the props out from under the opposition.

**Keeps US Ships Operating**

Furthermore, Magnuson added, the report bears out his claim that "50-50" is the best possible way to keep American shipping operating in foreign trade.

He pointed out that "The Department found that our '50-50' law does not discriminate against foreign shipping. In fact it gives foreign vessels 50 percent of all government-generated cargoes which is more than foreign nations allot to American shipping.

"The chief complainants against the law have been foreign governments which are using that attack . . . in hope of getting more of our cargoes for their own ships . . . even with (the law) American ships carry only about 25 percent of our foreign shipments. It seems ridiculous that foreign nations still want to take that small amount of our own business away from us."

The Senator said the report should have beneficial effects in

encouraging new ship construction by operators who have been worried up until now by prospects of a cut-off in US Government aid.

**Union Men Outthink Boss: Test**

Union shop stewards rate higher than company foremen on achievement tests, and what's more, they have the confidence of the workers. That's the conclusion drawn by a management engineering firm after a survey made among more than 200 foremen and union stewards in 35 companies.

John A. Patton, head of the firm, told an industry conference that union stewards rated 70 on vocabulary to only 40 for company foremen. They outscored the foremen 63 to 55 on mathematical skills and easily outpaced them 70 to 35 on tests of practical judgement.

**Workers Back Stewards**

Aside from being able to outthink the foremen, the union stewards can count on the backing of the great majority of wage earners. The survey found that the workers believed the stewards had their interests at heart far more than the foremen.

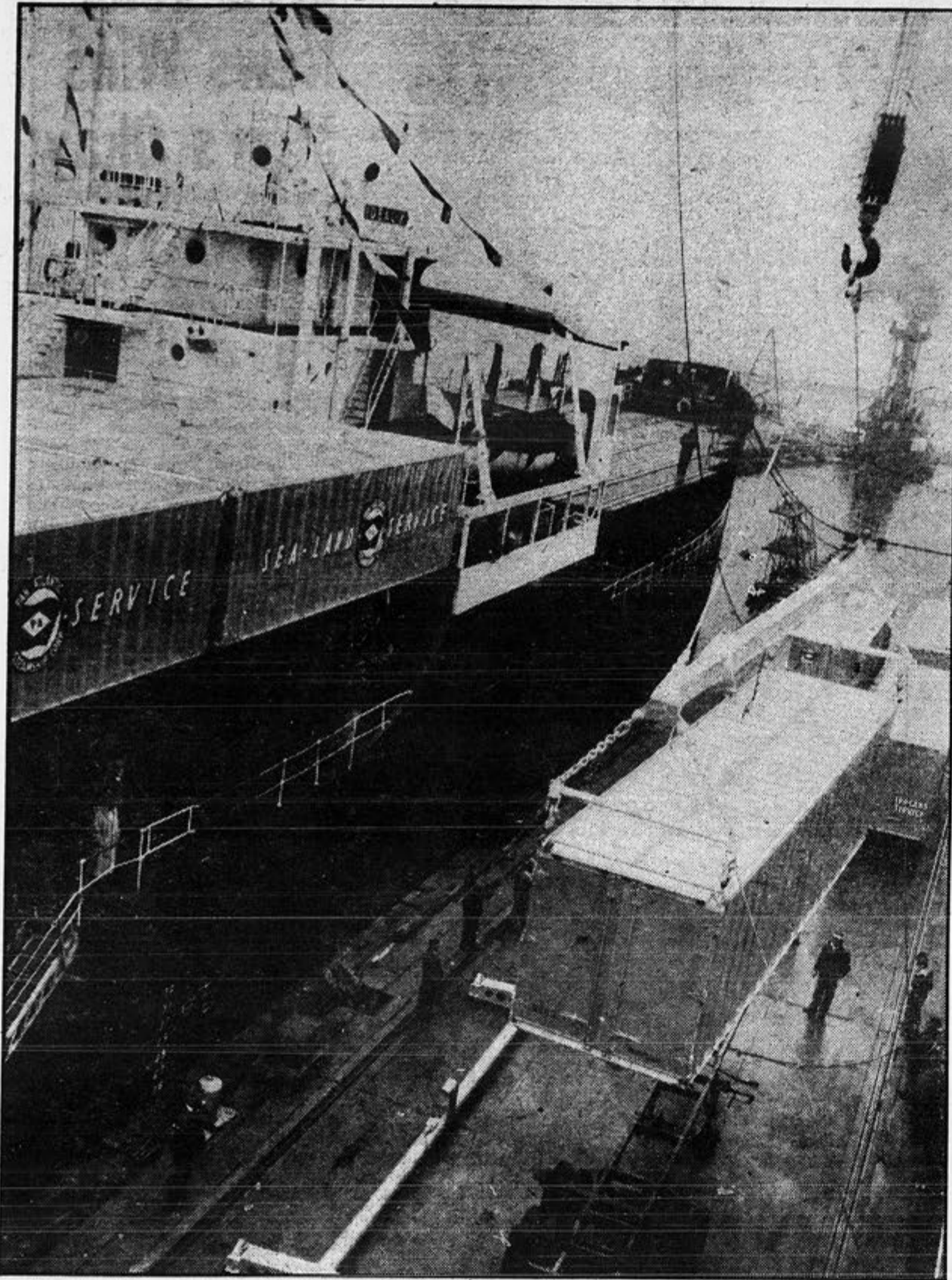
The survey concludes that management has a long way to go to convince workers that the company and its supervisors have as much confidence in him as the union steward.

**Maritime Day Poster**



Photograph of poster honoring the US merchant marine and Maritime Day, May 22, which will be displayed on all post office trucks this week. Maritime Day commemorates the first successful transatlantic steam voyage by the SS Savannah in 1819.

**Seafarers Man First Ship In New Service**



First tanker-trailership, the SIU-manned Ideal-X, is shown loading at Pan Atlantic's Port Newark terminal for start of new sea-land service. Giant crane (hook showing at right) lifts trailer vans off chassis on to spar deck of tankers where they are locked into place. (For complete picture feature story, see next issue of SEAFARERS LOG).

# US Enjoying Spring Boom In Shipping

Seafarers will start manning three reserve fleet Victory ships shortly in the middle of a moderate shipping boom which has been a pleasant but unexpected surprise to the US merchant marine. Were it not for the availability of reserve fleet ships indications are that both the Government and private industry would be extremely hard-pressed to find shipping space for cargoes.

The three Victories broken out thus far are the High Point Victory, Bull Line; Lynfield Victory, Waterman, and the MacAlester Victory, Robin Line. These ships are being assigned to the Military Sea Transportation Service either to run in Operation Blue Jay to northern defense bases, or replace other MSTs ships diverted for the northern supply line. All told, 113 ships will be used on this run.

However the Blue Jay run is only one factor in the spring shipping boom which finds all privately owned ships, both freighters and tankers, working, and prospects of considerable breakouts of reserve ships for normal commercial operations.

There are several other contributing factors. One of them is the heavy off-season demand for oil which has kept all tankers in service at a time they are normally laying up.

**Coal Shipments Heavy**

Coal shipments are also far in excess of normal prompted by an extremely bad winter in Europe and an economic boom, both of which depleted European coal supplies. Heavy grain shipments have been stimulated by unfavorable spring planting conditions in Russia and elsewhere.

To top it all off, the US is energetically selling US farm surplus to the tune of \$1.5 billion this year, and the North Atlantic Treaty Organization (NATO) is studying a proposal to create a US-surplus food stockpile. Emergency food relief organizations are also getting further US Government aid.

The present cargo picture of a scarcity of available ship space points up the need for a permanent tramp fleet of sufficient size, one capable of handling fluctuations in cargo demands. Such a fleet under the US flag is obtainable only through a program of Government subsidy aid.

**Cargo Rates Up**

The lack of an adequate tramp fleet has sent cargo rates soaring. Ships that were transferred to runaway flags were supposed to be "available" for US needs, but the world shipping market is such that these ex-US ships can profitably do

business anywhere. Between July 1, 1952, and December 31, 1955, 298 ships representing better than two million tons were transferred to the runaway flags with US approval. Approximately 11,000 to 12,000 US jobs went with the transfers.

**Russia Enters Market**

For example, the Soviet Union's new economic aid policy and active purchases of grain abroad are putting a strain on world shipping. One US official said that Russian participation in world trade has had the effect of raising grain hauling prices \$5 a ton in the last three months.

The official, Herbert K. Hyde of the General Services Administration, said that the Russians are bidding for ships at any rate and has succeeded in diverting 106 foreign-flag vessels to her trade. The result is that the US is having difficulty in obtaining shipping to haul strategic materials for this country's defense needs.

## SIU Offers Movies For Men In PHS

A new-benefit for hospitalized Seafarers is in the offing as the Seafarers Welfare Plan is making arrangements to show movies in the Public Health Service hospitals. The movies will be available in PHS hospitals on the Atlantic, Gulf and Pacific Coasts as well as the marine wards of the Philadelphia and Tampa city hospitals.

**First Run Shows**

The new benefit, proposed by the Union and accepted by the Welfare Plan trustees, calls for an average of two movie showings per month of first-run productions. Since the movies will be shown in Public Health Service hospitals, members of all maritime unions and other PHS patients will benefit from the entertainment program.

**SIU Projectors**

Previously the SIU had presented movie projectors to several PHS hospitals. Hospital administrators have hailed the beneficial effects of movie shows for convalescing patients who have time on their hands, but the hospitals have been handicapped by inability to obtain up-to-date and popular movie items.

Hospitals in which the new program will be set up are: Boston; Manhattan Beach and Staten Island, New York; marine ward, Jefferson Memorial Hospital, Philadelphia; Baltimore; Norfolk; Savannah; marine ward in Tampa Municipal Hospital; New Orleans; Galveston; San Francisco and Seattle.

## See Congress Approving Cut In Ship Inspections

WASHINGTON—The House Merchant Marine Committee has approved a Coast Guard sponsored bill which will cut ship inspections in half. The bill has already been voted by the Senate and will most likely pass the House. Ship operators have joined the Coast Guard in supporting the cut in inspections.

The SIU has vigorously opposed the cut in ship inspections from the present yearly system, arguing that it will encourage the

shipowners to skimp on maintenance of safety gear. Even with annual inspections, the Union pointed out, vessels often turn up with major shortcomings. It cited the loss of the Southern Isles, Southern Districts and Mormackite as evidence that if anything, more rigid safety inspections were needed.

Testimony in the Southern Districts case indicated that some of the inspections had been loosely conducted without adequate check on the seaworthiness of the ship.

**Claim 'Unnecessary' Work**

In reporting out the bill favorably, Rep. Edward J. Robeson (Dem.-Va.), claimed that annual inspection "hampered the activities of the Inspection Division of the Coast Guard by needlessly engaging its personnel in inspections considered routine and unnecessary. . . ."

The Representative cited the International Convention on Safety

of Life at Sea of 1948 as further justification for the inspection cuts. The Convention applies minimum safety standards to all maritime nations and calls for biennial inspections. However, US practice has always been, up until now, to impose more rigid standards than the bare minimums established for all nations.

## Vancouver MTD Formed

VANCOUVER, British Columbia—A new Maritime Trades Department port council has been established here under the sponsorship of the SIU Canadian District and the Vancouver Joint Council of Teamsters, as the first such council north of the border. Formation of the Vancouver Council is expected to touch off similar groups in other Canadian ports.

At present, other MTD groups are being formed in Fort Williams,

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

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# What Will The St. Lawrence Seaway Mean To Seafarers?

Two years from now, according to present schedules, the St. Lawrence Seaway is supposed to be open to navigation by deep sea ships drawing 25 to 26 feet. The Seaway, which was bitterly opposed by US Atlantic ports and shipping interests, is bound to take some business away from current East and Gulf operations—just how much remains to be seen.

The Maritime Administration seems anxious to get US shipowners interested in the Seaway run, now serviced exclusively by shallow draft foreign ships capable of drawing 12 feet or less. US shipowners are at present reluctant to embark on the service for a variety of reasons. However, chances are in the long run they will get into the trade after a period of "wait and see" on how the trade turns out.

There is no question but that foreign-flag operators will completely dominate the Seaway trade at its inception and perhaps for years to come. They have the ships of proper size, and they are well established in the Lakes-to-Europe service.

US operators will start from scratch on both scores.

In view of the potential effect of the Seaway on US shipping and on the jobs of Seafarers, the SEAFARERS LOG has surveyed current information on the subject. The following is a summary of its findings:

## 1) Status of job

Work now going on to dig the Seaway and build locks. US Congress has also authorized deepening of Detroit, St. Clair and St. Mary's rivers. Many major ports on Lakes still have to be deepened to 27 feet or more. Welland Canal must be improved to carry more traffic, could be major bottleneck. Chicago, Milwaukee deepening harbors, other ports not so active.

Thousand Islands section: US removing scattered shoals to get 27 foot depth, width 450 to 700 feet. Rapids section near Massena: US and Canada building canals and locks 27 foot minimum, 440 feet wide. Canada will dredge 27 foot minimum through Lake St. Francis and will build new canal from Lake St. Francis to Lake St. Louis. Another part of the job is a new channel outside Montreal. There will be seven locks in all on river plus additional locks on canals and rivers between the Lakes.

Other dredging jobs on rivers between Great Lakes will provide 25½ feet during navigation season. Welland Canal can handle 30 foot depth at sills but its traffic capacity is believed to be limited to about 27 million tons a year. The Seaway Authority is far more optimistic about Wel-

land's capacity.

For practical purposes, ships with a 25-foot draft are desirable. No present American flag ships are suited to this trade.

## 2) What kind of cargo and how much?

Estimates of traffic potential range from 10 million to 83 million tons a year.

Consultant professor, John L. Hazard, Univ. of Texas, estimates 36.5 million tons in 1959, 52 million by 1965. Low figure is more than Panama Canal's best. Package cargo estimates are: Under 2 million tons, 1959; 6 million tons by 1965.

Maritime Administration estimates are pretty close to these figures.

Cargo will consist in main of bulk items with iron ore and grain accounting for two-thirds of tonnage; oil, lumber, coal most of remainder. Also a brisk traffic is expected in automobiles, finished steel products, farm machinery.

A good deal of bulk trade will be internal rather than trans-Atlantic: for instance, ore from Seven Isles, Quebec, which now goes exclusively to steel mills on US East Coast ports, will be shipped inland to Middle West steel mills when Minnesota ores are exhausted. This will be a good portion of overall traffic.

## 3) What effect on present deep sea ports?

Most effects will be on bulk cargo ports like Albany, Norfolk, Baltimore in the grain trade; also New York, New Orleans.

Port Authority, New York, originally estimated loss would be six to seven million tons of grain and general cargo yearly, about 3½ million from New York alone. Big grain ports are in order of importance: Baltimore, New Orleans, Galveston, Houston, Albany, Philadelphia, Norfolk. New Orleans estimated its loss as six million tons when Calumet River is deepened, providing direct Mississippi-to-Chicago-to-Europe trade via the Seaway.

Later estimates have been watered down considerably, but there will be some loss of bulk cargo. Baltimore estimates that maximum loss will be ten percent on bulk cargo during shipping season.

Indiana University School of



Typical of the shallow-draft foreign flag ships now operating on the Great Lakes is this small Swedish-American Line vessel shown in Detroit. An estimated 400 foreign ships will be on the Lakes this year. This operator alone is building 16 ships for the Lakes.

Business survey concluded cargo would be in following order: Iron ore, grain and petroleum; coal, wood pulp, ores, general cargo. Already in 1953 4.2 million tons of grain moved via St. Lawrence, more than the grain tonnage of Baltimore and New Orleans together. "Inroads upon export grain traffic now enjoyed by Baltimore, Albany, Philadelphia, Norfolk, New York are likely to be especially severe."

Port reactions: Norfolk and Albany building new elevators; New York making massive pier development program; New Orleans working on tidewater channel; NY digging out tanker channels.

## 4) What effect on deep sea shipping?

US-flag tramps may suffer loss as they depend on bulk cargoes. Liner operations also concerned, although less affected.

## 5) What reaction of SIU shipping companies?

Universally uninterested in Seaway at present. Example, Alcoa has run into Halifax and parent company operates aluminum plant in Massena NY, on St. Lawrence, but Alcoa has "no plans at present" to participate in Seaway trade. Other companies consider it entirely too remote to consider right now.

## 6) Reaction of other companies (non-SIU)?

Maritime Administration offered subsidy on seaway route. Only one company, Isbrandtsen, applied. Other subsidized companies being prodded by MA to apply but appear most reluctant. US

shipping companies reluctant for several reasons:

a) Shallow draft foreign ships have monopolized and developed Lakes to Europe route. US company would have to enter trade as newcomer and build from scratch.

b) Seaway can only operate eight months a year. Ships would have to lay up four months. Can only accept ships of 25-foot draft. New, smaller ships would have to be built by US companies. Would not care to make heavy investment in smaller ships when trend for ocean service is to larger vessels. Smaller ships mean same operating overhead, and are uneconomical. Foreigners have many such ships and are equipped to go in with fast, modern carriers.

c) Smallest of MA prototype ships are too big and with too much power plant for narrow channel operation. For example, MA wants companies subsidized on this route to use 18-knot freighters on run. Ship operators consider this ridiculous speed for this kind of run where they are operating in narrow channels.

d) Shipowners have good deal of inertia about Seaway. If someone else goes in and makes a go of it, then they will clamor for help from Government. But they are unwilling to be the pioneers.

e) Tramp ship operators would probably go for Seaway trade if they can get tramp subsidies. Their first concern is subsidies to keep alive. Their present Libertys useless on Seaway.

## 7) Maritime Administration outlook

Essential route; US must participate. MA will give company

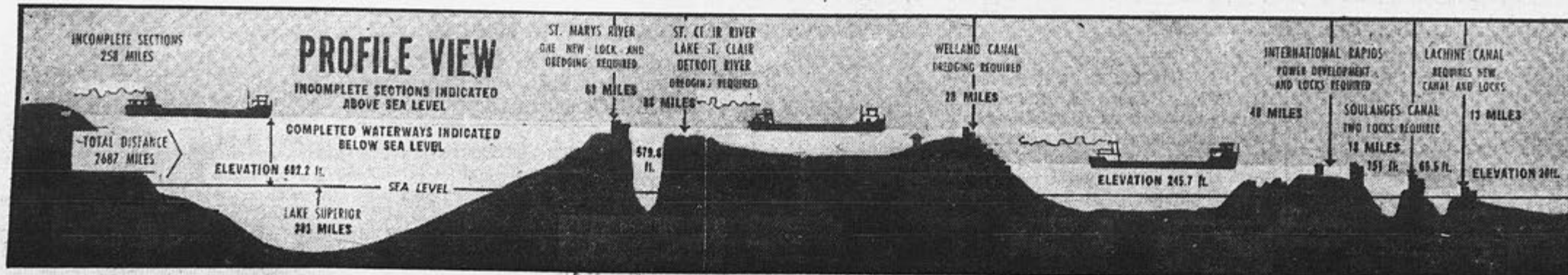
entering trade charters on N3 ships so they can enter trade immediately before Seaway is completed. Will give eight or nine N3 ships to meet minimum sailing requirements of four or five sailings a month. After opening of Seaway, 11 to 16 sailings with 18 knot freighters, 18 to 26 ships. Sailings would be to UK and North Europe as well as Baltic-Scandinavia area.

N-3 ships are 2,700 tons deadweight, 11 knot speed and draw 18 feet, but will have to go light and carry only 1,000 tons of cargo to make present 14-foot locks (run with 12 foot draft).

MA claims that: US operators can utilize Seaway ships in winter months by, a) annual inspections, b) final voyages outside lakes to overseas areas, c) loading at ocean ports for voyage into lakes at start new season, d) layup remainder of time except for trip charters.

MA says its prototype ships and some C-type ships could be used in seaway, claims 80 percent of ships entering US Atlantic ports draw less than 25 feet "indicating that high percentage of ships that operate on Lakes will be able to transit Seaway." MA did not indicate what percentage of ships drawing less than 25 feet are foreign flag vessels.

And that's the picture of the St. Lawrence Seaway at present. A mighty industrial waterway is aborning, but a look into the crystal ball shows little need for Seafarers to be concerned over any wholesale loss of ships and jobs. The deep-sea ports are a long way from becoming ghost cities.



## INQUIRING SEAFARER

Questions: In your eyes, what has been the biggest single accomplishment of the SIU? (Asked of veteran Seafarers.)

**John Kulas, FOW:** I'd say there are two: the biggest gains have been the tremendous increase in wages and the Welfare Plan with all the benefits that didn't exist when I first began sailing. When I started with the SIU in 1943, nobody had any idea such gains would be won.



**F. H. Murray, FOW:** I've been sailing SIU for 12 years and everything that has happened has been progress, particularly our rotary shipping system giving seniority to the oldtimers in the Union. The Vacation Plan is another one of the best developments.



**Juan Soto, bosun:** Our organizing gains which have meant more job opportunities for all Seafarers. All the steamship companies we signed up have made us far stronger than we were when I joined the Union in 1941, so that we could win other gains.



**Ernie Such, AB:** I believe the Vacation Plan is outstanding. You can always count on some extra cash just when you need it for emergencies. Of course there are many other things you could pick out but I think the Vacation Plan is the best gain since I went to sea in 1944.



**John O'Rourke, ch. elect:** I can't point out any one thing. All the gains we have made since 1946 have been outstanding; the Welfare Plan in its entirety, the new halls and the improved conditions on the ships are some of the most important since I came into the Union ten years ago.



**E. C. Shaeffer, MM:** The hospital benefits and other Welfare Plan features are the outstanding gains since I began with the SIU in 1942. What's good about our Welfare Plan is that we can look forward to more gains in the future. Vacation pay is another good thing for seamen.



## AFL-CIO Council Backs Meany's Stand On ILA

WASHINGTON—A special meeting of the AFL-CIO executive council voted to endorse President George Meany's stand against the so-called "mutual assistance pact" between the International Brotherhood of Teamsters and the expelled International Longshoremen's Association. Three days prior to the meeting, the pact itself was dissolved by the two organizations, avoiding possible disciplinary action by AFL-CIO against the Teamsters.

Although the dissolution of the pact has taken place, the AFL-CIO governing body voted to study the principle involved in any federation affiliate doing business with organizations expelled from the federation. The matter will be discussed further at the next council meeting in June.

The "mutual assistance pact" had been drawn up between the Central Conference of Teamsters and the ILA supposedly to provide for joint organizing operations. As one part of the pact, the Central Conference was supposed to extend a \$400,000 loan to the ILA, to help it combat organizing efforts in New York harbor by the International Brotherhood of Longshoremen, AFL-CIO. The IBL drive has the support of the Maritime Trades Department, of which the SIU is a member.

The IBL protested the pact and demanded AFL-CIO action, as a result of which the projected loan was stopped on Meany's initiative and the Washington meeting called to take further action.

Subsequently, it was revealed that the Central Conference had

just \$53,000 in total assets at the time it was to have extended the loan to ILA.

Meanwhile, the ILA showed signs of disintegration in New York under steady pressure from the IBL. A long-simmering disagreement between Anthony "Tough Tony" Anastasia, Brooklyn ILA boss, and ILA headquarters again erupted over Anastasia's success in absorbing additional groups of longshoremen on the Brooklyn waterfront. It was expected though, that Anastasia and ILA headquarters would temporarily patch up their differences in the face of the IBL drive, with Anastasia winning additional power within the ILA in the process.

### Beneficiary Cards Lacking . . .

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

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

The Welfare Plan has already completed death benefits payments to most of the Salem Maritime victims' next of kin.

# SIU Hits CG 'Desertion' Beef; Skipper Nixed Pact

BOSTON—Called up by the Coast Guard on a trumped-up "desertion" charge brought on when a skipper failed to live up to the SIU freight agreement, a Seafarer formerly on the Algonkin (Algonkin) is still in the dark regarding his future ability to earn his livelihood as a seaman.

A "desertion" rap has been pinned on the SIU man, a messman, because he was never paid off or signed off the ship's articles, although he gave the old man the required 24-hour notice before the ship sailed. The outcome of a May 1 Coast Guard hearing on the case is still not known.

The SIU is supporting the Seafarer fully in the beef.

Port Agent James Sheehan said this was "a case of a man who was sick, went into the hospital and took care of everything necessary to keep his record clear winding up behind the eight-ball for no reason at all. Some of these skippers will never learn."

### Taken Ill

The complex tangle first developed when the messman became ill on a Sunday, reported to the Brighton marine hospital on Monday morning and then came to the SIU hall here at noon "with a paper bag full of medicine."

Sheehan said the Seafarer didn't think it advisable to make a North Atlantic trip to Europe when he felt so sick, and was advised to go back to the ship and have the ship's delegate notify the captain. It developed that he did this but the captain did not want to talk to him.

The following day (Tuesday) the messman had to return to the hos-

pital to see the doctor and have x-rays taken. At the same time, the skipper called Sheehan and said that if the man was sick, it would be just as well if he got off the ship. He ordered another messman at that time, stating that he would sign the man who was ill off the articles and sign on the new man.

### Captain Failed To Act

The next day, after the ship sailed, Sheehan found out that the captain had not signed off the messman although a new one had been dispatched to the job.

Three weeks later, the Seafarer was subpoenaed to the Coast Guard hearing for "deserting" his ship.

No verdict has been handed down yet by the hearing board.

Under the general working rules specified in the SIU contract, a Seafarer can pay off a ship in any US port "upon 24 hours' notice to the master, prior to the scheduled sailing of the vessel . . ."

In other action in the port, shipping has remained quiet, Sheehan said, with the outlook still uncertain. Both the Maxton (Pan Atlantic) and the Arthur M. Huddell (Bull) paid off and signed on, while the Steel Navigator, Steel Rover (Isthmian); Government Camp, Cantigny (Cities Service) and Robin Goodfellow (Seas Shipping) were in transit.

## Views Of Docks In Iran

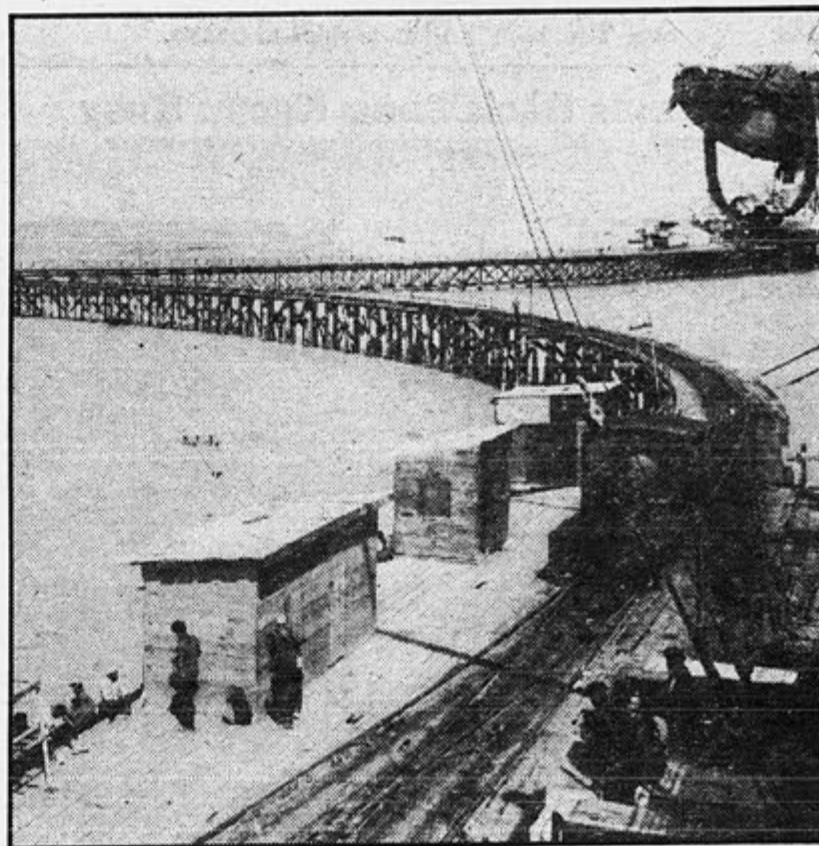
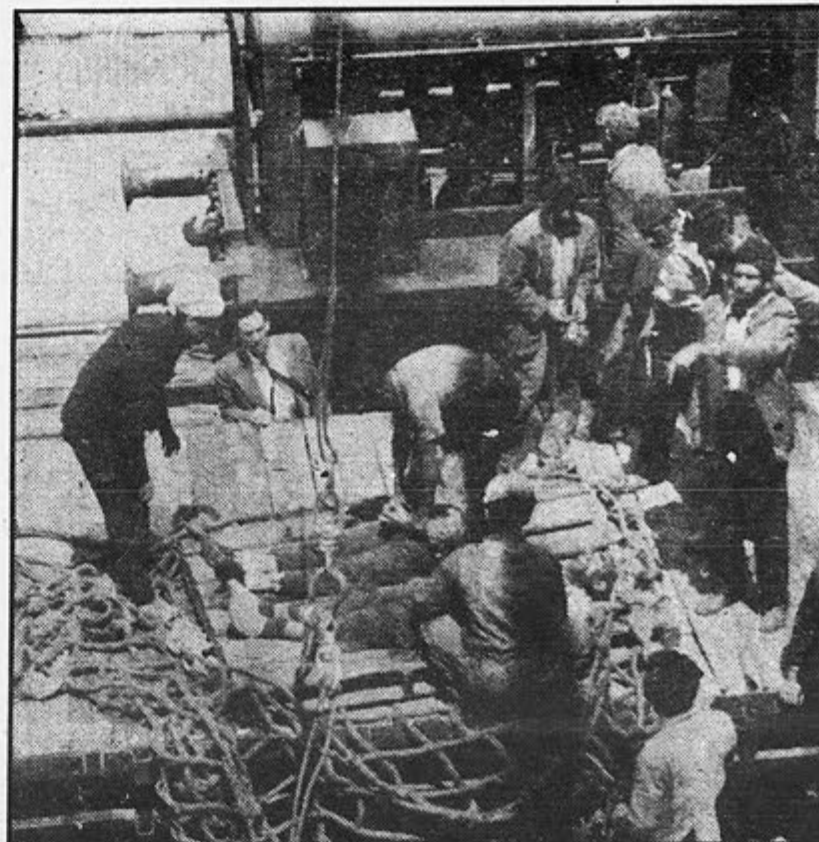


Photo taken from deck of Steel Worker at Bander Shapur, Iran, shows docks built by Americans for supply-line to Russia during World War II. Cargo is unloaded on cars pulled by Diesel "donkey engines" using tracks out to berthing spaces.



Persian longshoreman aid two fellow dockers, one dead and one dying, after they were pulled out of No. 3 hold on Steel Worker. Men were fighting on edge of hatch and fell into bottom of hold. Both photos by Seafarer Merwyn "Doc" Watson.

## CG To Rule Small Ships

WASHINGTON—The Senate has completed action on a bill to give the Coast Guard control of small passenger-carrying vessels. It provides for Coast Guard inspection of all vessels which carry more than six passengers for hire, irrespective of the vessel's tonnage. The bill had previously passed the House and is expected to get Presidential approval.

### Small Vessel Disasters

The inspection bill is an outgrowth of several marine disasters in recent years involving party fishing boats and excursion craft. It was promoted principally by the sinking of the sailing vessel Lévin J. Marvel in Chesapeake Bay last August with the loss of 14 lives.

Up until now, boats below certain tonnage levels were required to conform to the bare minimum safety standards. These were vessels of 15 gross tons or less, or sailing ships of 700 gross tons or less. They have not had to get certificates of seaworthiness.

# NY Job Chances Hold Up, Future Looks Promising

NEW YORK—Shipping is continuing at a good pace here, although it declined slightly over the previous period.

In addition, shoreside diversions are providing so powerful a draw that there were a couple of times in the past two weeks when the dispatchers were hard-pressed to find men for ships that were sailing right away.

From all appearances the forecast is for steady good shipping in this area, said Assistant Secretary-Treasurer Claude Simmons, so the welcome mat is out for those Seafarers in other ports where job activity is slow.

### Cold Weather Gone

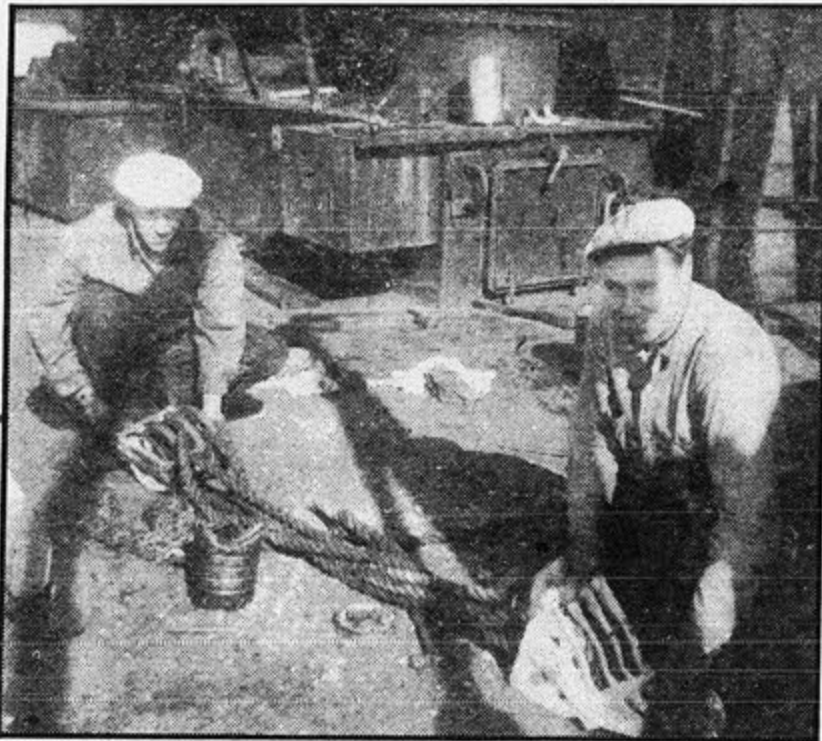
"You don't have to worry about cold weather anymore as it is springtime in old New York and the weather is fine," Simmons added. "We have also been get-

ting a good number of standby and relief jobs that a guy can make a few bucks on to tide him over while he's waiting to ship. Along with a good library and plenty of recreational facilities, this makes New York a good place to be at this time," he commented.

"For those who are interested, the horses are off and running at Jamaica and the ball parks are all open also," Simmons pointed out.

Ships calling here have been arriving in good, clean shape, thanks to good work by both crews and delegates. Port officials paid off a total of 23 ships, signed 6 on foreign articles and serviced 13 more ships in transit.

## Pennmar Deck Gang Keeps Busy



Seafarers in deck gang on Pennmar do repair job on block and tackle to keep things running smoothly. Apparently pleased with the way things are going are Whitey White, carpenter, (left) and Otto, AB. They know efficient running avoids accidents later on.



Stack on Pennmar gets the wirebrush and red lead treatment as Charles Bramble, AB (top) and "Blackie," AB (on ladder) turn to. Deck gang tries to keep ship in shape at all times. The ship is on the intercoastal run.

# Shipping Round-Up & Forecast

April 18 Through May 1

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	9	3	3	0	7	0	19	3	22
New York	82	21	55	22	67	18	204	61	265
Philadelphia	27	5	19	2	14	3	60	10	70
Baltimore	47	23	25	24	29	16	101	63	164
Norfolk	18	17	17	16	3	10	38	43	81
Savannah	7	4	2	5	2	0	11	9	20
Tampa	6	1	4	1	5	2	15	4	19
Mobile	14	3	10	5	18	4	42	12	54
New Orleans	45	20	35	21	33	22	113	63	176
Lake Charles	7	8	8	7	8	4	23	19	42
Houston	21	14	10	10	9	6	40	30	70
Wilmington	8	3	1	7	5	1	14	11	25
San Francisco	20	12	18	11	18	9	56	32	88
Seattle	12	8	6	16	17	8	35	32	67
<b>Total</b>	<b>323</b>	<b>142</b>	<b>213</b>	<b>147</b>	<b>235</b>	<b>103</b>	<b>771</b>	<b>392</b>	<b>1163</b>

Port	Shipped						Total A	Total B	Total C	Total Ship.
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C				
Boston	7	1	0	3	0	1	2	0	1	14
New York	58	21	14	48	28	10	36	12	11	142
Philadelphia	20	4	5	10	5	4	13	9	8	43
Baltimore	38	33	19	27	37	13	34	22	14	99
Norfolk	2	5	5	4	6	0	2	4	8	15
Savannah	3	2	0	3	4	0	3	2	2	9
Tampa	6	1	0	2	2	0	2	2	0	10
Mobile	19	9	0	18	11	0	13	9	0	50
New Orleans	63	22	11	57	20	6	43	21	3	163
Lake Charles	9	9	0	6	13	1	4	5	0	19
Houston	18	15	2	6	20	8	13	5	3	37
Wilmington	11	2	0	3	2	0	5	3	2	19
San Francisco	11	20	5	10	18	13	10	5	10	31
Seattle	4	2	0	5	6	0	2	4	0	11
<b>Total</b>	<b>269</b>	<b>146</b>	<b>61</b>	<b>202</b>	<b>172</b>	<b>56</b>	<b>182</b>	<b>103</b>	<b>61</b>	<b>653</b>

SIU shipping this period reached a new high for the year, as a total of 1,252 men were dispatched to jobs. The figure was also the highest since mid-December at the peak of the Christmas rush.

Seven ports shared in the job prosperity, two remained the same and five others declined in varying degrees. Total registration, 1,163, lagged behind shipping once again.

The ports showing shipping increases were Philadelphia, Balti-

more, Mobile, New Orleans, Houston, Wilmington and San Francisco, with Baltimore and New Orleans the most notable among the lot. Shipping for the Crescent City was better than in New York, and Baltimore was even with it.

Houston recovered from a slump, while Mobile and San Francisco were very active.

### Black Gang Busy

Shipping and registration remained just about even in the deck and steward departments, but were far apart in the engine department, where replacements are generally toughest to land.

In terms of seniority shipping, class B jobs again ran ahead of registration in that seniority group, and accounted for over a third of all the shipping in the district. Its 34 percent of the total shipping was the highest ever reached by class B since the start of the seniority system a little over one year ago.

At the same time, class A shipping was just over half the total, 52 percent, for an all-time low. The lack of class A manpower on the beach proved a bonanza for class C men, who have no seniority under the SIU shipping system.

### Class C Jobs Up

The total number of class C men shipped was the 2nd highest ever shipped from this group, and its 14 percent of the total jobs was also short of a new high.

This trend is expected to reverse as more crews begin piling off for vacations and the pool of class A men on the beach increases.

The following is the forecast port by port: **BOSTON:** No change... **NEW YORK:** Good; jobs in many ratings still hard to fill... **PHILADELPHIA:** Fair... **BALTIMORE:** Very good... **NORFOLK:** Should get better soon... **SAVANNAH:** Quiet; registration low... **TAMPA:** Slow... **MOBILE:** Good... **NEW ORLEANS:** Should decline some... **LAKE CHARLES:** Expects rise... **HOUSTON:** Good... **WILMINGTON:** Fair... **SAN FRANCISCO:** Fair... **SEATTLE:** Slow.

## US Tanker Shortage Critical, Admiral Warns

QUINCY, Mass.—The US is desperately short of tankers and would face a serious oil crisis in any emergency, Vice-Admiral E. L. Cochrane, former Maritime Administrator, warned here. Speaking at

keel-laying ceremonies for a new 46,000-ton US flag tanker, Cochrane declared that "The tankers of the free world are barely adequate for peacetime needs today. We can just about carry what we need on a day to day basis."

He pointed out that in the Korean War the US used every tanker it had. "We had no naval opposition, didn't lose a single tanker from enemy action and still barely got by."

In any future international crisis, he said, factories and public transportation would be starved of fuel supplies because there are not enough tank-wagons to carry fuel oil and gasoline for domestic uses and supply the armed forces at the same time.

### Dropping In Number

The US actually has less tankers today than during Korea because of tanker conversions and foreign flag transfers. As reported in the SEAFARERS LOG of February 17, the US had 414 T-2 units in 1954, has 379 such units today and will have only 359 by 1960, according to expert estimates.

Foreign flag tankers are increasing in numbers, year by year, but in any emergency the US could not count on these ships, since US allies such as Britain, France, the Netherlands and the Scandinavian countries would be equally hard-pressed to supply their own domestic fuel needs.

Cochrane pointed out that jet

fighters and bombers consume enormous supplies of fuel compared to the propeller-driven planes of the last war. The existing US tanker fleet would be barely adequate to supply military needs alone, leaving domestic operations crippled for lack of fuel.

The situation is worsened by the fact that the US is becoming more dependent every day on foreign oil imports from Venezuela and the Persian Gulf.

### Turned Down OT? Don't Beef On \$\$

Headquarters wishes to remind Seafarers that men who are choosy about working certain overtime cannot expect an equal number of OT hours with the rest of their department. In some crews men have been turning down unpleasant OT jobs and then demanding to come up to equal overtime when the easier jobs come along. This practice is unfair to Seafarers who take OT jobs as they come.

The general objective is to equalize OT as much as possible but if a man refuses disagreeable jobs there is no requirement that when an easier job comes along he can make up the overtime; he turned down before.

# Canada SIU Hits Bricks On Lakes

MONTREAL—Picketing was reported to have begun by Canadian Seafarers against two Great Lakes ship operators as last minute mediation efforts ran past a strike deadline yesterday. Members of the SIU Canadian District set up picket lines in several ports against 63 ships operated by N. M. Paterson and Sons and the Upper Lakes and Transportation Company.

SIU members had previously approved a strike call when the Lakes operators refused to grant demands for an hourly wage contract involving substantial increases in monthly take home pay. The hourly wage agreement would provide for a 40-hour week base and overtime payments for extra hours worked.

### Boss Threatens Lockout

Other members of the Lakes Carriers Association, representing five other companies, have been threatening to lock out the Canadian Seafarers if the two companies were struck.

Approximately 1,100 Canadian Seafarers and 400 officers are involved in the two companies being picketed. All told about 5,000 men are affected by the contract dispute.

# LABOR ROUND-UP

An eight-day bus strike in Milwaukee by Local 998, Amalgamated Association of Street, Electric Railway and Motor Coach Employees ended on the basis of a 16-cent hourly increase. Wages were the only issue in the walkout.

Merger developments continue on the state level with five more state federations setting up new AFL-CIO units. Tennessee, Arizona, Montana, Louisiana and Missouri unions have established new state labor councils representing about 900,000 AFL-CIO union members in all. Arkansas set up the first one.

The director of the Miami hotel drive of the Hotel and Restaurant Employees Union, Bert Ross, had two shots fired at him in his home in Miami. Nobody was hurt by the shots which shattered the window of the Ross' living room. Ross declared he would not slacken efforts to organize the hotels in the resort city.

An 8½-cent wage increase has been negotiated for 40,000 New England cotton-rayon mill employees by the Textile Workers Union of America. Major companies agreeing to the increase include Bates, Peppercell and Continental Mills.

New York's subway gum and candy machines got their necessary

refills last week when maintenance men ended a 12 day strike. The men, members of Teamsters Local 816, received two-year increases totalling \$6.25 weekly and improvements in fringe issues.

The Champion Spark Plug Company and the United Automobile Workers have signed a master contract for five plants providing a 24-cent package and a union shop. The package includes Supplemental Unemployment Benefits and covers 4,500 workers in Ohio, Michigan, Pennsylvania and Canada.

Air picketing of a Miami beer distributor has been utilized by the Teamsters Union to advertise a dispute with National Brands, Inc. A plane hired by the union has been flying over the city with a banner charging the company is unfair to union members. The union says several workers were forced to quit the union under threat of losing their jobs.

### Shorthanded?

If a crewmember quits while a ship is in port, delegates are asked to contact the hall immediately for a replacement. Fast action on their part will keep all jobs aboard ship filled at all times and eliminate the chance of the ship sailing shorthanded.

## Digest Of State Laws On Absentee Voting

STATE	MAIL REGISTRATION	PRIMARY VOTE	EARLIEST DATE APPLICATION ACCEPTED	EARLIEST DATE BALLOT MAILED
Alabama	No absentee voting for seamen			
Arizona	yes	9/11	30 days to Saturday preceding election	30 days before
Arkansas	not required	7/31	60 days before	20 days before primary, 30 before general
California	yes (automatic when voted)	6/5	any time	20 days before
Colorado	yes	9/11	90 days before	30 days before
Connecticut	yes	varies	two mos. before	two mos. before
Delaware	yes	8/25	any time	60 days before
Florida	no	5/8	any time	45 days before
Georgia	yes	9/12	any time	when printed
Idaho	yes (automatic when voted)	8/14	60 days before	30 days before
Illinois	yes	4/10	100 days before	45 days before
Indiana	yes (automatic when applying)	5/8	30 before primary 60 before general	30 before any primary 60 before general
Iowa	yes (automatic when voted)	6/4	any time	40 days before
Kansas	yes	8/7	120 before primary 60 before general	21 before primary 25 before general
Kentucky	yes (automatic with application)	8/4	any time up to 10 days before	when available
Louisiana	No absentee voting for seamen			
Maine	yes (automatic with application)	6/18	any time	30 before primary & State 45 before Presidential
Maryland	yes (automatic with ballot)	5/7	any time	55 days before
Massachusetts	yes (automatic when applying)	9/18	any time	indefinite
Michigan	yes	8/7	75 days before	45 days before
Minnesota	yes	9/11	45 days before	when available
Mississippi	yes	8/28	60 days before	60 before primary 30 before general
Missouri	yes	8/7	any time	60 days before
Montana	yes	6/5	45 days before	30 days before
Nebraska	yes	5/15	90 days before	15 days before
Nevada	yes	9/4	90 days before	when printed
New Hampshire	yes (automatic when applying)	9/11	any time	20 days before
New Jersey	yes	4/17	any time	24 days before
New Mexico	No absentee voting for anybody			
New York	yes (automatic when applying)	6/5	any time	40 days before
North Carolina	yes (automatic when applying)	5/26	any time	60 days before
North Dakota	yes	6/26	30 days before	21 days before
Ohio	yes	5/8	after Jan. 1	60 days before
Oklahoma	yes	7/3	any time	when available
Oregon	yes (automatic with ballot)	5/18	60 days before	60 days before
Pennsylvania	No absentee voting for seamen			
Rhode Island	yes	9/17	any time	20 days before
South Carolina	yes	6/12	any time	when available
South Dakota	yes	6/5	any time	20 before primary 70 before general
Tennessee	yes (automatic with ballot)	8/2	any time	after Sept. 10
Texas	No registration required	7/28	any time	when available
Utah	yes (automatic with ballot)	9/12	30 days before	when printed
Vermont	yes	9/11	any time	30 days before
Virginia	yes	7/10	any time	90 days before
Washington	yes (automatic with ballot)	9/11	after July 1	25 days before
West Virginia	yes	5/8	any time	70 days before
Wisconsin	yes	9/11	60 days before	21 days before
Wyoming	yes (automatic when voted)	8/21	any time	when printed
Puerto Rico	No absentee voting for sea men			

# SIU Has Absentee Ballot Applications

Although absentee balloting procedures have been reformed and made a little easier than in the past, it's still pretty difficult for seamen to get a chance to vote in this coming presidential election. Changes in Federal law last year have speeded up the method of registration and voting via Federal Post Card Application forms. However, the states control the voting procedure itself, and some states still do not permit absentee voting by seamen or have systems which make it difficult for a seaman's vote to count.

The "Federal Voting Assistance Act" passed last year, requires the Maritime Administration to make Federal application cards and voting information available to seamen. Accordingly the cards are being distributed to US Shipping Commissioners, seamen's institutes and clubs, shipping companies and the maritime unions including the SIU.

The postcards are acceptable in all states which have absentee balloting which means everywhere except New Mexico and Puerto Rico. This is a considerable improvement over 1952 when many states did not accept Federal application cards. However, in a number of states, absentee balloting is permitted by members of the armed forces only, with merchant seamen excluded. These states are Alabama, Louisiana, and Pennsylvania.

The Alabama and Louisiana primaries have already been held so that all that would be left is the actual vote for president, since Democratic primaries determine state and local elections.

### Florida An Exception

Other areas permit seamen to vote by absentee ballot, but registration must be made in person. These are Florida and the territories of Alaska and the Virgin Islands.

Still other states permit absentee voting in general elections but not in primaries. These are Connecticut, Delaware, Massachusetts, New Hampshire, New York, Rhode Island.

One of the major difficulties in absentee voting is that states do not mail ballots out until a few weeks before the election with most states allowing a maximum of one month. That does not allow the seaman enough time to get his ballot back in. Seafarers who file for absentee ballots should make sure to give an accurate ad-

dress for the period in which the state ballots will be mailed out.

In other words, a Seafarer on a ship should get the ship's itinerary and give as his mailing address the port he will be in a few days after the state mails him his ballot.

The postcards themselves are sent to the Secretary of State of the home state of the Seafarer or to an appropriate local election official. They are an application for ballot for either primary, general or special election. After being filled out the cards have to be sworn before any one of the following: the skipper, chief mate, chief engineer or purser.

When the ballot is received, it should also be sworn in the same manner and executed according to the instructions received from the state.

## Personals

### William Joseph Wolfe

Anyone knowing whereabouts of this man is asked to contact his sister, Mrs. Anne Martin, 117 Jefferson St., Savannah, Ga., or call Savannah 4-1716.

### James Glissen

Contact Charles C. Dorsey, 612 East Pratt St., Baltimore 2, Md.

### Harry Edwin Messick, OS

Urgent. Get in touch with your wife at 609 E. High St., Seaford, Del.

### Leo Wills

Your sister, Mrs. Howard Evans, 1906 N. Howard St., Philadelphia 22, Pa., urges you to get in touch with her as soon as possible.

### Edwin L. "Tex" Ringgold

Contact your sister, Elva, c/o H. Lyod, 721-E. Chase St., Baltimore, Md.

### Terrance M. Jones

Write your sister, Mrs. J. J. Samson. She has returned from California and is now in Charleston, SC, waiting to hear from you.

### Earl E. Gonyea

Get in touch with your mother at 603 Main St., Clinton, Mass.

## FINAL DISPATCH

**Daniel D. Lupton, 37:** Brother Lupton died in Bassens, France, on February 14, 1956. Burial took place in Whortonsville, NC. He joined the Union in the Port of Norfolk in the latter part of 1941 and had been sailing in the deck department. He is survived by his mother, Julie Lupton, of Hoboken, NJ.



since 1951, joining in Norfolk. He had been sailing in the black gang. Brother Gunter is survived by his mother, Becky Deaton, Learned, Miss.

**Clarence L. Yearwood, 62:** A resident of Newark, New Jersey, Brother Yearwood died on April 9, 1956, of a heart attack. Brother Yearwood joined the Union in Baltimore in 1939, being one of the first members of the Union. He sailed in the steward department. Brother Yearwood is survived by his wife, Thelma.

**Jake D. Raby, 34:** On February 3, 1956, Brother Raby died of pneumonia in the Charity Hospital in New Orleans, Louisiana. Place of burial is not known.

**Arless M. Gunter, 55:** A heart attack was the cause of Brother Gunter's death on January 27, 1956. He had been a member of the Union

Brother Wing died of a heart attack aboard the SS Beauregard while at sea on January 28, 1956. Burial took place at sea. Brother Wing had been a longtime member of the SIU, joining in 1938 in Philadelphia and had been sailing in the deck department.



# REPORT CARD on SIU Scholarship Students

**T**HE last issue of the SEAFARERS LOG reported the progress of four of the winners of the \$6,000 Seafarers Scholarship Plan award. The Seafarers Plan awards four such scholarships annually to Seafarers or children of Seafarers. The four winners of this year's competition will be announced in June by an impartial college board. Here's how the other five winners currently in school are doing.



**Seafarer Wallace Simpson**  
Stanford University  
International Relations

A childhood spent in China made international relations a natural subject for Seafarer Wallace Simpson, AB. He is majoring in this subject along with Chinese and social sciences aiming at a career in the Foreign Service of the State Department. The 25-year old Seafarer is compiling an "A-minus" average and still finds time to be head copy editor of the "Stanford Daily," and publicity director for the campus Institute of International Relations. He reports that as far as he knows, no other scholarship at Stanford equals the SIU grant in amount and freedom of choice, with his \$1,500 covering all basic school expenses and leaving him about \$100 for incidentals such as smokes and haircuts. He proudly adds that "I am known as the outspoken advocate of organized labor . . . and I believe I was able to cause a fair number of my classmates to change their attitude of animosity . . ."



**Lembhard G. Howell**  
Lafayette College  
Pre-Law Student

A law career is the objective of Lembhard G. Howell, 20, son of Seafarer Cleveland Howell. First though, comes a college degree in 1958 and then three years' Navy service. Howell is maintaining a "B" average, and as a fledgling lawyer has won three of four debates at the College Debate Society. He is also active in the National Service Fraternity and other campus clubs. With tuition of \$900 a year and room and board costing \$650, his scholarship covers all but a smattering of his annual expense. "There are a few Ford Foundation Scholarships and a few other scholarships available to students," he writes, "but I don't believe that there is a more generous scholarship than the SIU one anywhere on the campus." Lafayette College, he finds, offers him the fullest facilities for his studies and "I am glad that I can express to the SIU and its members how grateful I am for the opportunities that it has made available to me . . ."



**Seafarer Pickett W. Lusk**  
University of Houston  
Sociology Student

Aiming at a graduate degree in sociology and a teaching career, Seafarer Pickett W. Lusk, 33, is well on his way. He expects to graduate next year and go on to further studies in his chosen field. Lusk, who sails as AB, is maintaining a "B-plus" average and relaxes by participating in Drama Department productions, the writer's club and the social science club. Married and living off-campus, Lusk finds the scholarship more than ample, with school costs about \$550 a year and the rest left for living expenses. The award, he writes, "is undoubtedly one of the top undergraduate scholarships in the country." After sailing for 12 years Lusk tells Seafarers, "Don't feel any reluctance about the possibility of returning to school after a long absence . . . I found my experience of going to sea . . . helping me with my studies. There is no information like first-hand experience."



**Elizabeth Lomas**  
College of New Rochelle  
Social Work Student

Social work in the field of child welfare or family relations will be Elizabeth Lomas' profession after graduation, June, 1957. She is preparing for the field by studies in sociology, criminology and child welfare and is maintaining a "B" average. Her volunteer after-school services at the Cardinal McClosky Home for Children undoubtedly are of value in preparation for her future career. The 20-year-old student, who is the daughter of Seafarer Arthur Lomas, also plans to be married after graduation. She describes her SIU scholarship as the "best on the campus" covering tuition and book costs of about \$610 annually, plus room and board expenses, leaving money for clothes and savings as well. "The scholarship afforded me an education that I would not have been able to get otherwise," she writes, "an education both formal and informal. Boarding is an integral part of college life and I found it to be a wonderful experience."



**Robert Goodwin**  
University of Oregon  
Dentistry Student

Another year of dentistry school and Robert Goodwin, son of Seafarer Eugene Goodwin, will be a full-fledged dentist. He expects to serve two years in the Army and then set up practice. Between his family (he has a wife and two small daughters) and his dentistry studies, the 27-year-old student is kept on the go. He rates among the top ten students at the dental clinic, works swing shift at a cannery in the summer months so he can get additional clinical experience during regular hours and still finds time for golf, tennis and archery. He is particularly skillful with bow and arrow having bagged four deer thus far during the bow and arrow seasons. His SIU scholarship covers tuition, books and fees and a heavy \$800 annual item for dental supplies. Family expenses are covered in part by his in-laws with whom he is living until he can set up dental practice of his own.



# YOUR DOLLAR'S WORTH

## Seafarer's Guide To Better Buying

By Sidney Margolius

### Cutting Property Insurance Costs

Not only have the property insurance companies raised the rate for extended coverage on houses—that's the part of your insurance policy that protects you against windstorm damage—but they have also reduced your actual protection. They've now eliminated television antennas and lead-in wires from the protected items, which is what most windstorm claims were for anyway. The companies are willing enough to insure you against such remote possibilities as falling aircraft and "civil commotion," but not against the more likely risk of a ripped antenna.

The reason advanced for raising the charge for extended coverage is that the hurricane of recent years cost the insurance companies a lot of money in windstorm damage. Actually, the margin between what the companies charge, and what they pay out, is wide enough to take care of much if not all of the exceptional windstorm claims. Fire and property insurance are very costly for the amount of actual protection you get—costlier even than the notorious auto insurance rates. Fire companies pay out only 40-45 cents of your premium dollar in claims. The other 55-60 cents go for sales, administration and profit.

Most wage-earners don't pay as much attention to the cost of property insurance as they do to auto and life insurance, because the cost is comparatively small in terms of dollars. Also, the price of the property insurance is often merged into the monthly payment to the bank or mortgage company, and as usual, installment payments mask real cost. Some mortgage companies in recent years have even compelled property buyers to get their insurance through them if they want the mortgages.

#### Switch To \$50 Deductible Big Saving

But last month this writer got irked enough by the jump in his insurance bill to take steps to reduce the bill for three years insurance from \$92 to \$36, an actual saving of 60 percent. Here's how: Instead of the no-deductible extended coverage, we switched to the \$50 deductible. We'll now have to foot any damage under \$50 ourselves. But this alone reduced the bill from \$92 to \$60. And without antenna protection, the likelihood of having any small claims is much less. The additional saving was effected by placing the insurance with a large mutual that gives a rebate of 40 percent. This saved \$24 more.

But as important as saving the dollars, cutting the cost of insurance make it possible for a homeowner to afford increased coverage or some of the other protection he needs, such as comprehensive against water damage, freezing pipes, falling trees and other risks.

The fact is, the property insurance carried by the average homeowner is very inadequate. You're insured against riots, which are unlikely, but not against the more usual occurrence of a kid hitting a ball through a picture window. Read your fire insurance policy. See how it lists a few risks it insures you for, but is mum about all the others. You need to buy additional forms of coverage to guard you against the unmentioned risks.

#### Some Companies Offer Savings

With the help of a noted insurance expert, this department has compiled a new list of companies offering savings from standard rates. The savings listed here are only approximate, since the same company's rates may vary in different areas, for different types of insurance and in different years. Also some insurers charge more if you live in an "unprotected" area with substandard fire protection. So use this list only as a basis for comparing charges for the same amount and kind of insurance in your own area.

Also, the companies listed below are the larger ones. There are also many smaller companies licensed in only a few states, which offer insurance at reasonable cost, and also many county mutuals in rural areas which pay very large dividends. However, it is not possible to list these hundreds of smaller companies. Here are leading lower-cost companies, with their home offices and amount of savings offered:

Merchants & Businessmen's Mutual Fire Ins. Co., Harrisburg, Pa., 40%; Factory Mutual Liability Ins. Co., Providence, R. I., 35%; National Farmers Union Property & Casualty Co., Denver, Colo., 25-30%; Hardware Dealers Mutual Fire Ins. Co., Stevens Point, Wisc., 20-30%; Federated Mutual Implement & Hardware Ins. Co., Owatonna, Minn., 20-30%; Millers Mutual Ins. Co., Alton, Ill., 15-30%; Allied American Mutual Fire Ins. Co., Boston, Mass., 25%; Liberty Mutual Fire Ins. Co., Boston, Mass., 25%; American Hardware Mutual Ins. Co., Minneapolis, Minn., 15-25%; Farmers Mutual Auto Ins. Co., Madison, Wisc., 10-25%; Berkshire Mutual Fire Ins. Co., Pittsfield, Mass., 20%; Central Mutual Ins. Co., Van Wert, Ohio, 20%; Employers Mutual Fire Ins. Co., Wausau, Wisco., 20%; Grain Dealers Mutual Ins. Co., Indianapolis, Ind., 20%; Holyoke Mutual Fire Ins. Co., Salem, Mass., 20%; Indiana Lumbermen's Mutual Ins. Co., Indianapolis, 20%; Merrimack Mutual Fire Ins. Co., Andover, Mass., 20%; Michigan Millers Mutual Ins. Co., Lansing, Mich., 20%; Middlesex Mutual Fire Ins. Co., Concord, Mass., 20%; Millers Mutual Fire Ins. Co., Ft. Worth, Tex., 20%; Northwestern Mutual Fire Assn., Seattle, Wash., 20%; Oregon Mutual Ins. Co., McMinnville, Ore., 20%; Pawtucket Mutual Ins. Co., Pawtucket, R. I., 20%; State Farm Fire & Cas. Co., Bloomington, Ill., 20%; Quincy Mutual Fire Ins. Co., Quincy, Mass., 20%; Worcester Mutual Fire Ins. Co., Worcester, Mass., 20%.

In addition there are a number of other fairly large companies offering savings of 15-20 percent, including Mutual Service Casualty Ins. Co., St. Paul, Minn.; Atlantic Mutual Ins. Co., New York; the various Lumbermen's Mutuals; the Fire Insurance Exchange of Los Angeles; Penn Mutual Fire Ins. Co., West Chester, Pa.; General Insurance Co., Seattle, and Allstate Insurance Co.



Robert Nielsen

## Finds True SIU Spirit In Hospital

"Brotherhood of the Sea" is more than an expression for Seafarer Robert Nielsen. Its true meaning was emphasized during the time he was laid up in an Egyptian hospital in Alexandria.

He was oiler on the Irenestar when he was taken ill and put ashore for hospitalization on March 27. Ship's delegate Charles "Jiggs" Jeffers promptly notified headquarters and two days after he was taken ill SIU Welfare Services got off a letter to Nielsen at the hospital as the first stage in arranging repatriation. In addition the delegate and the chief mate packed every item of Nielsen's gear, including his eyeglasses, and brought it all to the hospital.

The Irenestar left Alexandria April 1. A few days later the SIU-manned Oceanstar, operated by the same company, came into port. "The man who sells newspapers down at the docks told the crew I was in the hospital. I didn't know a single man in the crew aside from the skipper whom I sailed with before, yet they went out of their way to take care of my needs."

#### Plenty Of Aid

They brought him cigarettes, candy, jams, jellies, shaving gear and razors and "the baker even baked me a cake." They also saw to it that he had plenty of books and magazines to read. "I guess they pretty near turned over the whole ship's library to me."

In addition, one of the ollers found that Nielsen had no US money.

"He told me I would need a couple of dollars when I get back to the States to get home from the airport. So he gave me a ten spot." The skipper, Captain George Solid, also came in to see him twice.

#### Hospital Care Adequate

The hospital care was everything he could expect, but, he said, the food was a little on the skimpy side and "I really appreciated all the good things to eat the brothers supplied me with." In addition, the hospital help only spoke French, "so it was a pleasure to have somebody I could talk to."

After 41 days rest, Nielsen flew back to the States on a Trans-World Airlines plane, arriving in New York early this week. Repatriation arrangements had been made in advance by Welfare Services and the company.

He's now headed home to Babylon, Long Island, for a good rest. Then when he starts shipping again, he hopes to bunk into the Oceanstar gang some day to thank them personally for their help. "If I ever get the chance," he said, "I'll do the same for any SIU man in the same fix."

## No Sign Of Let-Up In Baltimore Boom

BALTIMORE—SIU dispatchers are busier than ever here, with the port in the midst of a full-scale shipping boom. Job activity has been rising steadily for several weeks, and reached its peak during this period.

The total of jobs dispatched, 237, was only one short of activity in New York during the same two weeks. Registration has increased some, but is still lagging way behind shipping. Fourteen payoffs, nine sign-ons and eleven in-transit ships were listed for the period.

Port Agent Earl Sheppard lauded the happy state of things, since beefs have been few at the same time. Only one item is pending in connection with rest periods on Calmar ships, and will be handled through headquarters.

Full-scale activities are also continuing on the organizational front, with no let-up in campaigning by the SIU-affiliated Marine Allied Workers at the Old Bay Line. This outfit is considered the key to a breakthrough in the entire Chesapeake Bay area, and the eventual signing up of every unorganized inland boatman and harbor worker.

Other news making the headlines here was the scrapping between two major Democratic aspirants for the US Senatorial nomination, George P. Mahoney and

ex-Sen. Millard E. Tydings. Mahoney drew the backing of most labor people, because of criticism of Tydings' past labor record in the state, but Tydings appears to have won the primary.

On the Republican side, Sen. John M. Butler, the incumbent, has no real opposition. This race is being watched closely, however, because Butler has been an active supporter of vital maritime legislation while in the Senate.

## SF Booms, But Quieter Days Ahead

SAN FRANCISCO — Shipping here exceeded all expectations in pacing Pacific Coast job activity during the past two weeks. Seattle slumped badly and Wilmington remained quiet.

However, the shoe may be on the foot during the current period, with no payoffs at all in sight. Whatever job activity there will be will have to come from in-transit ships, Port Agent Leon Johnson asserted.

Two payoffs, the Kyska (Waterman) and the Orion Clipper (Colonial), plus three sign-ons and four in-transits stirred the short-lived boom.

The Choctaw (Waterman) and Seatiger and Ivy (Colonial) signed on, while the Celestial (International Transport), Massmar (Calmar), Steel Architect (Isthmian) and Madaket (Waterman) stopped off in transit. In addition to regular jobs, 16 deck standbys were shipped to the Orion Clipper.

#### Serrano Dies

Meanwhile, a familiar figure at the Sailors Union headquarters building here passed on, when SUP bartender Earl Serrano died of a cerebral hemorrhage on May 2.

Well-known to Seafarers shipping from SIU branch offices in the building, Serrano had been tending bar here for the past five years. He was not a member of the SUP, but was a member of the Bartenders Local 41. He is survived by his wife, Mary.

## Seattle Slows Up Once Again

SEATTLE—Inactive again after one good two-week period of shipping, this port has temporarily given way to San Francisco insofar as jobs are concerned.

Lacking a regular payoff for almost a month, it was hopefully awaiting the arrival of the Longview Victory (Victory Carriers) late this week. The Longview was scheduled for a payoff some time yesterday, at last reports.

Six in-transit vessels supplied the lone activity of the past period, and took only 23 replacements between them. The visitors included the Wild Ranger, Jean LaFitte (Waterman); Ocean Rose (Ocean Trans) and the Massmar, Seamar and Texmar (Calmar). All of them came in clean, said Jeff Gillette, SIU port agent.

## Among Our Affiliates

With the Lakes shipping season opening, the SIU Great Lakes District is winding up contracts for the new year. The latest agreement was signed with Huron Transportation for a new wage scale which gives these crews 11 cents more than other Lakers. Other contracts are in the works with the Ann Arbor Railroad carferries, and the Chicago, Duluth and Georgian Bay Line.

↓ ↓ ↓

On the northern side of the Lakes the SIU Canadian District has signed first-time contracts with the St. Charles Transportation Company and Abitibi Corp. operators of tugs. The companies were organized in 1955 and negotiations had been in progress during the winter. Crewmembers got retroactive pay to \$1,000 going back to the start of the 1955 navigation season along with other contract gains.

↓ ↓ ↓

Over \$88,000 in post-hospital benefits were paid out in the year starting April 1, 1955, the Sailors Union of the Pacific reports, averaging over \$107 for each hospitalized Sailor. The April 1 date marked the start of the new benefit system under which \$10 a day is paid for up to 12 days hospitalization after a man is discharged from the hospital. The purpose of the benefit is to tide him over until he can ship again.

↓ ↓ ↓

A four-day strike against the C. S. Loveland Company, towboat operators in Philadelphia harbor, won a first-time contact for the Brotherhood of Marine Engineers along with Local 1800 of the International Brotherhood of Longshoremen, the latter representing unlicensed men. The agreement provides 25 to 30 percent increases plus equally huge boosts in fringe benefits and a wage reopener at the end of a year.

**You're  
at their  
mercy!**

**M**ILLIONS of Americans every year fall victim to unscrupulous businessmen who lie, cheat and—in some cases—cause injury and illness. The list of misdeeds of greed is almost endless: useless hair tonics; phony labels; contract swindles; skyhigh interest; fake schools; get-rich-gimmicks; fake cures, diseased and mislabeled food and on and on . . .

While there are US Government agencies responsible for dealing with these culprits, their limited power, small staffs and the tremendous size of their task, make only a token war possible. The two agencies involved are the Food and Drug Administration, which concerns itself with unfit foods, adulterated and mislabeled brands and illegal sale of prescription drugs. The other is the Federal

Trade Commission, which checks for false advertising, fake labels and misrepresentation. In both cases the laws they administer are completely out-of-date.

So, you are to a great extent at the mercy of any person who wishes to go into business and prey upon you.

If you depend on your daily newspaper you'll read little of these crimes. Bad businessmen are not as good villains as labor unions. Also there has been strong evidence to indicate that there has been some suppression of such news, particularly in the cancer vs cigarettes controversy.

Here is a sampling of what some American businessmen have been up to lately. These birds were caught—you can guess how many thousands got away.



No matter what the Hayr Chemical Company says, "Hayr" will not grow hair, and neither will anything else in most cases. The company had been claiming—until the Government stepped in—that dirt and bacteria plug the scalp's hair follicles and prevent normal growth. "Hayr" was supposed to "unplug" the scalp and bring on a new growth.

During 1955 the Food and Drug Administration seized and removed from the market 4,922,000 pounds of unfit or misbranded food, about the same amount seized in the previous year. The unfit food was rice, candy, cheese, crabmeat, poultry and canned tomatoes. The other seizures involved illegal drug sales and falsely labelled goods. The rice, candy and cheese were found to contain insects and filth; the poultry was diseased and contaminated.

Fake labelling of wools and nylons as cashmere plus false and counterfeit branding in watch movements have snared thousands of unwary buyers in recent months. The practice is becoming more and more widespread with the ever-increasing use of synthetics in fabrics. It is almost necessary for a consumer to be a graduate chemist to know the fabrics.

A Louisiana firm reaped heavy profits from its sale of Kary-On, a vitamin-mineral supplement, which claimed to help heart trouble, old age and swollen knees. Another, Autry's Minerals, a product of General Products Corporation of Los Angeles, claimed to cure arthritic or rheumatic pains, sinus trouble, colds, anemia, blindness or any disease caused by mineral deficiencies. The company also claimed in its advertising that a major portion of the country's population is ill because of mineral deficiencies. Another Los Angeles firm bilked thousands with its claims for a home application kit which claimed to cure leg ailments such



as milk leg, varicose veins, sore legs, sprains and cramps.

A recent seizure by the Food and Drug Administration was a consignment of dietetic candies, the type widely prescribed for persons suffering from high blood pressure and certain types of heart, liver and kidney diseases. By law such food must be labeled with the number of milligrams of sodium per 100 grams of the food. The seized candies were labeled "No salt added" and "No sugar added." Both were found to have high sodium and calorie content.

Off the medical quackery beat, but still in Los Angeles, a company reaped a bonanza through its ads claiming its household paints were as good as national brands selling for twice as much but had to be sold quickly at a "special" price because they had to be moved out of a warehouse. The FTC charged the paint was inferior to the national brands, the special price was really its regular one and that the warehouse must

have been quite a place because orders far exceeded the amount that "must be moved."

An over-zealous advertiser across the country in New York overstepped the line when he claimed that his "Garden Under Glass," contained only real flowers, including rare varieties from the "deep Brazilian forest." Most were found to be plastic—from no further south than New Jersey.

Television which has been drawing heavy criticism for "pitchmen" tactics in advertising—was the source of ads announcing sewing machines for a mere \$38. The regular price was announced as \$119.50. Investigation disclosed that 1) company salesmen belittled the



\$38 special, 2) refused in many cases to sell it, 3) tried to sell more expensive machines, and 4) even the reduction to \$38 was phony because the machine had never sold for as much as \$119.50 in the first place. The same dodge was also used for vacuum cleaners.

There have been many fragrances blown across the meadows of New Jersey near New York City, but none have been exactly perfume. A perfume recently advertised in its brochures, letters and labels as "Imported from France," a bargain at \$25, was found to come from a New Jersey factory and was worth no more than its \$3 selling price.

You're a guinea pig in the biggest mass experiment in history and there is no law to protect you. The American chemical industry since 1940 has put more than 25,000 different chemicals into food to change color, preserve flavor, retard spoilage, etc., and they tried them out on you!

In the intervening years 24,000 were eliminated quickly as being acutely poisonous, 600 were knocked out after complete tests and 400 are still in use. Of these, 150 are harmless, 100 are safe if directions are followed and 150 still have not been adequately tested.

At the present time a chemical or additive cannot be barred from use until the Government proves that its continued use is harmful—a procedure that may take months or years.

The AFL-CIO is supporting legislation to plug this shortcoming in the Food and Drug Law.

This ad went over big, until the company was told to put up or shut up: "With tears of joy in their eyes, men and women who formerly suffered dread stabbing torture of arthritis and rheumatism pain in swollen joints and muscles tell of blessed relief after using it." The supposed pill cure for rheumatism, arthritis and neuritis shut up.

Bogus schools with equally phony degrees continue to crop up with enticements to teach a quick-easy method to earn a fortune in one's spare time. If you want to become a DA, that's Doctor of Audiometry, the practice of fitting hearing aids, there is—or was—a "college" for it in Oklahoma City. The "dean" of the one-man factory for his students had several self-awarded degrees, even though he had no equipment, was not qualified to teach and besides, who ever heard of a DA degree?

Have you run across binoculars and microscopes labelled "Von Steuben," "Von Kaump" and "Heidelberg?" If so, don't conjure up a vision of a high-quality German lens. The distributor has now agreed to change the names so as not to imply any but the true country of origin—Japan.

In January, 1956, the Food and Drug Administration caused 696,000 pounds of unfit food to be destroyed or put to non-food use. Also drug products valued at more than \$300,000 were destroyed. The food was bread, rolls, rice, peanut butter, flour and rolled oats. Two olive oil companies were caught adulterating and misbranding their olive oil and fined.

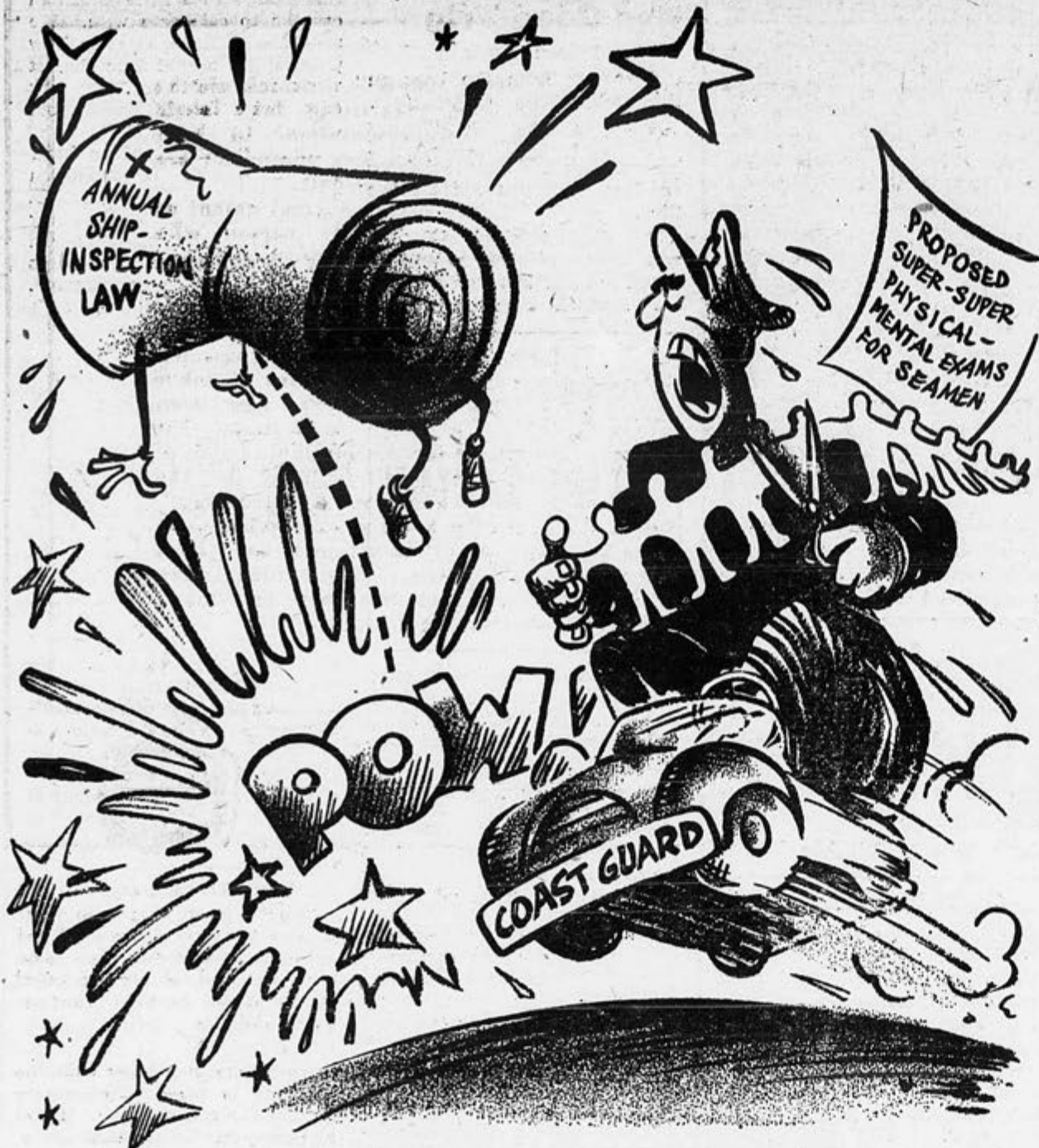
Federal court cases brought in January of this year on charges of Food, Drug and Cosmetic Act violations include 64 seizures and 18 criminal prosecutions.



Fifty-three concerned food that was contaminated, two were subpotent dietary items and two were carloads of vegetables dusted with a toxic spray contrary to label directions. The seven shipments of drugs and devices seized were alleged to bear false labeling as to composition or therapeutic uses.

A Texan who claims to have over 11,000 cancer sufferers currently under treatment has been attacked by the US Government as giving worthless treatment and in some cases might actually be speeding the growth of cancer. The Food and Drug Administration said the treatment being given by Harry M. Hoxsey of Dallas "represents a gross deception to the consumer." Reports have been received, the agency said, "of deaths which occurred after surgery was forsaken in favor of the Hoxsey treatment while the cancer was still operable, and where surgery promised excellent prospects of cure." The FDA has been battling Hoxsey for more than eight years and in 1953 won a court order prohibiting shipment of his "medicines" in interstate commerce.

'Outta My Way!!!'



The Coast Guard-shipowner bill to dump the annual ship inspection system is sailing smoothly through Congress over objections of all American maritime unions. Meanwhile the Coast Guard still has the proposed profiling system for merchant seamen in its hip pocket.

The new theory seems to be to forget about making ships safe because that costs money, and to concentrate on developing a miracle man, an accident-proof seaman who wouldn't get hurt no matter what happens.

Under this theory, ships will be permitted to sail for two years without a going-over from the Coast Guard. The merchant seaman, on the other hand, would be inspected to death under the profile system. He will not only have to come up with a faultless physique worthy of an Annapolis and West Point candidate, but his family tree will have to be clean from top to bottom. If his parents are separated, or if his opinions don't

please the examining psychologist, he might be denied the right to earn a living at sea.

When the Coast Guard first came out with its profile system, the plans were hastily pigeonholed after an outraged protest from the SIU and other SIU of NA affiliates. But there are signs recently that the profile system is far from dormant.

For example, a group in New York closely associated with shipowner interests is now "studying" a number of proposals to enact legislation pretty much on the lines of the Coast Guard proposal. The new line seems to be to seek through Congress what the Coast Guard was unable to put over as an administrative ruling.

But whatever the tactics of the Coast Guard-shipowner group might be, they are sure to arouse a vigorous counter-attack on the part of the SIU and other maritime unions. Judging from the response of crews to the current SIU safety quiz, there is a lot that can and should be done to make ships and ship operation safer through practical day-to-day measures.

'...We Told You So...'

That old refrain comes to mind in viewing the current plight of the US in meeting urgent shipping needs. The US Government reports extreme difficulty in getting ships to haul raw materials for the national defense stockpile because foreign-flag tramps are now being hired by the Soviet Union.

When the Maritime Administration started wholesale transfers in 1954, the SIU protested that these ships would no longer be available to meet emergency needs. Not so the Maritime Administration, which said it had "assurances" it could get all the shipping it needed.

Now it seems that the Soviet Union has hired 106 ships to haul wheat from Canada. The Russians need the wheat badly and are paying any price for ocean freight. The re-

sult is that the so-called "available" ships are not available to us.

A GSA spokesman told a Congressional committee Wednesday that the situation is "acute... we do not know whether industry will be able to get a ship to haul some of these strategic or critical materials." He predicted that the situation will get worse as Russia steps up her current economic program. The only solution, he indicated, was to break out the mothballed ships in the reserve.

From the very start the SIU maintained that the runaway shipowner's only loyalty was to the dollar sign. Now instead of having an adequate tramp fleet, the Government will have to undertake the expensive alternative of breaking out obsolete Liberty ships. It would have been far more sensible in the first instance to take the necessary steps to maintain and support enough shipping under the US flag.

Mobile Sees 'Blue Jay' Perking Port's Shipping

MOBILE—"Operation Blue Jay" now getting under way is expected to give this port a much-needed shot in the arm. "Blue Jay" is a spring-summer supply operation which services US military bases in the Arctic regions which are inaccessible to shipping the rest of the year.

SIU port agent Cal Tanner said at least five ships are due to be withdrawn from the Maritime Administration reserve fleet here for this purpose. The first of them, the

Linfield Victory, was due to sign on an SIU crew this week. She will be operated by the Waterman Steamship Corp. for the Military Sea Transportation Service, which runs the "Blue Jay" sea-lift each year.

Military Supplies

A total of 113 ships are expected to be used for the supply operation, including privately-operated tonnage, MSTS ships and ship withdrawn from lay-up especially for this purpose. They will carry military cargoes to bases in Alaska, Canada, Greenland, Baffin Island and Newfoundland.

The first ships to be used left the West Coast this week for bases in southern Alaska.

At the same time, shipping here is showing some improvement already, after a long slack period. A total of 79 offshore jobs were dispatched during the past two-week period, in addition to a large number of relief and standby assignments.

'Right' Work Peddlers All Anti-Union

WASHINGTON—Workers who fall for the phony "pro-labor" appeals of state "right-to-work" law sponsors should look before they leap.

AFL-CIO Secretary-Treasurer William F. Schnitzler said the records of some of the leaders of the "National Right to Work Committee" show that these people are about as anti-union as they come.

He cited the case of former Congressman Fred Hartley, Jr., president of the committee, as a typical example. Hartley was co-author with the late Sen. Robert Taft of the restrictive 1947 Taft-Hartley labor law.

Prior to his connection with the "right-to-work" forces, Hartley had a private organization of his called the National Tool Workers Owners' Union, Schnitzler said, which was barred from operating in New York state, by a division of the State Department of Labor in 1947.

Labelled 'Fascist'

"This official New York state body," Schnitzler pointed out, "in denying Hartley's organization a right to function, said, 'No more fascist organization, with all the potentialities for undemocratic action and danger to our way of life, has yet come to our attention.'"

Edward S. Dillard, chairman of the board of the right to work committee, admitted that he wanted "no union at all" in his plants during a press conference when the formation of the committee was announced last year.

Schnitzler added that the board of the committee "was composed when announced a year ago primarily of anti-union southern employers and some disgruntled railroad employees who fronted for employers in lawsuits filed against the Railway Labor Act's union shop provisions." These cases were eventually thrown out by US courts in North Carolina.

Meet The Seafarers

Richard De Graaf, FOW

From the time he was seven, Seafarer Richard De Graaf was hanging around ships in his native Rotterdam, so it was only natural that he should go to sea. The 48-year-old Seafarer caught his first ship at 15, and has been a working seaman since then.

De Graaf sailed passenger ships of the Holland-America Line for many years, until jobs got so scarce in 1932 that he had to stay ashore awhile. But as soon as he could, he went back on the passenger wagons.

He happened to be in the States when the Netherlands was overrun in 1940. For the next two years he rode Dutch freighters until one of them caught a torpedo off Iceland. The crew made it to the lifeboats and De Graaf was picked up and hospitalized. When he got back to New York he decided that he would like to have a fighting chance on his next ship. "I saw too many ships go down and too many dead bodies floating in the water, so I went into the US Navy where I had more protection than on a rustbucket."

From Navy To SIU

When the war ended he started sailing with the SIU. He caught his first ship, a Liberty, out of the old Beaver Street hall and has been a Seafarer ever since.

DeGraaf sails regularly out of New York and figures he has spent about half his time since '45 on Waterman ships. He is not fussy about where he goes but agrees that Japan is the best run today because a seaman is welcomed there and treated like a human being.

There is a world of difference, he says, between ships today and those of yesteryear, and it isn't the change in wages alone. "There were no real unions then," he says, "and a seaman couldn't even get near an officer, let alone complain. Now the officers from the skippers on down treat the men as equals and get along with them."

Outlook's Good In Lake Chas.

LAKE CHARLES—Business is moving along smoothly in this area, as shipping remains a few steps ahead of registration.

Several local trade unions are in the midst of contract talks with employers, Port Agent Leroy Clarke added, but everything is going well at this time. There are no unusual labor beefs on the docket right now.

The shipping picture is fair and is expected to show improvement in the coming period, Clarke pointed out. Eight Cities Service tankers, plus the Del Aires (Mississippi) and the Val Chem (Valentine), in Port Neches, Texas, accounted for the past activity.

## Everyone Has Mate, But Not This Skipper

Playing "inspector general" seems to be the main source of entertainment for the skipper on the SS Anniston these days, although Seafarers on the ship haven't seen him break out the white gloves just yet.

"We have no mates on here though," says Dave Barry, ship's delegate, "because the captain is everything. The mate can't do anything until he gets the old man's okay."

"I've seen some spooks but this guy has them all beat. He's out all day chasing from the bridge to the bow to the poop deck from eight in the morning until five at night. The mates do nothing but relay orders. The captain



Barry

is also a big one for rationing cigarettes, which endears him even more." Aside from this, Barry noted, the ship is in fine shape in all departments, especially in the culinary line. "The steward department is really good, and that's the view of the whole crew. The deck has a good crew of men and a fine bosun, Bill Clegg, who's doing his best to keep things under control."

"Captain Tkacz ran the last bosun and deck gang so ragged they could never get anything done, but Clegg has got the boys really producing this trip."

"If Captain Bligh doesn't get in the way too much we'll bring the ship back looking real good in spite of him."

## Stony Point In Japan



Ashore in Sasebo, Japan, to enjoy a cool one, this SIU quartet off the Stony Point (l to r) includes Jimmy Purcell, oiler; Frank "Red" Cobbler, W. "Hosay" McBride and W. "Moon" Mullins, all ABs. The ship is on the Persian Gulf-Japan run.

## Roaches Beware! 'War' Declared By Claiborne

Love is a many-splendored thing and a roach is a many-legged pest, but the similarity ends there.

While the gang on the Claiborne is a charitable lot, it doesn't feel it has to share

everything with marauding roaches. Action at a recent ship's meeting led by Seafarer William C. Sellers, chairman, made the crew's attitude very plain.

"One afternoon to be set aside for war on cockroaches" was the unanimous resolve. "All men very willing to be in the battle," meeting secretary A. G. Duman added.

How the roaches can win out over a line-up like that is hard to see.

Of course, one problem for the crew is that roaches are generally night workers. The crew may want to have its little "war" before 5 PM, but if the roaches don't come out until after dark, it'll be one hell of a "war" with no enemy around.

A possible solution may be for the crew to form its own singing troupe to serenade the beasts with "La Cucuracha." If DDT or aerosol bombs don't get 'em to fight fair, by coming out in the daylight, the vocalizing might just possibly turn the trick.

### Favorite Song

All's fair in love or war, as the man once said, and "La Cucuracha," which is Spanish for cockroach, is probably the insects' favorite marching song.

Eldon C. May, 2nd cook and baker, as the ship's delegate, will probably head up the anti-roach offensive, if it ever comes off.



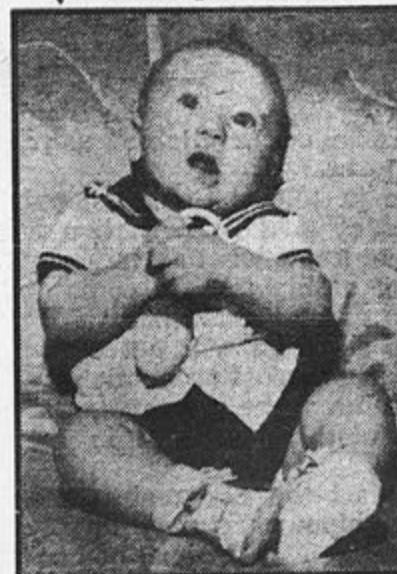
Sellers

## SEAFARERS IN THE HOSPITALS

- |   |                     |
|---|---------------------|
| <b>USPHS HOSPITAL BALTIMORE, MD.</b>                |                     |
| Mack J. Acosta                                      | Gorman T. Glaze     |
| Francisco Bueno                                     | Albert Hawkins      |
| Jessie A. Clarke                                    | Edward Huizenga     |
| Victor B. Cooper                                    | Ira H. Kilgore      |
| Fred Crews  | Jobe E. Mullen      |
| John D. Cummins                                     | William S. Porter   |
| John C. Drake                                       | William E. Roberts  |
| Donald Forrest                                      | Albert A. Search    |
| Hugh Fouche   | H. Shartzer         |
| Joseph Garello                                      | Albert Stracciolini |
| George Gass   | M. L. Struthers     |
| Joseph Gill   | Terrill York        |
| <b>USPHS HOSPITAL BOSTON, MASS.</b>                 |                     |
| E. A. Anderson                                      | L. C. Melanson      |
| E. O. Cromwell                                      |                     |
| <b>USPHS HOSPITAL GALVESTON, TEXAS</b>              |                     |
| Marvin P. Bennett                                   | N. Middlebrooks     |
| Milburn L. Hatley                                   | Marko M. Rockne     |
| Harry McClernon                                     | L. V. Springer      |
| John E. Markopollo                                  | Bobbie G. Williams  |
| <b>USPHS HOSPITAL NORFOLK, VA.</b>                  |                     |
| Francis J. Boner                                    | Clifford A. Sewell  |
| Earl T. Conington                                   | David Sumulong      |
| Claiborne Massey                                    |                     |
| <b>USPHS HOSPITAL NEW ORLEANS, LA.</b>              |                     |
| Agaito Asceni                                       | Martin Kelly        |
| Frank N. Bachot                                     | Edward G. Knapp     |
| Carl W. Berg  | Leo H. Lang         |
| Claude F. Blanks                                    | Jose E. Leston      |
| Robert Brown  | Michele Liuzza      |
| Roosevelt Brown                                     | James M. Mason      |
| Sebastian Carregal                                  | Michael Papusha     |
| Richard Carrillo                                    | Jerry Pontiff       |
| Arthur M. Caruso                                    | Randolph Ratcliff   |
| Closie Coats  | Edwin Ritchie       |
| Albert T. Cooper                                    | Joachim D. Saik     |
| Nolan W. DeLatte                                    | Wade H. Sexton      |
| Chas. F. Dorrrough                                  | T. Smiglelski       |
| Jaime Fernandez                                     | Frank Stevens       |
| A. W. Gatewood                                      | Joseph Stocker      |
| J. T. Gehringer                                     | Lonnie R. Tickle    |
| John C. George                                      | Luciano Toribio     |
| Clarence Graham                                     | Roy Truly           |
| Louis J. Guarino                                    | James E. Ward       |
| George Howard                                       | David A. Wright     |
| Charles Jeffers                                     |                     |
| <b>USPHS HOSPITAL SEATTLE, WASH.</b>                |                     |
| L. Bosley   | Fred A. Olson       |
| Edward M. Goddard                                   | William Trickey     |
| <b>USPHS HOSPITAL MANHATTAN BEACH BROOKLYN, NY.</b> |                     |
| Edmund Abualy                                       | Walter L. Davis     |
| Manuel Antonana                                     | Enilio Delgado      |
| Eladio Aris   | Robert M. Douglas   |
| Fortunato Bacomo                                    | John J. Driscoll    |
| Wm. C. Baldwin                                      | Robert E. Gilbert   |
| Frank W. Bemrick                                    | William Guenther    |
| Robert L. Booker                                    | Bart E. Guarnick    |
| Frank T. Campbell                                   | Talb Hassen         |
| William J. Connors                                  | Joseph Isatis       |
| E. T. Cunningham                                    | Thomas Isaksen      |

- |   |                   |
|---|-------------------|
| Ludwig Kristiansen                          | Ralph J. Palmer   |
| Frank J. Kubek                              | George G. Phifer  |
| James J. Lawlor                             | James M. Quinn    |
| Leonard Leidig                              | F. Regalado       |
| Anthony D. Leva                             | D. F. Ruggiano    |
| Mike Lubas                                  | G. E. Shumaker    |
| Archibald McGuigan                          | G. Sivertsen      |
| David McIlreath                             | Henry E. Smith    |
| H. F. MacDonald                             | Karl Treimann     |
| Michael Machysky                            | Harry S. Tuttle   |
| Albert Martinelli                           | Fred West         |
| Vic Milazzo                                 | Norman West       |
| Joseph B. Murphy                            | John T. Westfall  |
| Eugene T. Nelson                            | Virgil E. Wilmoth |
| Joseph Neubauer                             | Pon P. Wing       |
| James O'Hare                                | Chee K. Zai       |
| <b>USPHS HOSPITAL STATEN ISLAND, NY.</b>    |                   |
| Hilarion Aquilo                             | Francis Napoli    |
| Dollah Ben                                  | Fred Oestman      |
| George Carlson                              | Manuel Paperman   |
| Robert F. Celinko                           | Eugene Plahn      |
| Lorenzo Diana                               | Bart J. Power     |
| Rufus Freeman                               | Jose Quimera      |
| James B. Gardner                            | Conrad Reyes      |
| Estell Godfrey                              | G. H. Robinson    |
| Edward M. Hao                               | Jose Rodriguez    |
| Alfred Kaju                                 | Walter Snell      |
| Frank Lillie                                | Andrew Snider     |
| Miller T. Little                            | Lacy H. Stuart    |
| John McWilliams                             | Frank Throp       |
| Ruben Maldonado                             | Thomas B. Tomlin  |
| Jose L. Marrero                             | Samuel Vandal     |
| Frank Mazet                                 | Joseph Wohletz    |
| Alonzo W. Morris                            |                   |
| <b>USPHS HOSPITAL SAN FRANCISCO, CALIF.</b> |                   |
| Toledo A. Bean                              | Robert L. Lambert |
| Marcelo B. Belen                            | Stephen Slesneski |
| Charles Dwyer                               | John S. Sweeney   |
| E. E. Edinger                               | Henry Waller      |
| M. M. Hammond                               |                   |
| <b>USPHS HOSPITAL SAVANNAH, GA.</b>         |                   |
| Terrell Adams                               | Herman Killstrom  |
| William Aycock                              | Jimmie Littleton  |
| James Dayton                                | Clarence Murray   |
| Robert L. Graham                            | Jullan B. Royston |
| <b>VA HOSPITAL KERRVILLE, TEXAS</b>         |                   |
| Billy R. Hill                               |                   |
| <b>VA HOSPITAL DURHAM, NC.</b>              |                   |
| Oscar Pearson                               |                   |
| <b>USPHS HOSPITAL LEXINGTON, KY.</b>        |                   |
| Schuyler Pierson                            |                   |
| <b>BEEKMAN DOWNTOWN HOSP. NEW YORK, NY.</b> |                   |
| Joseph Sheftuleski                          |                   |
| <b>VA HOSPITAL JAMAICA PLAIN, MASS.</b>     |                   |
| Edward J. Toolan                            |                   |
| <b>USPHS HOSPITAL FORT WORTH, TEXAS</b>     |                   |
| Frank Anderson                              | John C. Palmer    |
| Dallas Clary                                | Rosendo Serrano   |
| Benjamin Deibler                            | Wm. L. Williams   |
| Joseph Fusella                              | Willie A. Young   |
| Eugene T. O'Neill                           |                   |

## A Tampa Man



Proud of this big fellow, Seafarer David A. Mitchell, wants everyone to meet him. He's Jimmy Mitchell, 6 months old, of Tampa. Dad is on the Chickasaw.

## Del Viento Back, Has Good Trip

To the Editor:  
Greetings from the boys on the Del Viento (Mississippi). We are back on the "romance run" again after a month-long lay-up, with the same old faces on here that you see all the time.  
Bob Garn is ship's delegate, with Bob Callahan representing the deck, Harry Hammond the steward department and

Day. We had ours in absentia this year with a little Brazilian casacha to celebrate with. We also missed Mardi Gras in New Orleans but caught it in Rio. It was a real one to see, too; they even had a sheriff's posse from California riding in it.  
In Santos it rained so hard that a piece of mountain washed down on the streets. It covered so many houses they were still digging when we left. The death count then was around 50, with more expected.  
Douglas Claussen

## Letters To The Editor

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

Jim Robinson the black gang. They are all topnotch delegates and have contributed to making this a very cheerful and harmonious trip. Joe Caruso is the "pusher" on deck and Phillips is steward. They are both old hands at their posts and have kept everything running smooth.

### Inflation Hits SA

Inflation in prices seems to have hit South America though. You have to have a pretty good bundle of green to establish a beachhead down here. But the girls are just as pretty and toothsome as ever, and that is one of the main things on any run, I guess.

The two main shipboard discussions have been on the "50-50" law and the storing of the Mississippi ships. Most of the fellows on here wrote their Senators on "50-50" to give them the word on this important law. The other item, the storing of these ships, has come in for lots of discussion.

They put on only 65 days' stores aboard here, and we have already been out that long and still have two more ports to go. Other Mississippi ships we have come in contact with also have the same problem.

The steak situation is just an example. They put on 100 pounds of steak meat and then by the time the cook gets the fat, bone and gristle cut off, he only has half the meat he started out with.

### Could Cut Waste

To handle this, we have come up with what we think is a pretty good suggestion. Instead of putting on so much tripe, kidney, spare ribs, liver, shoulder and other inferior meats that nobody hardly ever eats, why don't they just buy better grades of meat with the money they could save on all this waste?

The morale of a ship revolves around a man's stomach, and if he doesn't get the right groceries he is going to holler at the steward. But the company only gives him 65 days' stores with which to make 80-day trips, and not enough seasoning to properly season what he does get.

I think that the fellows in the other departments should take this into account before attacking the steward department, although I don't say there are no cases where the cook or steward is wrong.

### Holiday In Brazil

Well, I guess all of the folks around New York broke out their green ties for St. Patrick's

## Suggests School For Delegates

To the Editor:  
This is about something that has been on my mind for quite a while, and maybe now is a good time to air it out.  
I have talked this over with SIU men in many ports, and they suggested I write it all down and send it in.

The matter I'm concerned about is if it would be possible for the Union to start a school for delegates, to teach the membership how to best handle Union affairs aboard ship.

There always seems to be a lot of controversy about technical clauses in the agreement and Union rules which none of us seem to know too well.

### Other Training Schools

The Union has training schools for seamanship and the steward department, but nothing official on how to conduct Union affairs on the ships. I am the ship's delegate on the Sea Comet II and, as a deck department man, don't know anything about checking steward's stores or if there is enough penicillin aboard for a voyage.

I think that if the members were briefed on such subjects, the trips would be a lot smoother and the payoffs much simpler. It would also save a lot of headaches for the patrolmen.

I could go on and on with this, but this is the general idea. If some steps were taken in this direction, I believe it would be worthwhile.

Steve Szante, Jr.

## Lauds Union Aid In Time Of Need

To the Editor:  
I am writing to you in order to express my thanks to the Union for the prompt and helpful service which it gave to me in my time of trouble.

As a member of the SIU, I want to say that I think that I and my fellow members have one of the greatest unions in the world. And I believe this is proved by the way the Union stands by a brother in his time of need.

John L. Gibbons

## Thanks Union For Kind Help

To the Editor:  
I wish to take this opportunity to thank the SIU for all it did for me upon the death of my husband, James E. Small, who lost his life on January 17, 1956, in the explosion on the Salem Maritime.

I also wish to thank the Seafarers from the Boston hall for the beautiful flowers and their card of sympathy. Special thanks also to Toby Flynn of the SIU Welfare Services Department and to Boston patrolman Jimmy Sweeney for their sympathy and help.

Eunlee Small

**YAKA (Waterman), April 1—Chairman, J. O. Brusso; Secretary, T. E. Yelensky.** Ship's fund—\$20.12. Vessel sailed from Charleston short one fireman. All headquarters communications to be posted. Ship's delegate elected. Suggestion made for clothes hooks in messhall. Discussion held on used food being kept over 48 hours. Turn in all repair lists. Vote of thanks to Brother Brusso for his efforts in obtaining new washing machine.

**HASTINGS (Waterman), April 8—Chairman, H. Neitelbadt; Secretary, J. Wells.** Everything running smoothly. Two men logged for fouling up in Europe. Headquarters report accepted. Insufficient stock in slopchest. If clothes are wanted, inform mate who will order same. The low stores in slopchest to be taken to patrolman

## Digest Of SIU Ship Meetings

at payoff. Ship's delegate commended in way he performs duties and keeps ship running smoothly with few minor beefs, making trip enjoyable.

**MARORE (Ore), April 9—Chairman, Earl McNab; Secretary, Stanley M. Wolfon.** Three men missed ship at Sparrows Point. Ship's fund—\$45.03. Suggestion made for cooperation in keeping night pantry clean. Not enough cups for coffee time.

**DESOTO (Pan Atlantic), March 30—Chairman, T. Soso; Secretary, G. H. Hage.** Repair list still outstanding. Some disputed overtime in deck dept. Letters written to SIU headquarters about rest periods and to SIU Mobile agent on mail situation in New Orleans. Ship's fund—\$31.22.

**FAIRISLE (Waterman), March 25—Chairman, Bill Hay; Secretary, W. L. Busch.** One man missed ship in Galveston, Texas. Repairs not completed. List turned in. All hands to lay off steam valves. Paul Wilkinson volunteered for reporter's job. Request made to check the rooms to inspect for needed repairs. Decision to send cable to SIU headquarters for action on missing seaman's papers. Department list to be posted for cleaning of laundry.

**JEAN LAFITTE (Waterman), February 25—Chairman, C. Scott; Secretary, D. Mease.** Headquarters report read and posted. R. Ferrandiz elected ship's delegate; D. Mease elected ship's reporter; S. Kropvich elected ship's treasurer. Motion carried to donate 50 cents each to ship's fund. All beefs to be settled on ship if possible. Delegate to see about getting quarters painted. Crew to dump garbage and trash in cans. Delegate to inquire about crew getting name brand soap powder.

**ALCOA POLARIS (Alcoa), April 8—Chairman, E. Wright; Secretary, Robert Schwartz.** Ship's fund \$43.87. Lights to be kept on over deckload at night. Steward to see about bread in Mayaguez. Steward to serve rice with beef stew. Request to have hot rolls with meals.

**JEAN LAFITTE (Waterman), April 6—Chairman, R. Ferrandiz; Secretary, B. C. Slaid.** Most of the quarters have been painted and the rest are being painted now. \$17.00 in ship's fund. Mate interfering with deck gang. Bosun to see patrolman to get mate straightened out. Request to get better mailing address for LOGS and mail. Mail is not coming aboard until ship has been in port three or four days. Repair list turned in. Steward department doing good job.

**BALTORE (Ore), April 7—Chairman, John Mehalon; Secretary, Joseph Godie.** \$17.50 in ship's fund. Two men missed ship on March 18th. Two replacements from hall. Vote to be taken on subject of payoff. Understanding is that crew is to be paid every two trips. Subject to be taken up with patrolman.

**DEL NORTE (Mississippi), February 17—Chairman, G. H. McFall; Secretary, Bill Kaiser.** Request made for 150 cases of soft drinks for sale at five cents each. Small repairs completed. Repatriated seamen to sleep in crew hospital. Their meals would be served in regular crew mess. Request for beer on board refused and no liquor to be put aboard at St. Thomas. New delegate to be elected. Ship's fund \$96.02. Request for crew to pay \$1 to ship's fund. Twenty-four baseballs given to crew by Captain Kinney. Another 24 balls bought. Team to play in BA and Curacao. Swivel for punching bag to be purchased in St. Thomas if possible. "Red" Leonard elected ship's delegate.

**INES (Bull Lines), April 9—Chairman, R. Lundquist; Secretary, M. Savoy.** One man hospitalized. Balance of ship's fund is \$80.00. No beefs. Motion carried to buy captain a typewriter, as a gift.

**MADAKET (Waterman), April 4—Chairman, A. Lake; Secretary, E. Wallace.** No disputed overtime, no beefs.

Motion carried to concur in communications from headquarters. Ship's delegate elected. Discussion held about movies. Vote of thanks to old ship's delegate. Discussion held about food.

**MAE (Bull Lines), April 1—Chairman, J. Talbot; Secretary, T. Schultz.** Letters sent to Senators regarding "90-50." Beef on painting foc's'le. Ship's fund—\$10.30. No beefs. Motion carried to concur in communications from headquarters. Ship's laundry not being taken care of.

**MONARCH OF THE SEAS (Waterman), April 14—Chairman, G. W. Champin; Secretary, J. Kelley.** Ship's delegate spent one day at New Orleans hall regarding 1. catwalk beefs 2. Steward department beef. Discussion on matter of certain individuals giving information to topside and attention called to seriousness of violation of Oath of Obligation. Repair lists to be turned in. No beefs. To hold special meeting to discuss steward department working rules. Discussion on night lunches.

**OREMAR (Ore), March 15—Chairman, C. Just; Secretary, J. Abrams.** Everything okay, no beefs. Ship's fund—\$9.38. Ship's secretary-reporter elected. Washing machine to be kept clean and toaster to be repaired.

**PONCE (Ponce Cement), April 12—Chairman, W. Heater; Secretary, G. Knowles.** Everything running okay, no beefs. Received letter from headquarters as reply to question on employment. Motion carried to concur in communications from headquarters. Repairs to be taken care of. Each department to get a copy of LOG.

**VENORE (Ore), April 9—Chairman, none; Secretary, H. Buckner.** New washing machine to be ordered. No disputed overtime, no beefs. Communication from headquarters was posted for crew to read.

**AFONDRIA (Waterman), April 1—Chairman, V. Porter; Secretary, L. Moore.** No beefs. Motion carried to concur in communications from headquarters. Ship to be fumigated. Wash rooms to be kept clean. Repair list to be turned in. Some mattresses to be ordered.

**ALCOA CORSAIR (Alcoa), March 25—Chairman, S. Morris; Secretary, M. Costello.** No beefs; everything in order. Ship's fund—\$135.40.

**ALCOA PENNANT (Alcoa), April 1—Chairman, E. Kelly; Secretary, A. Danne.** No beefs, everything okay. Motion carried to concur in communications from headquarters. Steward spoke regarding cups to be returned to pantry. All linen to be turned in.

**ALCOA PILGRIM (Alcoa), April 4—Chairman, J. Bluff; Secretary, H. Sedgeway.** Ship's fund—\$1.42. Some disputed overtime. No beefs. Motion carried to concur in communications from headquarters. Ship's delegate elected. Vote of thanks to steward department.

**ARAPAHOE (Marine Transport), March 11—Chairman, B. McCulloch; Secretary, R. Barron.** Repair list to be turned in. No beefs. Motion carried to concur in communications from headquarters. Discussion held on operation of washing machine.

**BEAUREGARD (Waterman), March 13—Chairman, W. Zaleski; Secretary, E. Riviere.** Repairs to be turned in. Ship's fund—\$15.96. One man missed ship in Casablanca. No beefs. Motion carried to concur in communications from headquarters. Motion carried to have clarification on draws sent to ship. Discussion held on draw.

**BRADFORD ISLAND (Cities Service), April 6—Chairman, V. Kochuller; Secretary, R. Jones.** No beefs. Ship's fund—\$90. Motion carried to accept communication from headquarters, as read. Messroom deck to be painted. Better grade of fruit wanted. All scuppers to be cleaned.

**CUBORE (Ore), April 1—Chairman, L. McNair; Secretary, G. Wolf.** No beefs. Vote of thanks to second and third cooks. Wind chutes needed.

**EVELYN (Bull Lines), April 2—Chairman, W. Barf; Secretary, C. Yow.** Ship's delegate made a report on business of last payoff. Ship's fund—\$13. No beefs. Motion carried to concur in communication from headquarters. Ship's delegate elected.

**GOVERNMENT CAMP (Cities Service), March 31—Chairman, none; Secretary, none.** Safety forms to be returned. One man paid off sick. No beefs. Ship's fund—\$15.39. Ship's delegate elected. Coffee cups and glasses to be returned to pantry.

**KYSKA (Waterman), March 18—Chairman, S. Zygarowski; Secretary, R. Walton.** Everything going along well. No beefs. Motion carried to concur in recent communication from headquarters. Repairs to be listed immediately.

**LEWIS EMERY, JR. (Victory Carriers), March 18—Chairman, A. Maleilo; Secretary, W. Schafer.** No beefs. Ship's delegate to see captain about putting deck engineers locker aft.

**MARIE HAMILL (Bloomfield), April 25—Chairman, W. Young; Secretary, J. Kolodziejki.** No beefs. Ship's fund—\$4. Discussion held on installing new washing machine. Crew to donate a few dollars toward movies.

**MASSMAR (Calmar), April 6—Chairman, J. Yuknas; Secretary, W. Adams.** No beefs. Ship's fund—\$20. Motion carried to concur in communications from headquarters. Washing machine to be turned off after use.

# Solve Puzzle Of Korean High-Hat



Tall hat, beard and white robe of this Cheju islander typifies ancient Korean custom. Photo by Seafarer Bob Black.

The "mystery" of those venerable Korean gentlemen with an affinity for tall, stovepipe hats came to an end when Seafarers Paul Tatman and William Calefato, in Pusan with the Citrus-Packer, paid a visit to an old friend of Tatman's who had been a missionary there for 30 years.

The route out to the missionary's house was "was like a pageant," Calefato said. "Old bearded men led donkeys pulling carts fitted with thick, round wooden wheels . . . Docile oxen lumbered before heavy wooden vehicles and boys tugged against mobile tanks that furnished the town's sole water supply. In back alleys, crowds of people gathered around a single source of water waiting to fill all manner of receptacles.

pipe hats, long beards and white robes . . . We had never been able to find out the reason for this costume . . .



Tatman  
missionary he had sent some time before from Seattle, the boys pressed their questions about the stovepipe lids.

**Baskets On Heads**  
"Women and girls walked stiffly balancing huge vats or baskets on their heads . . . And all over were the old men, wearing tall, stove-

Eventually old friends met, greetings were exchanged and after Tatman had determined the safe arrival of a load of powdered milk for the missionary he had sent some time before from Seattle, the boys pressed their questions about the stovepipe lids.

## F-SHARP IS LONE SOUR NOTE ABOARD MOWBRAY

Happy to underscore the truth of the axiom "no news is good news," ship's reporter Paul Buckley credits "full adherence to Union policy" for a smooth voyage on the Robin Mowbray.

"So far, there have been no beefs, no logs and nothing out of the way. The trip is about half over, and the crew is a well-fed unit. The ship's clean appearance, above and below decks, compares favorably with the looks of the many ships of all nations we've met along the way," he commented. The Mowbray was in Beira, Portuguese East Africa, at the time. Buckley is shipping as a wiper.

tion. It works out just fine. "We have one weight-lifter aboard, equipped with a double set of barbells and muscles, and also a tenor sax pupil. We all hope he will hit that F-sharp right on the nose at least once before the trip is over."

**Grow Hair Long**  
"One of their customs is to grow their hair very long," the missionary revealed. "The hair grows way below the shoulders, just like women wear it," he confided. "They tie it in intricate braids and knots and keep it under their hats."

It occurred to both SIU visitors that this custom may have led, in some way, to the modern-day expression about "keeping things under your hat." Word-specialists can draw their own conclusions.

## 'Filling Station' By Seafarer R. "Red" Fink



No explanation is required in this situation dreamed up by Seafarer Robert "Red" Fink on the Chester Harding.

## LOG-A-RHYTHM: Pity The Man

By Mrs. Helen Owens

I have nothing but pity  
For the man whose mind  
Is closed to all the finer things  
Of human kind.

Who looks upon a flower  
As a thing of course,  
To whom a tree is nothing  
But the winter's firewood source.

Who cannot turn the pages of a  
book with hungry eyes;  
Who cannot stand and look  
Upon a picture lost in ecstasy,  
Or listen to the music of the sea,  
And,  
From its never-ending night's roll  
Grow richer,  
Adding strength unto his soul.

## 'Can-Shakers' Have No OK

The membership is again cautioned to beware of persons soliciting funds on ships in behalf of memorials or any other so-called "worthy causes."

No "can-shakers" or solicitors have received authorization from SIU headquarters to collect funds.

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

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

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STREET ADDRESS .....

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Signed .....

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# Del Sud BB Manager Lauds Teammate, 43

One of the main factors enabling the Del Sud "Rebels" to win the 1956 "Friendship Trophy" in Buenos Aires recently, according to team manager Maurice "Duke" Duet, was the playing of a 43-year-old shipmate, Joseph "Mule-Train" Suarez.

The Del Sud baseball squad clinched the trophy on the ship's last trip south with a 6-1 victory over the Gimnasia y Esgrima. The team was due to be presented with the cup plus individual medals on arrival in the Argentine capital yesterday.

"I first met 'Junior' or 'Mule-Train' as he's commonly known back in 1950, when he hadn't played ball for years," Duet recalled. Suarez was shipping on the Del Norte at that time and Duet was then manager of the Del Norte "Stars."

### Needed Catcher

"We had a good ball club, but no catcher," he added. "When I asked 'Mule-Train' whether he could play ball and catch, he re-

plied that he had played in his younger days, but might be a little slow now. He was willing to try, however.

"That night the 'Stars' were playing the Alcoa Cavalier for a championship trophy, and I will always remember that we drew the largest crowd that Annunciation Park, New Orleans, had ever held.

"Happily we won, and the sterling catching of 'Mule-Train' was largely responsible. They say ball-players must be young. Well, 'Mule-Train' was 37 then."

Soon after, Duet parted company with Suarez to begin organizing the "Seafarers Beachcombers" team in New Orleans, but the separation was only temporary.

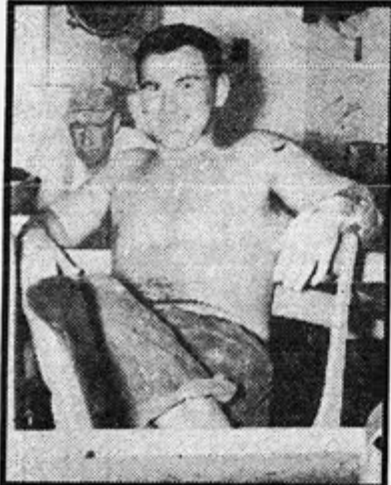
"One night after losing seven straight games, I ran into 'Mule-Train' again, and naturally asked whether he'd like to play ball again. The outcome of that game was that he hit a home run which produced our first victory.

"I met him next," Duet said, "when he shipped on the Del Sud, a lapse of almost four years. He was the playing-manager of the 'Rebels' then and, today, besides having him as a shipmate and a friend, I have him playing ball for me. I'm sure those who know him will agree that 'Mule-Train' will probably still be playing ball when we are all retired."



Suarez

### Rest-Hour On Bradford Island



At top, a member of the Bradford Island's deck gang relaxes after a stretch & what appears to have been a pretty messy paint job. In bottom photo, two crewmen put in some hard concentration on a card game to help pass the time. No names were provided for these photos by Dick Koch.

**MICHAEL (Carras), March 27** — Chairman, J. Rielly; Secretary, J. O'Neil. Ship's delegate elected.

**OCEAN ULLA, December 4** — Chairman, S. Bayne; Secretary, R. Lee. No repair list from previous trip. Work was started on repairs. Ship's treasurer elected. Motion carried to concur in communications from headquarters.

**ORION COMET (Orion), March 18** — Chairman, D. Dickerson; Secretary, L. Santa Ana. No beefs. Motion carried that crew donate voluntarily to ship's fund. Vote of thanks to steward department. Washing machine to be kept clean. Repair list to be turned in.

**STEEL ADVOCATE (Isthmian), March 11** — Chairman, B. Banks; Secretary, T. Rainey. Everything run-

## Digest Of SIU Ship Meetings

ning okay. Discussion held on "50-50" bill. Ship's treasurer elected. Ship's fund—\$16.38. Motion carried to concur in communications from headquarters.

**STEEL DESIGNER (Isthmian), February 24** — Chairman, P. Ott; Secretary, A. Cedlic. Everything running okay. Motion carried to post all communications, accepted and concurred. Ship's delegate elected. Catwalk to be made on deck for sailors.

**STEEL MAKER (Isthmian), March 4** — Chairman, Santos; Secretary, Steward. Repair list made up. Ship's fund—\$18.29. No beefs. Motion carried to concur in communications from headquarters. Replace agitator and drain hose in washing machine.

**STEEL VENDOR (Isthmian), March 11** — Chairman, W. Janisch; Secretary, V. Ornelco. Each department held safety meetings. Ship's fund—\$37.01. No beefs. Motion carried to concur in communications from headquarters. Discussion held on seniority.

**STONY POINT (US Petroleum), March 26** — Chairman, J. Purcell; Secretary, C. Johnson. Ship's secretary-reporter elected. Ship's fund—\$14.08. Some disputed overtime. Everything in order. Motion carried to concur in communications from headquarters. Ship's delegate and secretary-reporter elected. Discussion on food.

**SUZANNE (Bull Lines), February 19** — Chairman, J. Carey; Secretary, H. Orlando. Everything running okay. No beefs. Ship's fund—\$15.40. Motion carried to concur in communications from headquarters. Discussion held about rusty water.

**VALCHEM (Valentine), April 7** — Chairman, J. Tanner; Secretary, G. Bryan. Ship's fund—\$34.97. No beefs. Ship's delegate elected. Ship's treasurer elected. Repair lists to be completed.

**WILLIAM A. M. BURDEN (Western Tankers), March 28** — Chairman, J. Kelley; Secretary, W. Lyda. Second cook suggested list for persons giving to ship's fund and have them sign it as they make these donations. No beefs. It was suggested that crew write their senators regarding "50-50."

**WILLIAM A. CARRUTH (Transfuel), March 25** — Chairman, N. Kirk; Secretary, M. Pappadakis. No beefs, everything okay. Some disputed overtime. Motion carried to concur in communications from headquarters. Vote of thanks to steward department for their good work.

**STEEL SURVEYOR (Isthmian), April 17** — Chairman, B. Doyle; Secretary, A. Stevenson. One beef in steward department. Ship's fund used for shipmate in hospital in Calcutta. Some disputed overtime. Motion carried to concur in communication from headquarters. Motion carried to have meeting once in the evening and

once in the afternoon, so that everyone can attend. Discussion regarding BR work. Two chairs to be put in recreation room and cots to be kept off deck.

**ARICKAREE (US Petroleum), April 14** — Chairman, J. Robinson; Secretary, P. St. Marie. No beefs. One man went to hospital in Singapore and one in Yokohama. Motion carried to have headquarters look into situation as to amount of SIU ships operating in Japan and Far East. Ship's delegate elected. Deck department quarters to be painted out.

**ORION CLIPPER (Orion), April 28** — Chairman, B. Jones; Secretary, E. Manuel. One man left in Japan. Vote of thanks to all delegates. Few hours disputed overtime, no beefs. One man missed ship in Yokohama. Motion made for company to furnish air winches for lifeboat davit. Steward to order mattresses for entire crew. Vote of thanks to baker. Every man to leave his room in good order.

**CLAIBORNE (Waterman), April 22** — Chairman, A. Elliot; Secretary, E. Ray. No beefs, no disputed overtime. Everything running okay. Discussion held regarding proposal to establish a ship's fund. Voted against it.

**SEA CLOUD (Pegor), April 22** — Chairman, A. Anderson; Secretary, F. Hicks, Jr. No beefs, all is going well. Ship's fund, \$12.50.

**DEL VIENTO (Mississippi), April 22** — Chairman, Norman DuBois; Secretary, B. E. Phillips. No changes in launch service. Captain stated this would have to be worked out in New Orleans between the Union and the company. Smaller denominations of money will be obtained next voyage. Ship's fund, \$21.00. Member requested steaks served twice a week. Metal windscoops to be exchanged for rubber scoops. Strainer on washing machine to be repaired. Crew requested milk to be purchased at Montevideo instead of Buenos Aires.

**CAROLYN (Bull), April 24** — Chairman, W. Lawton; Secretary, M. Gross. Ship's fund, \$42.00. All new members to be asked for two dollars donation toward ship's fund. Ship's treasurer elected. Repair list to be made up by each department delegate.

**CALMAR (Calmar), April 28** — Chairman, S. Foti; Secretary, W. Yerks. Report on AB fired in Portland allegedly without just cause. Particulars mailed in to agent. Difficulty in obtaining master's medical certificates for sick men. Complaint of late draws. Refusal by chief engineer to grant staterooms for engine room members. All beefs to be aired in Philadelphia. Ship's fund, \$3.20. Headquarters communications posted in recreation room. Discussion on shortage of tea and coffee with patrolman. Ship's fund discussed and necessary to contact agent in Seattle from backwoods lumber ports.

**EVELYN (Bull), April 29** — Chairman, W. F. Barth; Secretary, C. A. Yow. Ship's delegate resigned and thanked crew for wholehearted cooperation. Ship's fund, \$13.00. New delegate, deck delegate and treasurer elected. Everything running smoothly. All departments harmonizing.

**ROBIN TUXFORD (Seas Shipping), April 2** — Chairman, A. Reasko; Secretary, J. Misner. Called for new ship's delegate. Same retained. New treasurer elected. Ship's fund, \$27.00. All hands to keep washing machine clean and in good order as SIU members do.

**WINTER HILL (Cities Service), April 29** — Chairman, Jesse Barton; Secretary, L. E. Ashley. Some disputed overtime to be straightened out with patrolman. Suggestion for changes in death benefit requirements, etc. New ship's delegate elected. Crew dissatisfied with second cook and baker and chief cook's preparation of meals.

**MADAKET (Waterman), April 25** — Chairman, Allan Lake; Secretary, A. Yarboe. One man missed ship in New Orleans. Took replacement in Balboa. Discussion on disability benefit article in LOG of February 16.

**FELTONE (Ora Nav.), April 29** — Chairman, T. Hansen; Secretary, J. Ellis. Wiper missed ship in Baltimore. One wiper missed ship in Chile. Oiler sent to hospital in Panama Canal. No fund. Delegate to see patrolman about areas to be cleaned during sanitary hours and also about potatoes coming aboard frozen. Need more jam, crackers and toilet tissue. Discussion

on poor preparation of food. Drinking fountain to be kept clean. Coffee cups to be returned to pantry.

**AMEROCEAN (Amerocean), February 12** — Chairman, H. Swartz; Secretary, G. Pettipas. Lack of variety in menu. Reelection of delegate. Ship's fund, \$4.51. Request for more coffee. Discussion on ship's delegate report. Steward will improve menu and variety of night lunch. Request made for screen doors, porthole screens and water line to run outdoors.

**SWEETWATER (Metro Petroleum), August 14, 1955** — Chairman, E. McGuinn; Secretary, Paul Franco. Request made to get windscoops with screens. Ship's fund, \$14.00 and \$3.00 in stamps.

**AMEROCEAN (Amerocean), January 22** — Chairman, G. Pettipas; Secretary, Roger Ferrara. Ship's delegate elected. Ship's fund, \$4.51. Tables to be kept clean and cups and spoons to be picked up after making coffee.

**SWEETWATER (Metro Petroleum), Nov. 6** — Chairman, E. McGuinn; Secretary, none. Ship's fund, \$13.50. Spent \$11.00 for magazines in Korea. Two men sick. Pick up new man in Naples. No reports or communications received since leaving States. Contact company about better grade of slop-chest. Letter to be sent to headquarters regarding crowded foy'sles.

**OCEAN DEBORAH (Maritime Overseas), April 15** — Chairman, D. Paccarelli; Secretary, Hans M. Skaalgaard. One man hospitalized in Hamburg, Germany. Union notified. Injured while undocking in Germany. Some disputed overtime. Ship's fund, \$9.77. Crew utility should wear mess jacket while assisting crew messman at meal time. Pantry should be kept cleaner.

**ROYAL OAK (Cities Service), April 1** — Chairman, James Phillips; Secretary, Dan Beard. Repairs all taken care of. One man missed ship in Baltimore. Ship's fund, \$41.71. Headquarters reports read and questions answered. New mattresses and pillows ordered by steward.

**ALCOA ROAMER (Alcoa), April 29** — Chairman, M. Landron; Secretary, J. Laszlo. Repair lists made up. \$14 ship's fund. Headquarters reports accepted. Request to have beer put aboard for crew. Patrolman to be consulted about man being fired.

**ROYAL OAK (Cities Service), April 22** — Chairman, Dale Williams; Secretary, Dan Beard. Ship's delegate getting off down South. Safety suggestions needed. Ship's fund, \$41.71. Foy'sles to be painted next trip. One hour disputed overtime. Headquarters reports read and accepted. New ship's delegate elected. Messhall radio is property of the crew. Sparks willing to repair it. Purging of gas tanks filled crew quarters with fumes. New toaster needed. Discussion on roach problem. New iron will be purchased.

**ALCOA RUNNER (Alcoa), April 29** — Chairman, E. deBautte; Secretary, A. Gonzales. Two men missed ship during voyage. Ship's fund, \$20.00. Thirty-seven hours disputed overtime. Headquarters report accepted. Suggestion to use part of ship's fund to buy iron for use of crew. Steward asked to get better grade of apples and oranges, also different brand of coffee.

**SWEETWATER (Metro), April 22** — Chairman, T. H. Allison; Secretary, T. M. Carver. Sufficient amount of stores for nine months. Collection was made to pay for cat's vaccination. Some disputed overtime. One oiler transferred to deck. One man logged for delaying ship's sailing. Two men missed ship. Delegate to turn in to patrolman. Suggestion to take up collection for Willy, who is in hospital.

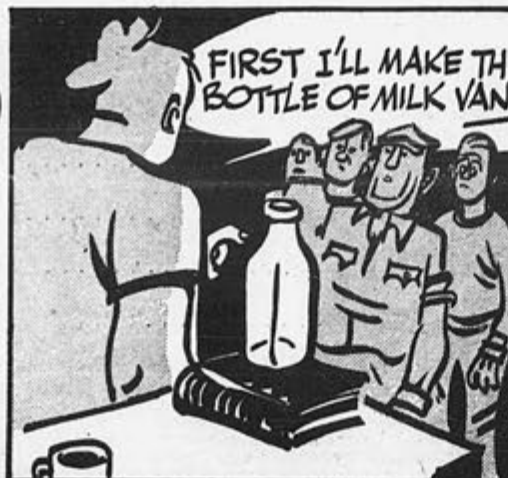
**AMEROCEAN (Amerocean), March 22** — Chairman, H. Swartz; Secretary, G. Pettipas. Ship's fund, \$4.50. Discussion for steward to maintain good menu. Porthole screens. Coffee for black gang. Discussion on repair list.

**STEEL SEAFARER (Isthmian), April 15** — Chairman, John Jordan; Secretary, J. Atherton. Delegate's report on money drawn in Manila in reference to declarations, etc. Subsistence claim for no hot water not valid and claim withdrawn. \$16.00 in ship's fund. Longshoremen's holiday overtime disputed. Due to hot weather steward asked to start serving occasional cold meal. Also more omelets in the evenings. Crew asked to keep library clean.

### Burly



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### By Bernard Seaman



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## 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:

Alfredo Morales Muniz, born November 21, 1955, to Seafarer and Mrs. Jose M. Vega, Santurce, PR.

Dennis Earl Ivey, born March 30, 1956, to Seafarer and Mrs. Clifford B. Ivey, Prichard, Ala.

Maria Francis Linker, born February 29, 1956, to Seafarer and Mrs. William G. Linker, Philadelphia, Pa.

Richard Darrell Saxon, born February 26, 1956, to Seafarer and Mrs. Joseph D. Saxon, Mobile, Ala.

Jack Eugene Gunnels, born February 16, 1956, to Seafarer and Mrs. Lloyd Gunnels, Hoboken, NJ.

Steven Dwight Felker, born March 16, 1956, to Seafarer and Mrs. Edwin M. Felker, Baltimore, Md.

Naomi Cruz, born April 11, 1956, to Seafarer and Mrs. Virgilio Cruz, Bronx, NY.

John William Lawton Howell, Jr., born April 10, 1956, to Seafarer and Mrs. John Wm. Howell, New Orleans, La.

Eduardo Torres Soto, born March 17, 1956, to Seafarer and

Mrs. Julio Torres, Caparra Terrace, PR.

William James Benson, born April 1, 1956, to Seafarer and Mrs. William J. Benson, Brooklyn, NY.

Maria Paz Mojica, born February 17, 1956, to Seafarer and Mrs. Antanasio Espino, Baltimore, Md.

Malena Amy Dumas, born March 21, 1956, to Seafarer and Mrs. Alexander G. Dumas, Meridian, Miss.

Frankie Wayne Smith, born November 22, 1955, to Seafarer and Mrs. Frank W. Smith, Bristol, Va.

Marie De Los Angeles, born March 22, 1956, to Seafarer and Mrs. Oscar E. Figueroa, New York, NY.

## Seafarers In Action

All went well on the Hastings (Waterman) because of a good gang of delegates aboard. Ship's delegate Oscar Ray Daniels got a vote of thanks for keeping her running smooth with only a few minor beefs. It was an enjoyable trip all around thanks to Daniels and William Singleton, deck delegate; William Doyol, engine and L. Jackson, steward.

Another delegate to get the palm was Anthony B. Caldeira on the Jefferson City Victory (Victory Carriers). Caldeira handled a number of beefs while the vessel was on the Far East run and all reports had it that he took care of his job very well. On the Republic (Trafalgar) crewmembers reported ship's delegate agreed to continue on the delegate's job and take the ship into New York although he was anxious to be relieved so he could pay off and take a vacation.

Reports are still coming in on the "50-50" issue where SIU crewmembers really put on a full head of steam to get some results in Congress. Latest ships to report action on "50-50" were the Mae, the John C and the Ocean Eva, while on the Sea Comet II Seafarer W. H. Woodhill proposed that the ship's fund be used to supply crewmembers with stationary and stamps to write their Senators, which was done.

The April 17th meetings saw rank and file Seafarers in charge in many SIU ports. C. O. Lee chaired the Mobile meeting; A. Melanson in Boston; W. Tatum in Lake Charles; A. H. Smith in Savannah; H. R. Hutchins, San Francisco and G. Frank, Seattle.

Other Seafarers participating as meeting officers were R. Lee and R. Murphy in Boston; W. Butterton, Norfolk; E. D. Sims, Savannah; W. Thayer, Tampa; J. H. Thompson, Mobile; J. Touart and M. Woods in Wilmington.

## Notices

**Beauregard Crew**  
The LOG is holding color prints of burial services held at sea for Brother Joseph Wing. Unfortunately, we cannot reproduce color prints and SIU Welfare Plan records indicate no next of kin.

**John P. Ryan**  
Your pay voucher, discharge and \$32 in cash from the MV Gadsden are being held for you at the Seattle SIU hall.

**Juan Reyes**  
Your duplicate discharge from the SS Emilia is being held at the Baltimore SIU hall.

**Money Due**  
Retroactive wages for the below-named men in amounts up to \$107.37 are being held by Atlantic Carriers, Inc., 29 Broadway, New York 4, NY, and can be obtained in person or by sending a forwarding address and proper identification:

**Ex-55 John C**  
Vasco M. Barros, William Belgraph, Donald Billins, Juan Billy, Carl N. Bolton, Arthur Brown, Charles Brown, Gaetano Busciglio, Francisco Carabaccan, Warren W. Currier, Simon Czeslowski, Frederick Demuth, Clifford Eubanks, Roy H. Fithen, Dan Frazier, Jr., Vincent Gregorio, James Guston, Jr., Joseph Harmonson, Vernon Harris, Charles Kempczynski;

Ah Lee King, Arne Larson, Samuel Martin, William C. Miller, Archie Milne, James McLinden, Daniel Palmatory, Paul W. Persson, George Porter, James Porter, Paul Richards, Bernard Romanoff, Robert O. Smith, John Steiner, William D. Stewart, James Thomas, Pete Triantafillos, Charles W. White, Joseph R. Wing.

**Ex-55 Liberty Flag**  
Morio Aito, James Ashley, James C. Battle, Frank A. Bolton, Robert G. Bruce, Ioannis Demiteadis, Robert M. Draper, Bernard Favila, John Kackur, Donald M. King, King Sea Koo, Lee F. Kurtz, Joseph A. Long, Robert J. Lyons, John McDonough, Eric Malmstrom, George P. Marcotte;

Leonard J. Martin, Ralph Moisant, John H. Morris, Mihal Nicodin, Dennis Pierce, Stykianos Pissias, N. Burton Potts, Ronald J. Ramsperger, Joseph H. Roberts, Casimir Sanuti, Leland B. Sipe, George J. Vesages, Guy Whitehurst, George Williams, Glenn N. Williams, John Zenths.

**Ex-55 Liberty Bell**  
Rex Abshire, James R. Andolsek, Elmer J. Andre, Jr., Leo Brussard, Stephen Bursky, Yulee H. Crews, Warren W. Currier, Michael F. Dellano, Phillip Deminico, Elmer L. Edwards, Yue Kung Fah, Perry Greenwood, Lester J. Haag, Robert J. Heilig, Leonard E. Hodges, Francis K. Jennings, Okal Jones, Ralph Kilbourne, Donald M. King;

Herbert W. Lamm, Rufino Lara, Pao Ching Lee, Audrey M. Lester, Antonio Lipari, Edmund H. Marsh, Edward H. Murar, Richard V. Palmer, Owen Podkoff, Heath Pressley, Salvador Resquies, Thomas C. Riley, Gerald R. Scharlet, Frederick Smith, Harry J. States, Boyd E. Thompson, John T. Woodman, Paul Zamberlin, Lambert Zeegers.



Caldeira

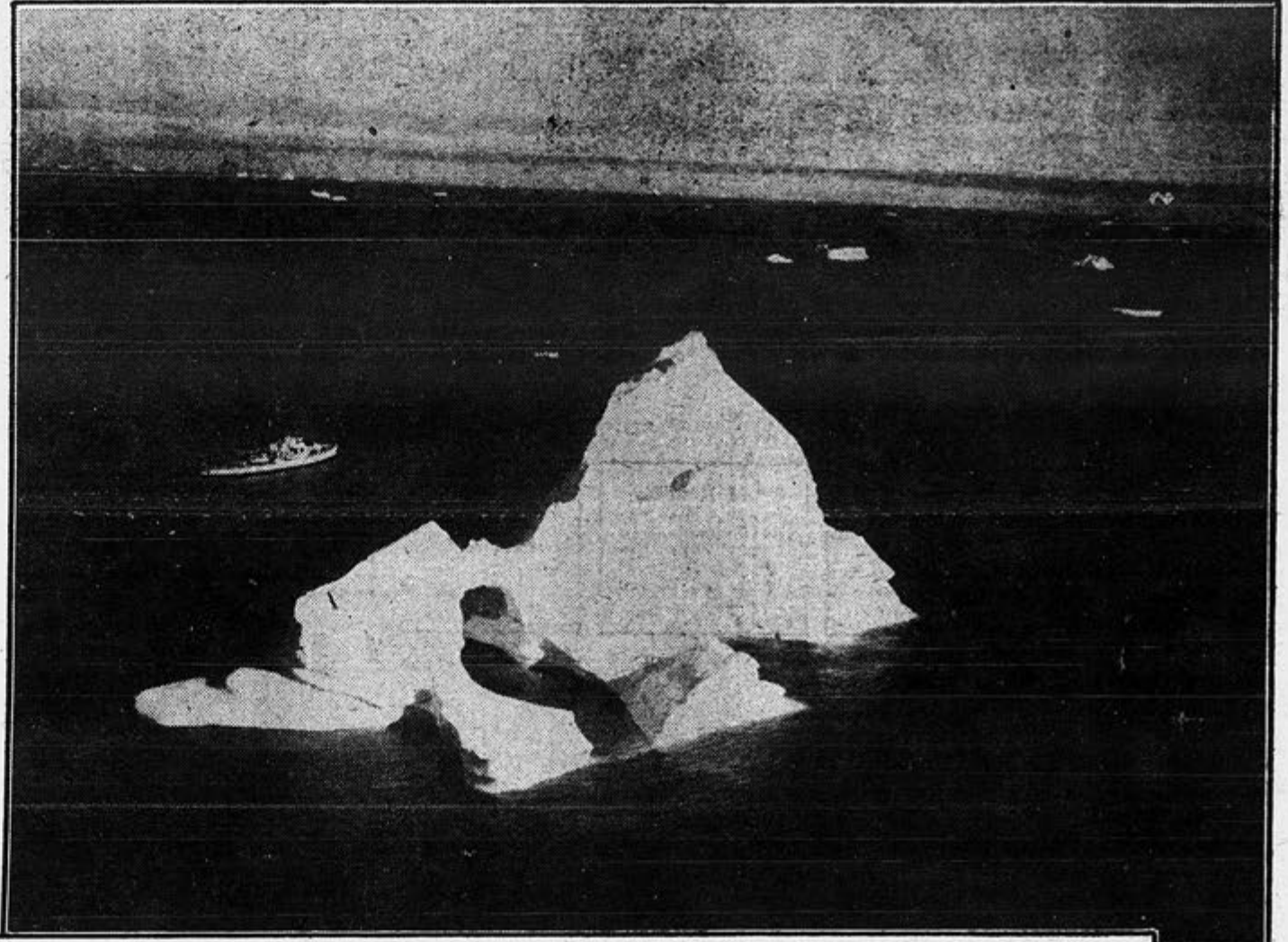


Butterton

One of the special functions of the US Coast Guard heartily endorsed by US maritime unions and all segments of the shipping world is its annual patrol of the northern seas on the International Ice Patrol.

Established in 1914, the ice patrol has continued ever since, except for the war years. Its need was dramatized by the tragic loss of the mighty liner Titanic in 1913 with 1517 passengers and crewmen, after she struck an iceberg and sank on her maiden voyage to New York.

Each year patrol ships and aircraft track the huge ice masses as they drift south from the coast of Greenland, sometimes right into the heavily-travelled shipping lanes. Radio bulletins on ice movements are sent out twice daily by patrol headquarters at Argentia, Newfoundland, from late winter until mid-June. By then, the warm currents of the Gulf Stream have travelled far enough north to block any further progress of the 'bergs and the patrol is secured.



## "It's The ICEBERG Season!"



All bundled up, Seafarer on lookout in northern waters scans the sea for signs of menacing ice.



In chart room, mate checks location of iceberg on map after getting radio report from Argentia.



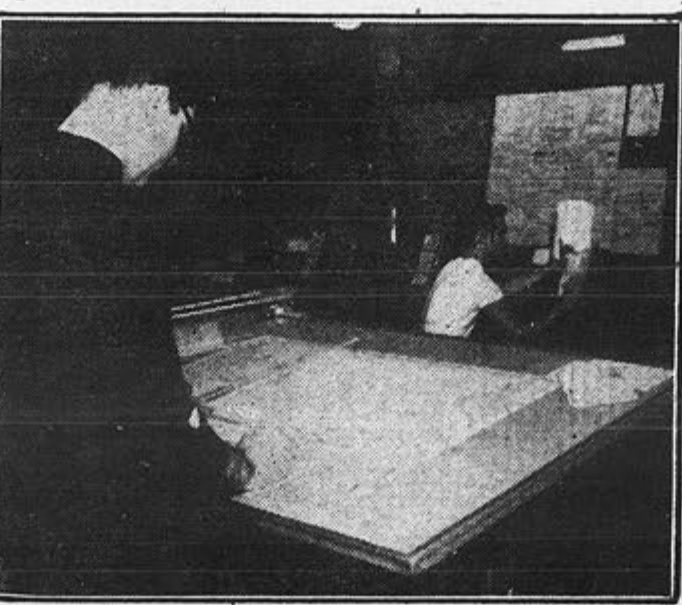
Twice-daily radio reports on icebergs are radioed from ice patrol hq. to all merchant ships.



Officers on Navy Hydrographic ship chart ice, current movements. Hydrographic office publishes bulletins of ice conditions.



Ice patrol bulletins come into hq. of 3rd Coast Guard District in NY, where quartermaster (rear) posts them on map.



Noon, midnight positions of all ships in Atlantic are charted by Coast Guardsmen for possible emergency use.



Quartermaster shifts position of ice marker at CG hq. as reports come in. Dark markers show ship positions.