

'50-50'—What It Is - See feature in centerfold

Vol. XVIII
No. 5

SEAFARERS LOG

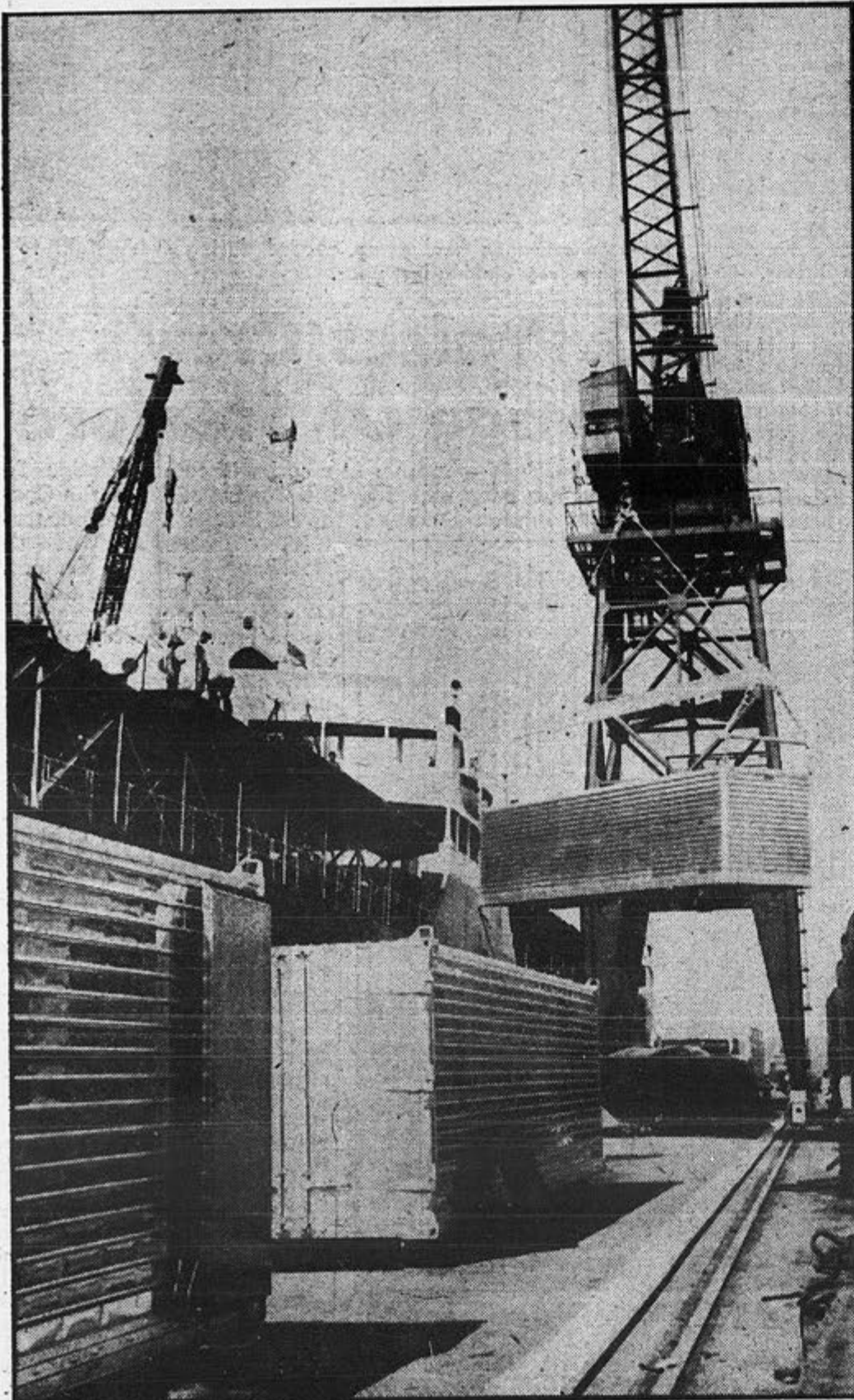
March 2
1956

AWARDED FIRST PRIZE • GENERAL EDITORIAL EXCELLENCE • 1955 • INTERNATIONAL LABOR PRESS OF AMERICA

• OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • AFL-CIO •

HOUSE GROUP WARNS CONGRESS: '50-50' CUT PERILS US SHIPPING

Story On Page 3



LOG Award Winners. SEAFARERS LOG editor Herb Brand (at mike) makes LOG award presentations to Seafarers Bob Black (center) and Luis Ramirez at headquarters membership meeting. Ten Seafarers won the awards which will be given annually. (Story on page 3.)

Double-Duty Ships. Photo shows how cranes will lift trailer bodies onto open decks of SIU-manned Pan Atlantic tankers when company starts new coast-wise piggyback service next month. Decks were built over pumping machinery on tankers Ideal X and Almena so that ships will be able to carry deck load plus oil cargo on northbound voyages and deck cargo payload southbound. (Story on page 5.)

SIU Fights New Shore Leave Ban

After having rescinded previous restriction-to-ship orders following direct action by the SIU, the Defense Department is again under Union fire for a restriction incident in Korea. Headquarters has written the

Pentagon seeking a satisfactory explanation for restriction of crewmembers of the Marie Hamill in Inchon, Korea, last fall.

If no answer is forthcoming, headquarters intends to ask for a repeat of a 1954 meeting with Pentagon officials to thrash out the restriction issue once more.

The Marie Hamill was under charter to the Military Sea Transportation Service, when it had a restriction order clamped on the crew. But the Sea Comet II, another SIU ship—in port at the same time—carrying commercial cargo, was not restricted. Crewmembers of the Hamill were understandably irritated by the fact that their fellow Seafarers on another ship were permitted to go ashore when they were not.

Upon learning of the incident, headquarters lodged a protest with the Defense Department, recalling that the restriction-to-ship beef had been fought out in meetings with the SIU the year before and the Union had succeeded in winning acknowledgement that there was no cause to restrict at military bases in peacetime.

Union Collected

As a result of that acknowledgement, the Union was able to collect restriction-to-ship overtime for Seafarers restricted in Newfoundland and other bases.

The Defense Department's reason for the latest restriction was that there were violent demonstrations going on in Inchon at the time and it was not safe for the Hamill crew to go ashore. Military personnel had been restricted to their quarters accordingly. Since the Hamill was carrying military cargo, the Defense Department argued that it had the right to restrict the crew.

The Union retorted that the Defense Department had no jurisdiction over a civilian crew, whether or not the ship carried military supplies for MSTs. The only jurisdiction in the case should be exercised by the Republic of Korea. Korean authorities permitted the Sea Comet II crew members ashore and would have issued passes for the Hamill crew as well.

If one crew could go ashore, the Union asked, why not the other? Up until now, there has been no further reply from the Defense Department.

SEAFARERS LOG

Mar. 2, 1956 Vol. XVIII. No. 5

PAUL HALL, Secretary-Treasurer

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Published biweekly at the headquarters of the Seafarers International Union, Atlantic & Gulf District, AFL-CIO, 675 Fourth Avenue, Brooklyn 32, N.Y. Tel HYacinth 9-6600. Entered as second class matter at the Post Office in Brooklyn, N.Y., under the Act of Aug. 24, 1912.



Andrew Furuseth

Furuseth 102nd Birthday To Be Feted March 12

On March 12, 1854, 102 years ago, Andrew Furuseth was born in a small Norwegian village. Fifty-nine years later, he reached the climax of a lifelong fight when President Woodrow Wilson signed into law the 1915 Seamen's Act, which Furuseth piloted almost singlehandedly through the US Congress.

The Seamen's Act has often been called the Magna Charta of seamen in that it freed American and foreign seamen from the rigid desertion laws which made indentured servants out of seamen. It also established for the first time minimum standards of shipboard safety, living conditions and other regulations which have now become universal for seamen everywhere.

'Liberator Of Seamen'

As the head of the Sailors Union of the Pacific and the International Seamen's Union, Furuseth has long been hailed as the founder of sea unions and the liberator of merchant seamen from harsh, tyrannical conditions which approximated slavery.

Furuseth took to the sea at an early age and was quickly repelled by the brutal conditions seamen suffered. He vowed to fight the legal bonds which kept seamen at the mercy of harsh penalties if they attempted to leave a ship.

In those days, for example, it was common for sign-ons on offshore ships to run two years or more. Any seaman who tried to

get off because of mistreatment or bad conditions could be charged with desertion. The only way a seaman could escape was by jumping ship and forfeiting months of earnings. Union action to improve conditions used to be treated as mutiny.

Lifetime Fight

With singleminded doggedness, Furuseth decided to devote his life to winning legal rights for seamen. For this purpose he settled in California and became the leader of the then-infant Sailors Union of the Pacific. He grimly plugged ahead, winning one legislative victory after another, until the Seamen's Act of 1915 put an end to the infamous desertion laws of that day.

With each legislative success, the seamen were able to use their new-found rights to improve shipboard wages and conditions.

Furuseth went on to see passage of the Jones Act in 1928 which further expanded upon the protection of the 1915 Seamen's Act, and the Merchant Marine Act of 1936. He died in 1938 shortly before the SIU of NA was chartered. His ashes were scattered at sea from the SS Schoharie out of Savannah. A number of active SIU men were present at his funeral.

LOG Article Stirs National Interest

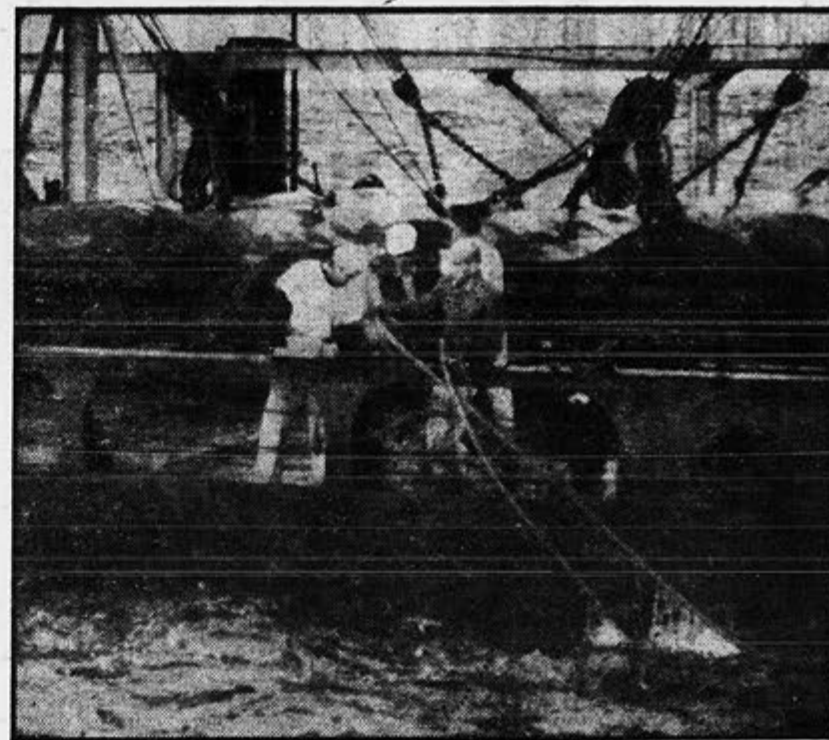
Unions, state federations and central bodies from coast to coast have requested many thousands of copies of "The 'Right to Work' Fraud," an article on the "Right to Work" laws which appeared in the January 6, 1956, issue of the SEAFARERS LOG.

Copies of the article were offered to interested unions and the response has been very strong. A large number of requests for copies have been received from various unions in the State of Washington, where "right to work" legislation has been proposed. Unions in other states have also asked for copies, including the South Carolina and Alabama Federations of Labor and local and international unions in Maryland, Louisiana, Ohio, Florida, Illinois, California, Michigan, New York and other states.

'Explains The Facts'

All of the letters of request commented very favorably on the article. Typical of their reaction was the remark of the Commercial Telegraphers Union of Plymouth, Michigan, whose spokesman declared "Congratulations on a very fine article which explains the facts about this law in a clear concise manner . . . Yours is the best explanation I have yet to see."

Unions wishing reprints of the article are asked to write SIU headquarters.



Steelore crewmen haul pump aboard during 5-day fight to save ship from sinking last year.

CG Praises Crew's Salvage Of Steelore

WASHINGTON—Another in a series of commendations for SIU crews has been issued by the Commandant of the Coast Guard, this one to the crew of the SS Steelore. The February, 1956, "Proceedings of the Merchant Marine Council"

reports the commendation to officers and crew "for the successful effort to prevent the loss of the vessel."

The Steelore ran into a severe storm off the southeast coast in January of last year and started taking on water on January 13. It was in "imminent danger of sinking," the commendation said, but officers and crew stuck with the ship through five days of stormy weather and kept the vessel afloat.

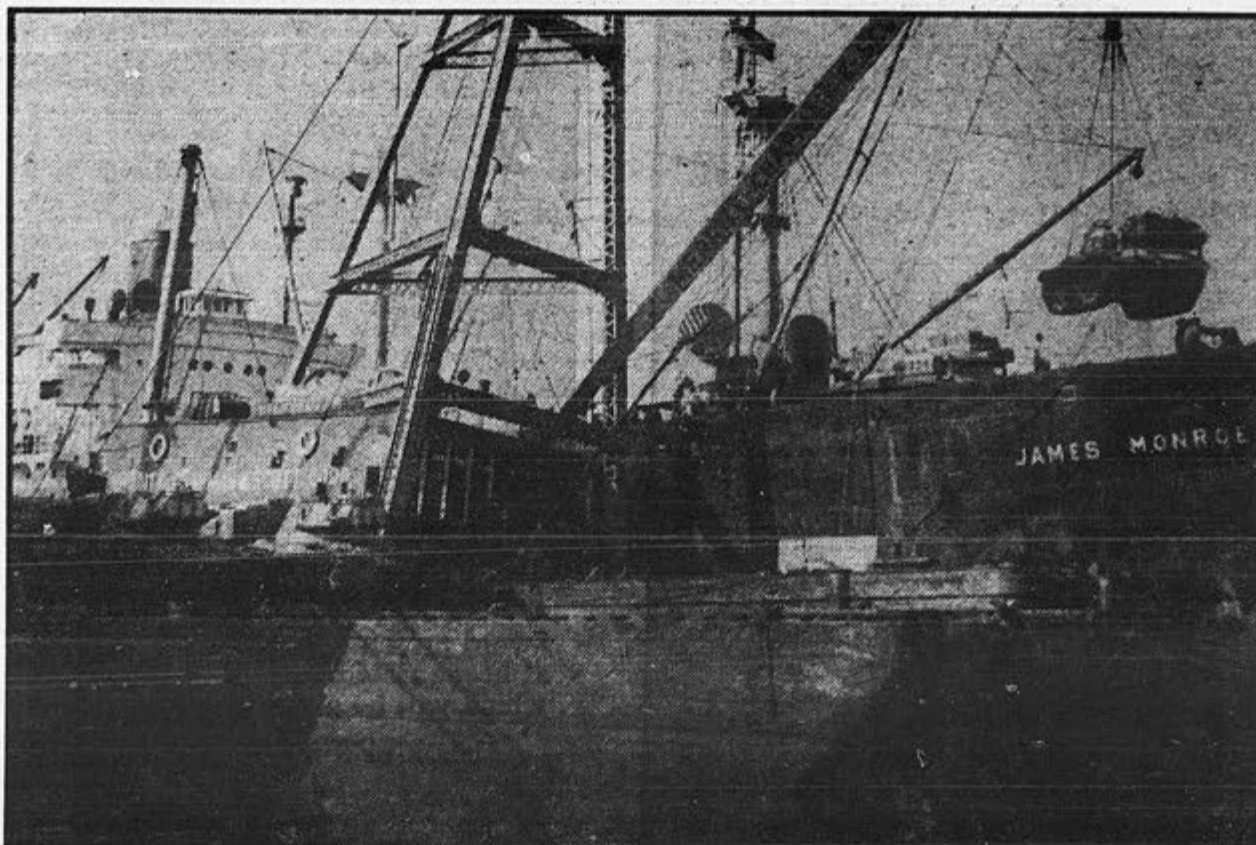
'Excellent Seamanship'

As a result of the "excellent seamanship and unremitting efforts on the part of the officers and crew," the vessel finally reached safe anchorage near Cape Lookout.

The commendation adds that "the handling of the vessel, the attempts made to stop the ingress of water and the alertness and close attention to duty by all hands indicate a ship's crew which reflects credit on the United States Merchant Marine."

The dramatic fight of the Steelore's crew attracted wide attention. When the crew and ship finally arrived in Baltimore, its efforts were the subject of a television program. The Baltimore Steamship Trade Association also cited the entire crew for its performance in the face of danger.

Controversial Tanks Head For Saudi Arabia



Derrick loads one of 18 light tanks consigned to Saudi Arabia aboard Panamanian-flag freighter James Monroe at Brooklyn pier. News of tank shipment roused storm in Congress leading to cancellation and then re-issuance of orders to place tanks aboard. Ship was once SIU-manned SS John M. Powell.

Write Your Senator Now!

All Seafarers are urged to write the Senators from your home state—and have your family, relatives and friends write too—telling them that it is important to your livelihood and a strong US Merchant Marine that "50-50" shipping law be applied to the Farm Bill (S-3183) provision for shipment of surplus farm goods abroad.

Write your Senators now!

Crews Act In '50-50' Law Crisis

A heavy response to the SIU's appeal to Seafarers to help save "50-50" has been reported from ship's crews and individual Seafarers. The SEAFARERS LOG carried the appeal in the February 17 issue as a result of the action of the Senate Agriculture Committee in removing the "50-50" provision from the agricultural surplus disposal program. The Farm Bill now before the Senate excludes agricultural surplus cargo from coming under the "50-50" law.

The LOG appeal urged Seafarers, members of their families, relatives and friends to write Senators from their home state urging them to help restore the "50-50" requirement to the shipment of farm surplus goods.

Among Seafarers acting immediately on the appeal were the crew of the passenger ship *Del Sud*. The crew drew up a petition signed by the entire gang which it sent to the Senate Agriculture Committee urging reconsideration of its stand. Individual crewmembers on the ship have been writing their own letters to Senators from their states in accord with a resolution passed at their last shipboard meeting.

One-Man Campaign

In New York Seafarer George F. Groves wrote the LOG that he had stamped and addressed 30 envelopes to New York State Senators Lehman and Ives and then visited friends and relatives asking them to write the Senators to help restore the "50-50" provision.

So far, he reported, 26 letters have gone out "and I will continue until I send off at least 50 requests. "Make it convenient for your friends and relatives," he advises Seafarers, "to defeat moves against '50-50'."

Minutes from several other ships report similar action being taken by crews and individuals to save "50-50."

The SIU urges crews and individual Seafarers who have not yet acted to write or wire their Senators immediately asking that the "50-50" provision be restored to the farm bill's provisions for disposing of farm surplus abroad. Letters should be addressed to the Senator care of the Senate Office Building, Washington 25, DC. The back page of the February 17 LOG carries a complete list of the Senators from the 48 states.



First prize winner of LOG poetry award, Joseph Michael Connelly, left, holds his award key next to page of LOG in which winning poem appeared. At right, LOG editor Herb Brand congratulates Luis Ramirez, left, for winning ship's reporting award while Robert Black, photography winner, looks on.

House Group Warns Congress: '50-50' Cut Perils US Shipping

WASHINGTON—With the "50-50" law under heavy fire from agricultural interests and foreign lobbyists, the House Merchant Marine Committee this week warned Congress that any undermining of "50-50" would have "tragic consequences" for the US merchant marine. The House Committee's warning, in the course of a report on its recent hearings on "50-50" operations, was amplified by

the SIU in a communication from Secretary-Treasurer Paul Hall to every member of the US Senate. The first vote test on "50-50" is scheduled in the Senate for next week.

Recalling the thousands of jobs that had been lost through transfers to runaway flags, lay-ups and other detrimental developments in maritime, Hall wrote: "The scuttling of '50-50' will sap whatever strength remains in the already badly-battered US merchant marine, and at a critical point in international relations when we should be building our merchant marine."

The House Committee's report put Congress on notice that both the merchant marine and the national defense would be "needlessly jeopardized" because no Government aid to maritime could possibly replace the cargo aid which "50-50" renders to the US-flag merchant fleet.

Committee's Findings

In dealing with the issue in its report, the House Committee issued the following findings:

- The application of "50-50" had not in any shape or form hindered the disposal of surplus US farm products. On the contrary the State and Agriculture Department have admitted that the program is moving very well.

- Only one country, Denmark, has definitely rejected a surplus offer, and it is believed that there were other reasons besides "50-50" for her refusal.

- The freight costs of "50-50" in agricultural surplus have been moderate, an estimated \$3 million more than if cargo had gone on foreign ships. Further the lay-up fleet of the US merchant marine has given agriculture \$22 million a year worth of grain storage space at no charge to the agricultural programs of the US.

- Any nation which is willing to supply goods to other nations and then supply the money for the sale is perfectly justified in claiming the right to carry one-half of the goods involved.

- There is no doubt whatsoever that "50-50" is essential to the US merchant marine. Its removal would mean the end of the US tramp fleet and take nearly 20 percent of all cargoes from the US merchant marine.

Maritime observers saw the report as a timely warning to Congress to consider the long-range importance of the merchant marine to the US economy and defense. Congress is being urged not to permit itself to be stampeded into making "50-50" a scapegoat for domestic farm difficulties.

The Committee recalled that President Eisenhower himself has been quoted as saying, in substance, "World War II was won the day

(Continued on page 15)



LOG Awards Presented To Three At Hq. Meeting

Presentation of the SEAFARERS LOG awards for distinguished contributions to the LOG was made to three Seafarers at the headquarters membership meeting of February 23. Seven other award winners were not available for the presentations. They can obtain their award

medallions by contacting the LOG office at headquarters. Those present to receive their awards were Joseph Michael Connelly, who won the first prize in poetry, Robert Black, first prize in photography and Luis Ramirez, who was given the award for ship's reporting.

Other winners were: poetry—John Wunderlich and Mrs. E. A. King, mother of a Seafarer; stories and letters—Aussie Shrimpton, Pete Prevas and Thurston Lewis; photos—Oscar Raynor and Sal Terracina.

For Outstanding Work

The awards are in recognition of the membership's role in contributing to the Union publication a variety of news and feature material of interest to the membership. Any entry used in the LOG during the calendar year automatically becomes eligible for an award.

Judges who selected the winners were Gordon Manning, managing editor, *Colliers Magazine*; Mark Starr, educational director, International Ladies Garment Workers Union and Victor Reisel, nationally-syndicated labor columnist.

The award medallion is an engraved key with the union emblem

and a representation of a Seafarer, year of the award and other data bearing the words "SEAFARERS" is engraved on the back of the LOG award." The winner's name, medallion.

Sketches Of Winners

The following thumbnail biographies are of the LOG award winners in poetry. Next issue, the LOG will publish personal sketches on the winners of the other awards.

Joseph Michael Connelly, who won the first prize for poetry in the SEAFARERS LOG award contest, has been sailing since 1953. Married and the father of three children, Connelly has been writing poetry and short stories on ship and ashore for some time. At present he is working on a novel with a salt-water background and with a seaman as the principal character. Connelly admits to being partial to Carl Sandburg and Thomas Wolfe among American writers. He used to paint and sketch but has given up the brush in favor of a typewriter. Brooklyn is his home town. "I feel honored in receiving the award," he said, "and I am deeply gratified."

John Wunderlich, Jr., 33 is a veteran seaman who has been sailing as AB and bosun for many years, joining the SIU in 1945. Before becoming a Seafarer he sailed with the Norwegian Seamen's Union during World War II and then was an organizer on Isthmian ships. Wunderlich has been a frequent contributor of stories, letters and poetry to the LOG over the years. He is married and lives in Jacksonville, Florida.

Wunderlich's winning poem is called "A Dreamer" and appeared in the May 13, 1955 issue of the LOG. It was one of several the Seafarer contributed after a series of trips aboard a South Atlantic Steamship Company ship.



Wunderlich

The third poetry winner is Mrs. E. A. King, mother of a Seafarer.

New Grain Boom Seen For Mobile

MOBILE—Plans have now been completed for the Alabama State Docks to purchase and operate a grain elevator here, assuring that the port will be able to handle grain and other foodstuffs under the food surplus program for overseas shipments.

The elevator was formerly owned by the Butler Corporation,

Inquiry Set On Shipping Monopolies

WASHINGTON—Monopoly problems in the US shipping industry will be subject of extensive hearings by the House Antitrust Subcommittee which this week began a series of hearings on monopoly practices in industries regulated by Federal agencies.

Although the date on which shipping industry witnesses will appear has not yet been set, it is known that the operations of the Federal Maritime Board and Interstate Commerce Commission, among other agencies, will come under close scrutiny.

Subsidy Study

In this connection, it is expected that the ship subsidy policy of the FMB may come under review by the subcommittee, which is headed by Rep. Emanuel Celler of New York.

The SIU and affiliated AFL-CIO unions have been sharply critical of the US ship subsidy program administered by the Federal Maritime Board. Rep. Celler has indicated that persons representing all points of view in the affected industries, including labor groups, will be invited to appear.

The "monopoly" issue will likely be focused on the manner in which some subsidized lines have been able to take over competing operations and reduce over all competition in the industry. Besides shipping, the air lines and radio and television industries will be studied.

which was forced into bankruptcy after the discovery that it had allegedly sold four million tons of soybeans it didn't own.

Quickly stepping into the picture, the State Docks board acquired the waterfront facility as another means of promoting shipping in the area.

Cargo Boom

Evidence that the "boom Mobile" campaign is paying off showed up in figures indicating that the port has now handled over one million tons of cargo for the third straight month. Although this consisted mostly of petroleum and bauxite and little of it was handled by SIU-contracted ships, Cal Tanner, SIU port agent, said the industry was "encouraged" to see the port developing in this manner.

Generally, shipping has been slow here for many months, but Tanner is hopeful that the port promotion job will pay off in more job activity for Seafarers before long.

Prospects for the coming two weeks already look a little better than usual, with 15 ships due to hit the area either for payoff or in transit. Activity was slow during the last period, but the limited number of offshore jobs was somewhat offset by about 110 relief jobs of all types. About 20 of them were for offshore tugs and mean 10-20 days' work for these men.

Steward Work Praised

The SIU agent added that the work of the SIU Steward Department Committee has evoked a lot of favorable discussion in the port, on the basis of the hard work put in by the panel to make its report satisfactory to all segments of the steward department.

He noted that most of the success for the report can be credited to the fact that all Seafarers had an opportunity to voice their opinions and make suggestions for improving all aspects of steward department operations.

Del Sud Boasts Loyal Pizza Pie Addicts



"This group really knows how to wreck a collection of pizza pies" is the report on these Del Sud crewmembers. They are: foreground (l to r) Woody Perkins; Juan, 4th assistant engineer; Antonio Garza. Rear (l to r) are: Charles Dowling, Sam Marinello, Louis Anderson, Bernie Guarino, Beau James, Raymond Cuccia and Arthur Gonzalez.

SUP To Celebrate Its 71st Birthday

Still going strong after seven decades, the Sailors Union of the Pacific will celebrate its 71st birthday on Tuesday, March 6. The SUP dates back to March 6, 1885, when an open air meeting of a few hundred seamen at Folsom Street wharf, San Francisco, lead to the formation of the Coast Seamen's Union.

The impetus for this initial meeting was an announcement by operators of coasting schooners that they were going to reduce wages. The records of the

first meeting report that 222 men signed up as members of the new union and contributed pennies, nickels and dimes in the amount of \$34, enough to rent a hall for an indoor meeting the following night.

Two years later, the struggling union chose Andrew Furuseth to head it, and under Furuseth's leadership lead the fight for the Seamen's Act of 1915 and other monumental legislation which freed American and foreign seamen from the serfdom they had endured for hundreds of years.

Monument At Site

The birthplace of the SUP on Folsom Street is now the site of the Andrew Furuseth monument. A regular pilgrimage is made there by Sailors each year on the anni-

versary and on the date of Furuseth's birth.

The Coast Seamen's Union of 1886 later absorbed an offshore seaman's union and then as the Sailors Union of the Pacific became part of the old International Seamen's Union. As the first and strongest of the seamen's unions, the SUP was always in the forefront of maritime battles and took the brunt of shipowner assaults.

When the International Seamen's Union disintegrated in the 1930's the SUP helped keep maritime unionism alive and paved the way in 1934 and 1936 for the rebirth of strong seamen's organizations. It was the leading spirit in the chartering of the Seafarers International Union of North America in 1938.

Make Checks To 'SIU-A&G'

Seafarers mailing in checks or money orders to the Union to cover dues payments are urged to be sure to make all of them payable to the SIU-A&G District.

Some Seafarers have sent in checks and money orders in the names of individual headquarters officials. This makes for a problem in bookkeeping which can be avoided if checks are made out to the Union directly.

— SHIPPING ROUND-UP AND FORECAST —

February 8 Through February 22

Port	Registered						Shipped									
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B	Total	Total	Total	Total
Boston	10	3	3	6	4	4	10	5	1	8	2	2	21	15	4	40
New York	49	25	46	24	60	14	40	8	0	10	5	4	130	23	6	159
Philadelphia	19	4	7	2	10	5	11	5	0	7	4	0	25	13	0	38
Baltimore	39	18	25	14	22	16	43	28	12	13	8	26	113	54	26	191
Norfolk	7	10	2	4	3	3	6	3	3	1	4	4	2	3	9	27
Savannah	3	0	4	1	2	4	2	0	0	1	2	0	1	0	4	6
Tampa	4	4	5	1	9	3	3	1	0	2	2	0	2	1	7	11
Mobile	11	9	12	8	13	12	14	1	0	10	3	0	14	2	0	44
New Orleans	24	8	23	9	29	13	37	2	0	27	14	0	47	11	0	138
Lake Charles	18	10	9	9	6	4	7	9	1	11	11	2	4	7	2	54
Houston	12	8	10	7	8	8	15	6	0	7	5	1	10	4	2	50
Wilmington	2	4	5	2	1	3	4	0	0	1	0	0	0	0	5	5
San Francisco	29	11	11	13	24	12	20	12	2	21	10	0	11	10	2	88
Seattle	8	13	18	19	7	5	17	9	3	10	11	2	10	4	4	70
TOTALS	235	127	180	119	198	106	229	89	22	183	97	20	187	64	25	921

Shipping for the SIU A&G District declined slightly once again during the past two weeks, amid forecasts from a number of ports for an overall rise in the next few weeks.

The district-wide shipping total was 921, tagging slightly behind a registration of 965. Five ports, particularly Baltimore, enjoyed a comeback, however. Improvement was also evident in Boston, New Orleans, San Francisco and Seattle.

On the bleak side, New York fell back again, followed

by Philadelphia, Norfolk, Savannah, Tampa, Mobile, Lake Charles, Houston and Wilmington. The last fared the worst of the lot, shipping only five men during the period.

A breakdown of the seniority shipping totals showed last period's figures holding true for the present two weeks as well, with class A accounting for 66 percent, class B for 27 percent and class C, which has no seniority in the SIU, for the rest.

The lower-than-usual class C total of 7 percent again emphasizes that men with class A or B seniority are not passing up too many jobs while shipping remains rela-

tively quiet. This security for these two seniority groups is a feature of the SIU shipping system and protects the job opportunities of the professional sailor.

The following is the forecast port by port:
BOSTON: Drop expected . . . **NEW YORK:** Quiet . . . **PHILADELPHIA:** Slow . . . **BALTIMORE:** Should hold its own . . . **NORFOLK:** Fair . . . **SAVANNAH:** No change likely . . . **TAMPA:** All quiet . . . **MOBILE:** Change due soon . . . **NEW ORLEANS:** Fair . . . **LAKE CHARLES:** Fairly good . . . **HOUSTON:** Should stay fair . . . **WILMINGTON:** Very slow . . . **SAN FRANCISCO:** Good . . . **SEATTLE:** Good.

Piggyback Tanker Set For Debut

Next month will see the debut of Pan-Atlantic's new tanker-truck trailer service in the coastwise trade. The SIU-manned tankers *Almena* and *Ideal X* will start carrying up to 58 truck trailers on a specially-constructed open deck rig built over the pumping machinery on the main deck. The trailers, totaling 1,160 tons of deck cargo, will be carried between New York and Houston, Texas.

Use of the trailers is expected to solve one of the vexing problems of tanker operations in the coastwise trade; the fact that a tanker carries a payload in only one direction and has to return to the Gulf empty. The company estimates that by carrying trailers on the southbound leg they can produce a profit on what is now a voyage without any income.

Trailers will also be carried on the northbound run in addition to the normal oil cargoes.

Crane Lift to Ship

The trailers themselves have been built so that they can be detached from chassis and wheels. They will be lifted to the open deck by cranes and locked into place there. When Pan Atlantic builds its seven trailerships the same trailer trucks will be driven on board via ramps. The company has built 250 trailers for this purpose.

Keeping Their SIU Ship Clean



Ship's delegate Jim Corcoran (left) and deck delegate H. Galphin helped rack up 97.1 percent cleanliness score on Robin Trent during current US Public Health Service inspection of Robin Line ships. Score is second highest in fleet so far, with Robin Tuxford in first place with a 99 percent rating.

IBL Presses Dock Drive Despite ILA Maneuvers

With a heavy flow of pledge cards coming in from longshoremen in New York harbor, the International Brotherhood of Longshoremen AFL-CIO, is pushing its program for a new collective bargaining election in the harbor. The IBL reiterated its intention to press for an

election in answer to a coalition established this week by the International Longshoremen's Association, Independent, and sections of the International Brotherhood of Teamsters.

The ILA, which was expelled by the AFL in 1953 for failure to eliminate racketeering in its ranks,

has been involved in a number of recent moves aimed at crippling the IBL organizing drive. Just recently the ILA met with representatives of Harry Bridges West Coast longshore union and made a formal agreement to negotiate jointly. The ILA, with the cooperation of the shipowners, is seeking to advance its contract expiration to August 1 for that purpose and by so doing to forestall an IBL election petition.

Await NLRB Ruling

The August 1 contract expiration is subject to a National Labor Relations Board ruling since the NLRB may ban the move as an effort to sidestep a new vote.

Many maritime observers saw the ILA's scurrying around for alliances and a new contract date as an expression of the ILA's fear of meeting the IBL head-on in a new election.

The IBL campaign is proceeding with the full support of the Maritime Trades Department, AFL-CIO. The MTD went on record at its last convention to give every possible aid to IBL in its campaign to provide democratic union representation for longshoremen in New York and in other ports.

Delta Line MD Passes Away

NEW ORLEANS—Dr. Joseph T. Scott, well-known to many Seafarers through his many years of service as examining physician for the SIU-contracted Mississippi Shipping Co., died in a hospital here February 23.

Many SIU oldtimers sailing out of the Gulf had been acquainted with Dr. Scott since the earliest days of the SIU.

The New Orleans surgeon was 52 years old. He died at Foundation Hospital after a six-weeks' illness.

Dr. Scott was a member of one of Louisiana's oldest families and was the fourth Dr. Joseph T. Scott in his family to practice medicine in this state.

La. Optimistic On 'Right To Work' Repeal Success

NEW ORLEANS — An intensive trade union campaign strongly supported by the SIU apparently has assured that legislators sympathetic to labor's views will hold a majority of the seats in both houses of the 1956 Louisiana legislature.

Results of the runoff Democratic primary February 21 coupled with results of the first primary January 17 gave trade unionists high hopes for repeal of the Louisiana "right to work" law in the forthcoming session.

A preliminary survey indicated a narrow majority in both houses favor repeal of the anti-union law passed in the last session.

This survey showed that in the 39-member Louisiana Senate, 21

newly-nominated Senate candidates favor repeal of the measure. Fifteen definitely are against repeal and the position of three others is in doubt. Twenty votes constitute a majority in the Senate.

Majority for Repeal

Fifty-one votes are required for a majority in the 101-member House, and 53 of those nominated have said they favor repeal. Thirty-two are opposed to repeal and 16 are listed in the doubtful category.

Democratic nomination is tantamount to election in Louisiana.

The working man's political position also was strengthened by the considerable influence which will be wielded in the Legislature by Governor-designate Earl K. Long, who was nominated by an overwhelming vote in the first primary.

The legislative line-up after the run-off primary gives Long supporters a more than two-thirds majority in the Senate and a substantial majority in the House.

Long A 3-Time Winner

Long's first primary majority was a political accomplishment unequalled since former Governor Richard Leche turned the trick with Long support in 1936. Earl Long will be the first to serve as Governor of Louisiana on three occasions. The state constitution prohibits Louisiana governors from succeeding themselves.

In previous terms, Long has proved himself to be friendly to the trade union movement. During his 1948-52 administration, the Legislature repealed anti-labor legislation passed during previous administrations.

Through its hard-hitting campaign conducted solely on labor-economic issues, the AFL-CIO won new respect among Louisiana political elements.

"The results of this campaign certainly prove that labor can work successfully in the political arena when we make a concerted, united effort and adhere strictly to trade union principles," said Lindsey J. Williams, New Orleans SIU port agent.

Resounding Victory

In New Orleans, Anthony J. Vesich Jr., a young attorney without previous political experience, had labor's endorsement for one of 20 Orleans Parish House seats and won a resounding first primary victory over Albert B. Koorie, veteran legislator and one of the foremost proponents of the "right to work" bill.

Also in Orleans Parish, Senator Robert B. Richards, another leading "right to worker," ran a poor third in the first primary.

Guy Sockrider Jr., one of the pro-labor leaders in the fight against the law in the last session, was nominated to the Senate by a big majority in Calcasieu Parish (Lake Charles).

Other leading "right to workers" defeated in the primaries included Senator Charles F. Duchene, East Baton Rouge Parish, and Rep. F. A. Graugnard Jr., of St. James.

Jesse D. McLain, an opponent of the "right to work" law in the last session, was reelected to the House with labor's support from St. Tammany Parish, which includes Pearl River.

Seafarers were active in all phases of labor's campaign in New Orleans and Lake Charles and surrounding areas.

INQUIRING SEAFARER

Question: What's your formula for keeping peace and harmony aboard ship during a long, boring trip?

Ronald Burton, AB: The best way is to try and keep a level head at all times, have respect for the next guy on the ship. If you have to, blow off steam at the ship's meeting where any hard feelings can be ironed out. Also get as much recreation as possible while you're ashore. That's very important.

Vincent Monte, AB: Since I started sailing in 1942 I haven't found that I needed one yet. I haven't been on a ship where there's been a really serious beef among the crew. There's a different class of men sailing today; everybody's more diplomatic. You can generally talk things out and avoid trouble.

Paul Oakley, steward: Just keep your mind on your job, read, write letters and don't get too familiar with anybody so that everything becomes personal. Avoid looking for a scapegoat or something to harp on all trip that gets the next man on edge. Private rooms for everybody would help, too.

Anthony J. Kelly, oiler: You've got to be a little bit of a psychologist and know the guys you're sailing with to get along. A good idea would be to have the dispatcher remind every man he ships to try and leave his troubles behind on the beach once he gets aboard the ship. Brooding invites trouble.

Leroy A. Williams, chief cook: The main thing is to do your job, avoid conflicts and personal grievances and get rid of your beefs at the ship's meetings. It makes no difference who or what a man is, because we're all out for the same thing; we all want to make good wages and get better conditions.

Jim Morgan, AB: The most congenial ship I was ever on had a baseball team; everyone had team spirit, and that's what you need on a ship, where the crew has to work together to get everything done. The SIU delegate system helps out a lot; they have a big influence not only on the work but during off-duty hours too.



British Say 'Runaways' Peril Safety

LONDON — The growing menace of runaway flag shipping is such that it now imperils international safety standards and maritime law, a British shipping group has warned. The United Kingdom Chamber of Shipping, in its annual report, says that the runaway flag operators are now strong enough to throw their weight around in international shipping conferences and weaken international safety standards.

The British report points out that the runaway flags of Panama, Liberia, Honduras and Costa Rica had only 750,000 gross tons of shipping in 1939, but now have 9,250,000 tons. These "flags of convenience" as the report describes them, exist because shipowners seek to "escape taxation."

International Blackjack

Since runaway flag shipowners have ships operating under more than one of these flags, the four countries could exert "undue influence" on international shipping affairs.

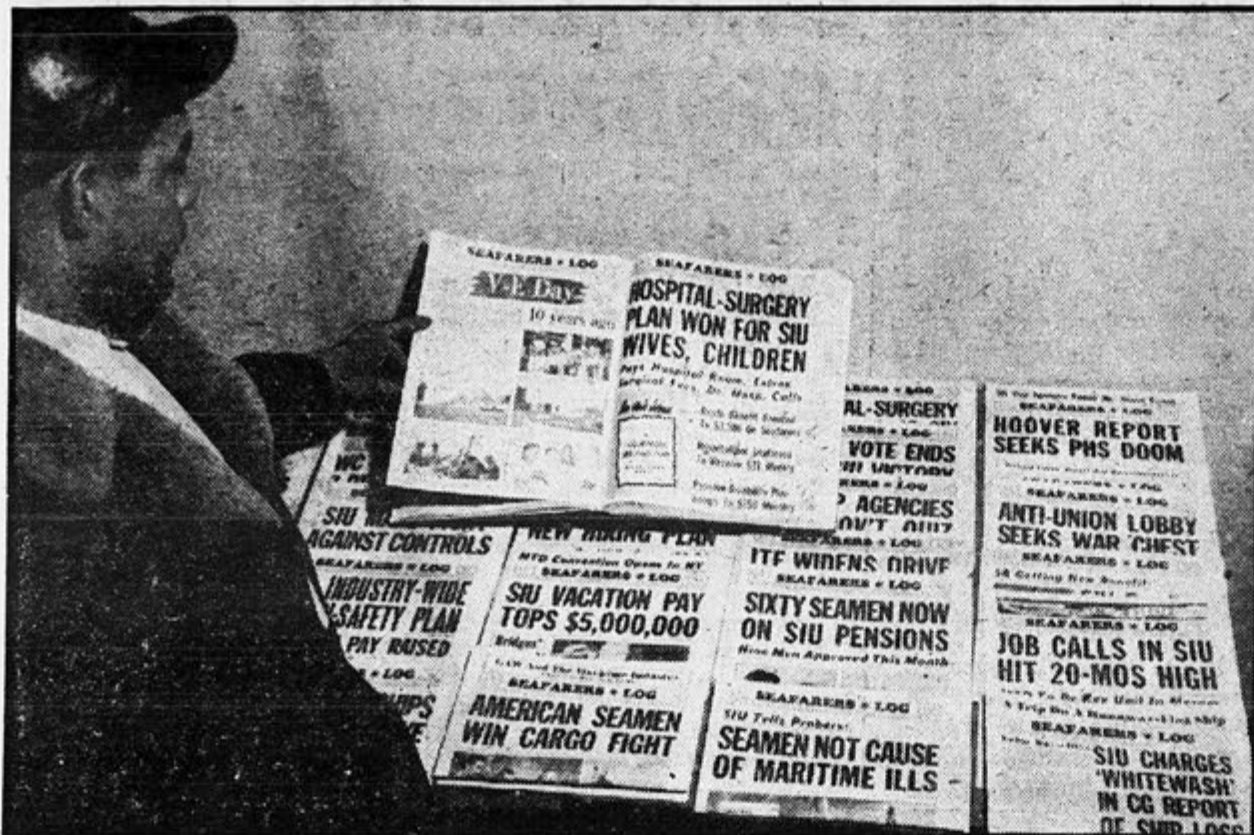
"By virtue of this technical ownership they may be able to participate in international discussions and to affect by their vote both maritime law and maritime safety regulations. . . ."

The Chamber's report described the runaway flag countries as "international registry offices" with "as few formalities as Reno."

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.

1955 LOG Now Available In One Volume



Seafarer Mariano Gonzalez looks over bound volume of the SEAFARERS LOG for 1955 to check on an item which appeared during the year. The leather-bound volume, available at \$7 per copy, contains all 26 issues of the LOG, plus special supplements and features published throughout 1955. Copies can be ordered from the LOG office at SIU headquarters. Bound volumes for years back to 1950 are also available.

NY Clearing Up Repair Beefs, Hails Cooperation From Crews

NEW YORK—Success in the handling of repair beefs recently has focused attention on the importance of having SIU ships' crews notify SIU headquarters immediately upon arrival of necessary repairs.

Urging crews and delegates alike to cooperate in this matter, Assistant Secretary-Treasurer Claude Simmons reported "much better cooperation than usual" from most of the companies on repairs. "We therefore are able to get the jobs done before sailing in most cases, provided we are informed by the crews of all the repairs need upon arrival," he pointed out.

Repair beefs, he noted, have ac-

counted for the majority of beefs in the port lately, although few major beefs on any score have come up in recent weeks to the satisfaction of all hands.

Safety Questionnaire

In connection with the repair situation, Simmons also called on all Seafarers to take an active interest in the current safety questionnaire being circulated on all ships as the first step in the acti-

vation of the Union's recently-won joint safety and medical program.

The importance of the questionnaire cannot be overemphasized, he stated, because it is the only means of getting a detailed reaction from the ships on the basic ground rules necessary for any shipboard safety program.

Copies of the safety questionnaire have been furnished separately for all three departments on the ships to get specialized information from the crewmembers involved.

Crews are urged to hold meetings on the subject and report their comments and recommendations for the safety program. The returns will be studied to determine basic safety needs for each department on the different types of ships under SIU contract.

Port Up And Down

On the shipping side, meanwhile, the port has been less than active. In addition to the 159 regular jobs shipped, 17 standby jobs spread among all departments were filled.

The New York picture thus has become a roller coaster proposition of rises one period and slumps the next. Overall during the past period there were very few ships arriving in port and an unusually small turnover in jobs on them. A total of 16 ships paid off, 6 signed on foreign articles and 11 stopped by in transit.

Baltimore Sees Strong Shipping Improvement

BALTIMORE — Shipping ran way ahead of registration during the past two weeks here, marking the beginning of what it is hoped will be a stretch of heavy job activity.

The next week already holds some promise of activity, with three to four ships scheduled to crew up shortly. However, Earl Sheppard, SIU port agent, again cautioned all Seafarers here to take advantage of whatever jobs come up to avoid winding up in the cold. Developments are never certain in this business, he noted.

Business in the still-new SIU branch building here continues to run smoothly, with all facilities of the modern hall getting full play from the local membership. Sheppard urged SIU men to continue giving their patronage to the cafeteria, Port O'Call Bar and Sea Chest store, "because they are here for your convenience and enjoyment. They will only be maintained so long as the membership on the beach makes use of them."

Active Port Business

The big improvement in shipping during the past period was accounted for by a total of 16 pay-

offs, 12 sign-ons and 18 vessels in transit. Most of the ships took a few replacements to help swell the total job activity.

In a final note, Sheppard urged Seafarers to remember their brothers hospitalized in the local USPHS installation, either by a personal visit or by letter. "Your thoughtfulness on this score will be greatly appreciated," he stated. The list of hospitalized men is on page 12.



YOUR DOLLAR'S WORTH

Seafarers Guide To Better Buying

By Sidney Margolius

Credit Gyps Use Contract Tricks

A salesman visited a workingman's home in one large city recently and announced, "You've just won a watch in a radio contest." He asked the wage-earner to sign a "receipt." The man did. But the "receipt" turned out to be a sales contract with a wage assignment clause.

A shocking number of Americans sign contracts without reading them, and without even noticing or seeming to care that often the amount they must pay is not filled in. As you will see in this report, state credit laws are generally stacked against installment buyers and loaded in favor of sellers and loan companies, so you must be on guard in signing contracts.

In fact, the practice of many stores and salesmen of having the customer sign a blank wage assignment is one of the chief reasons why families get into financial trouble to the point where they must ask help of legal aid bureaus, according to Junius Allison, senior attorney of the Chicago Legal Aid Bureau. "Then, at a later date, the amount of the debt can be increased, the date of signing changed, and the name of the present employer can be inserted" in the blank contract, he has pointed out.

More than one Seafarer has returned from a trip to find his wife has been duped into buying household utensils or appliances at "easy payments" that turn out to be far above the value of the goods. Many wage-earners get tricked when buying jewelry, reports Bernard Dubin, New York assemblyman and former chief of the rackets division of the Queens, NY, DA's office, who is sponsoring state legislation to outlaw tricky credit practices. He tells about a man who bought a gold religious cross. The salesman said the price was \$8, and the buyer could pay later; "just sign this paper." The man did. Later he learned the paper included a wage assignment, and the amount that was filled in was \$80.

\$15 Watch Cost Him \$84.45

Another man bought a watch from a credit store for \$73.45. He, too, signed a paper that included a wage assignment without realizing the possible consequence. When his payments lagged, the store filed the wage assignment, and besides the \$73.45, the wage earner had to pay an additional \$11 for legal costs. Assemblyman Dubin estimates that the watch itself could have been bought from any reputable store for \$15.

In buying auto accessories on installments, people often don't realize that the contract they sign may permit the dealer to seize the car itself, and without any notice, if payments become overdue.

Assemblyman Dubin reports that a working woman bought a tire and a set of skid chains from a credit store. The bill including the finance charge came to \$80 (for merchandise that has actual retail value of about \$35). Shortly thereafter she fell ill, went to the hospital, and fell behind in payments. The credit store seized her car, as it was permitted to under the terms of the contract she had signed. It just vanished from in front of her house. To get it back she finally had to pay a total of \$145 to clear her debt and pay costs of seizure. Wasn't she reckless to place a 1954 Mercury in jeopardy to buy a tire on time? But thousands of people do this. A musician who bought a set of tires for \$106.20 plus \$21.78 for finance fees, had his car seized in this manner, and had to pay the full bill plus a repossession fee of \$47.50 and a \$67 parking fee before the finance company would release his car.

"Confession" Note Is Surrender Of Rights

In some states installment contracts may also contain what is known as a "confession judgment" note. If you sign such a note, you give up almost all your defenses against judgment, seizure of your property and possible garnishment of your wages. "Confession judgment" notes permit the installment store of finance company to go into court and get a judgment against you, and send in a demand for garnishment of your wages, without any trial of the case itself unless you learn about it soon enough to get a lawyer.

Such notes are often very cleverly disguised in simple-looking contracts, warns J. M. Costello, attorney of the Legal Aid Society of Cleveland. The way the law is written in Ohio, he points out, it's easy for the holder of such a note to omit notifying the debtor when he asks the court for a judgment against him.

Each state has different laws concerning debtors, but in many states, an installment buyer usually has to sign three documents, Mr. Allison points out: a wage assignment, a confession judgment note and a conditional sales agreement. Some states do not allow either a wage assignment or confession judgment.

If you only sign a conditional sales agreement, you should realize what you are obligated for. The title to the merchandise remains with the seller, and at any time payments are in default, he may repossess it. Furthermore, which many people don't realize if re-sale doesn't equal the debt, the debtor is liable for a deficiency judgment to pay the remainder, plus court costs.

So know what you are obligating yourself for before you sign installment papers, and never sign a blank contract.

In borrowing money from small-loan companies, you have to look out for another gimmick, warns David A. Silver, chief counsel of the San Francisco Legal Aid Society. This is the "fraud loan" situation. People borrowing money from a loan company are asked to list all their debts, but sometimes they are in a hurry and list only the major ones. Or, Mr. Silver reports, the loan-company official may say not to bother with the little ones. But if you don't, the loan company is in position to claim you obtained the loan by fraud, and even if you had to go into bankruptcy and were discharged from your other debts, the loan company could still sue you for the "fraud" debt. Mr. Silver reveals that often loan companies don't go to the creditors' meetings when a family is trying to get cleared of its debts, but wait until after, and then sue on the fraud basis. Few wage-earners really need to go to loan companies nowadays when lower-cost loans are widely available from credit unions and commercial banks. But if you ever do, be sure to list all your other debts.

BALTORE (Ore), February 7—Chairman, M. Singleton; Secretary, R. Pevey, Jr. Department meetings to be held on health and safety program. Ship's fund, \$16.50. Some delayed sailing time. Chief engineer refuses to turn blowers on in galley. Lockers need repair.

BEATRICE (Bull Lines), December 19—Chairman, H. Ricci; Secretary, R. Griffith. Foc'sles being painted this trip. Washing machine leaks. No beefs. Discussion held on brand of soap, wastebaskets and buckets need.

BIENVILLE (Waterman), January 29—Chairman, W. Brown; Secretary, M. Longfellow. No beefs. Motion carried to concur in communications from headquarters. Ship's secretary-reporter elected. Steward asked crew to turn in all excess linen.

CAROLYN (Bull Lines), February 8—Chairman, J. Gallagher; Secretary, W. Leather. No beefs, everying running okay. Some disputed overtime. Discussion held on buying TV set.

CHICKASAW (Pan Atlantic), February 10—Chairman, W. Carter; Secretary, D. Mitchell. No beefs, everying running O.K. Motion carried to concur in communications from headquarters. More buttermilk requested.

CHILORE (Ore), February 1—Chairman, R. King; Secretary, J. Short. No beefs. Previous minutes were mailed to headquarters. Ship's fund, \$2.98. Motion carried to concur in communication from headquarters. Not enough fresh fruit aboard.

COE VICTORY (Victory Carriers), February 5—Chairman, A. Lazzaro; Secretary, D. Maggio. Most repairs are taken care of. No beefs. All repairs to be taken care of before crew signs on. Washing machine to be repaired.

COUNCIL GROVE (Cities Service), February 5—Chairman, W. Tkeach; Secretary, M. Berner. No beefs. Some disputed overtime. Ship's fund, \$14.43. Ship's delegate to see patrolman in Norfolk about launch service in Lake Charles. Crew messman needs new bunk.

DE SOTO (Pan Atlantic), January 29—Chairman, E. Oppici; Secretary, J. Christy. Ship's fund, \$29. Some disputed overtime. Motion carried to concur in communications from headquarters. Ship's delegate and treasurer elected. Discussion held on ship's fund.

FEDERAL (Trafalgar), January 29—Chairman, J. Spuron; Secretary, M. Lipkin. No beefs. One man taken off ship because of illness. One man missed ship. All beefs to be brought to delegate. Vacation plan discussed.

FORT HOSKINS (Cities Service), January 25—Chairman, M. Launey; Secretary, J. E. Pewitt. Ship to be fumigated. Engine department needs separate watch foc'sles.

FREDERIC C. COLLIN (Dry-Trans), January 8—Chairman, P. Fox; Secretary, J. Hodges. More cigarettes needed. One man hospitalized in Germany. No beefs. Motion carried to concur in communications from headquarters. Hospital to be cleaned and painted. Ship to be fumigated. Vote of thanks to steward department.

JOHN B. WATERMAN (Waterman), February 11—Chairman, J. Ryan; Secretary, R. Sanderlin. Ship's fund, \$20.53. Everything okay. Motion carried to concur in communications from headquarters. Ship's delegate elected. New feeding system explained by Brother Reyes.

IBERVILLE (Pan Atlantic), February 3—Chairman, Goff; Secretary, J. Skladanik. Everything okay; no beefs. Vote of thanks to steward department.

MARORE (Ore), January 12—Chairman, W. Mason; Secretary, S. Wojton. All repairs not completed. Balance of ship's fund, \$26.52. Some disputed overtime. Motion carried to concur in communications from headquarters. To hold meeting with patrolman to clear up problem of food situation. New library wanted.

February 2—Chairman, I. Cox; Secretary, S. Wojton. One man missed ship in Baltimore. No disputed overtime. Ship's delegate to see patrolman about Galley Grill in Baltimore. Magazines to be purchased out of ship's fund.

MONTEBELLO HILLS (Western Tankers), February 6—Chairman, A. Isaac; Secretary, J. Lelinski. No beefs. Motion carried that there will be no demotions or promotions aboard this vessel. General discussion held on water, stores, shore leave, slopchest and repairs.

OCEAN EVA (Maritime Overseas), January 31—Chairman, J. Keavney; Secretary, W. Collard. To refer disputed claims to patrolman. Story regarding death of Brother G. Mendez sent to LOG. Ship's fund, \$20. No beefs. All repairs to be taken care of. Vote of thanks to steward department.

ORION COMET (Orion), January 29—Chairman, S. Woodruff; Secretary, L. Santa Ana. No beefs. Motion carried to concur in communications from headquarters.

QUEENSTON HEIGHTS (Tankship), January 29—Chairman, R. Morgan; Secretary, E. Ray. No milk in Singapore. Ship's fund, \$5.32. Poor mailing. No disputed overtime. Discussion on draw situation.

STEEL CHEMIST (Isthmian), January 20—Chairman, K. Silverton; Secretary, K. Neumann. Crewmess chairs

were not repaired because of insufficient time in New York. Ship's fund—\$11. Some disputed overtime. Coffee to be made as late as possible. Discussion held regarding membership not discussing Union activities top-side.

STEEL NAVIGATOR (Isthmian), February 5—Chairman, J. Downey; Secretary, R. Feil. No major beefs. Dirty wash water aboard this vessel. No beefs. Motion carried to concur in communications from headquarters. Ship's delegate elected. Awning to be put back aft. Boiled eggs for night lunch requested.

ALCOA CAVALIER (Alcoa), February 19—Chairman, C. Moyd; Secretary, L. Guillot. Man hurt ashore in Trinidad. Two men wet home; one because of illness and the other because

Digest Of SIU Ship Meetings

of death in family. Vote of thanks to membership for making collection to send brother home. No beefs. Meeting to be held with patrolman upon arrival in port regarding captain.

CHILORE (Ore), February 20—Chairman, E. McNab; Secretary, R. King. One man missed ship. His gear has been packed and will be put ashore. Ship's fund—\$1.98. No beefs. Motion carried to concur in communications from headquarters. Foc'sles keys to be put aboard this trip. It was decided that 50 cents will be donated to ship's fund.

DEL SANTOS (Mississippi), February 18—Chairman, F. Carpenter; Secretary, F. Neely. Everything is okay. Few beefs with captain regarding stores. Vote of thanks to delegates for their cooperation. Ship's fund—\$49.95. Some disputed overtime. Motion carried to concur in communications from headquarters. Vote of thanks for good service from crew messman. General discussion held on radio broadcasts.

DEL VALLE (Mississippi), January 29—Chairman, L. Johnston; Secretary, R. Irizarry. Company promised to paint out some rooms. Ship's fund—\$97.60. No beefs; few hours disputed overtime. Motion carried to concur in communications from headquarters. Ship's delegate elected.

FORT HOSKINS (Cities Service), February 12—Chairman, W. Skinner; Secretary, M. Maynard. One man missed ship. No beefs. Motion carried to accept recent communication from headquarters. Vote of thanks to ship's delegate. Beef came up regarding pumpman not turning to at 8 o'clock and captain not calling hall for replacement.

MASSMAR (Calmar), February 6—Chairman, G. Hatgimios; Secretary, R. Walton. Good fishing was shared by all with a catch of twenty. Ship's fund—\$14. Very clean vessel. No beefs. Discussion held on MTD radio newscasts and welfare. Motion carried to concur in communication from headquarters. Ship's delegate elected. Men working overtime were reminded to be quiet when in passageway. Be sure to turn washing machine off when finished using it.

SEATRAN LOUISIANA (Seatrains), February 18—Chairman, D. Gribble; Secretary, F. Flanagan. One man missed ship. Ship's fund—\$86.90. No beefs, some disputed overtime. Motion carried to accept recent communication from headquarters unanimously. Keep TV sound low. New mattresses needed aboard. Ship's delegate and treasurer elected.

STEEL FLYER (Isthmian), February 1—Chairman, T. Hirsch; Secretary, B. Feely. One man missed ship. Ship's fund—\$105. No beefs. Motion carried to accept communication from headquarters. Repairs are to be reported to department heads and to be completed during voyage if possible.

WINTER HILL (Cities Service), February 19—Chairman, E. Wright; Secretary, W. Burch. No beefs. Motion carried to concur in communications from headquarters. Better grade of coffee needed and better variety of night lunch requested.

LONGVIEW VICTORY (Victory Carriers), No date—Chairman, Schmidt; Secretary, Craft. Entire crew concurred in letters sent to LOG. This was the purpose of this meeting.

February 5—Chairman, Schmidt; Secretary, Craft. Some minor beefs settled. As soon as weather permits bonus will repair chain lashings that got loose. Washing machines need repair. More pastry wanted at coffee time. Do not bother captain about extra draws, he will not put out any, only according to agreement. Discussion held on night lunch.

GEORGE A. LAWSON (Pan-Oceanic), January 15—Chairman, C. Olson; Secretary, C. Lane. Some disputed overtime, no beefs. Steward to order milk. Two drums of oil for galley stoves went overboard—to be replaced in England.

MA To Favor Tramp Aid?

By SIU Washington Reporter

The Maritime Administration is expected to come up with a report in the near future recommending subsidies for US tramps.

However, such a recommendation probably will be couched in language that would seek to prevent such tramp subsidies from hurting other segments of the American merchant marine. Also, if the Government did decide to subsidize tramp shipping, it would probably be limited to a specific number of ships and be tied in with a compulsion that the tramp operators, after a period of time, agree to replace their existing tonnage with new bulk-type vessels.

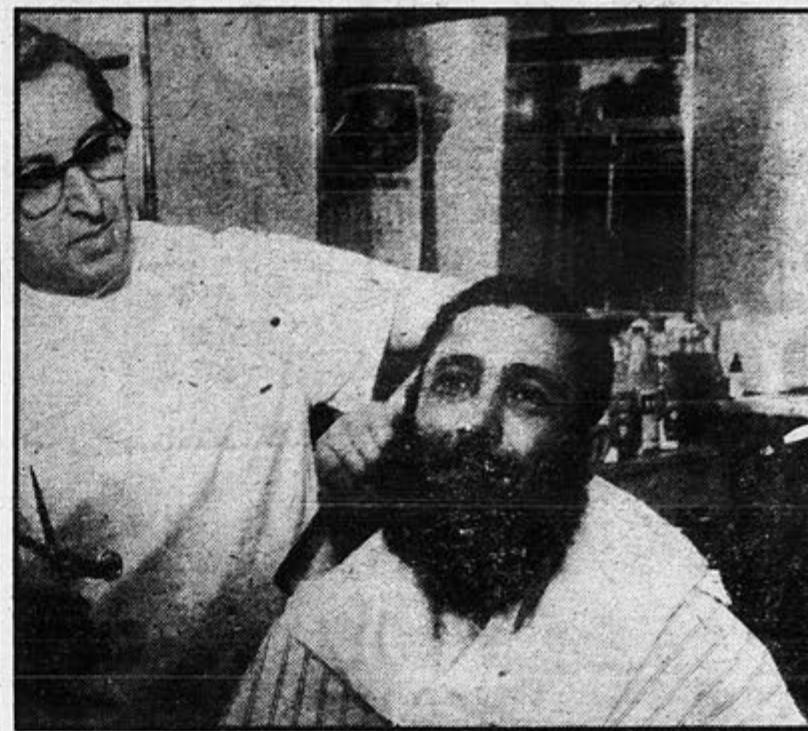
It was reported recently that Liberty-type ships in the world market at the end of last year demanded a price of \$1,150,000.

Non-citizens purchased 1,113 of our Libertys under the 1946 Ship Sales Act at the statutory sales price of \$544,506 each. Thus, on an investment of \$544,506 these foreign shipowners, in an 8 to 10-year period, not only paid off their capital asset and realized a high profit, but also ended up with a capital asset which is worth more than twice the purchasing price.

Applying this observation to the total number of 1,113 ships sold to foreign nationals, we find a staggering story. The total amount paid for the 1,113 ships was \$919,178,601. This figure was easily equalled in profits earned by foreign companies and can be multiplied by 2 to arrive at the present capital value of the ships. Thus, in 8 to 10 years, their approximate \$1 billion investment has grown to \$3 million.

Yet these same shipowners now are applying pressure to their governments and to our Government aimed at scuttling the American flag merchant marine.

Barber Hacks Way Through Jungle



Weighed down by all that underbrush, Seafarer Adrian Texdor, FWT, relaxes in the barber shop at SIU headquarters as barber John Rubino prepares to tackle the big job ahead. Texdor grew the beard during a six-month trip on the Steel Navigator.

Boston Crews Tanker, Puts Vessel In Shape

BOSTON—A short-lived "boom" stirred things up a bit here during the last two weeks, as the newly-acquired tanker Chryss Jane, a T-2, took on a full SIU crew.

The ship is one of five vessels recently purchased by the SIU-contracted Colonial Steamship Company, which were formerly manned by the National Maritime Union. Two T-2s, a Liberty and two supertankers were included in the transaction.

Taking the ship over for the first time here, Seafarers and SIU port officials quickly went to work on the vessel to bring her up to snuff.

New Washing Machine

First items on the agenda, James Sheehan, SIU port agent, pointed out, were the stocking of a brand-new washing machine for the crew and a complete extermination of the ship.

The remaining replacements shipped were taken by the Alice Brown (Bloomfield) and Bradford Island (Cities Service), both of which paid off and signed on again, and the Cantigny (Cities Service), Robin Trent (Seas Shipping), Steel Designer (Isthmian) and Republic (Trafalgar), which arrived in transit. All beefs were settled to the crews' satisfaction.

The past two weeks also witnessed the funerals of two Seafarers, Frank E. Robbins and James Small. Flowers were sent to the services for both men on behalf of the Union. Small was one of the 13 Seafarers lost in the January 17 explosion of the tanker Salem Maritime and had lived in Cambridge, Mass. His body was first returned to Boston on February 20.

MEET THE SEAFARERS

ALFRED G. PFEIFER, machinist
"I don't care where I go as long as they have plenty of machine work on the ship." That's the way Seafarer Alfred Pfeifer summed up his all-embracing interest in the machine shop. A machinist for four decades on ships and ashore, Pfeifer recently came off the Sand-captain after several months in Venezuela.

Born in Austrian Poland 61 years ago, Pfeifer came to the US in 1912. During World War I he worked for a while on a research project under Dr. Lee De Forest, inventor of the vacuum tube.

Then he was in the US Army for the duration. In 1920 Pfeifer caught his first ship, a Standard Oil tanker. He sailed mostly tankers during the next few years, as conditions on them then were generally better than on the freight ships.

Subsequently he worked ashore for a number of years in tool and die and instrument shops. During World War II he was employed for a while on the development of the famed Norden bombsight.

Back To The Ships

In 1952, Pfeifer returned to shipping, this time with the SIU. Pfeifer has two children, a son who is studying the ancient craft of the goldsmith in Germany and a daughter, 13, who is now touring South America as an apprentice high wire artist with the Great Wollendas. His ex-wife is also a member of the circus troupe.

WILLIAM KEHRWIEDER, baker
Seafarer Bill Kehrwiieder was still in school when he and a schoolmate decided 12 years ago that they would like to see the world. They caught the SS Thomas B. Robinson out of Philadelphia, his home town. That initial trip convinced him. He has been a full-time seaman since then.

The 28-year-old Seafarer started out in the deck department originally, but shortly afterwards switched over to the galley where he found it more to his liking. Now he gets a big kick out of surprising his shipmates with a new pastry and seeing their pleased reaction to his efforts.

On his first trip out Kehrwiieder decided to bring home a handful of foreign coins for his younger brother to show he had really been places. Before he knew it, he had been bitten by the collecting bug. He now boasts a large collection of coins from every country he has been to and quite a few others.

Paints, Too

When he isn't adding to his collections, Kehrwiieder likes to spend his spare time sketching landscapes and still life. He takes his sketches aboard ship with him and when his baking is done he spends his leisure hours using the sketches as the basis of oil paintings.

If he has the chance, Kehrwiieder likes to grab a Robin Line wagon to South Africa where his sketching and sightseeing get good work-outs.

Hq. Baggage Room Moved

Seafarers who wish to check their baggage at SIU headquarters in Brooklyn are advised to note the change in the location of the baggage room, which is now in the building behind headquarters.

50-50

WHAT DOES IT MEAN?

A considerable portion of the US merchant marine providing employment for many thousands of US seamen is literally in a fight for its life as a result of the Senate Agriculture Committee's removing of the "50-50" law from the Farm Bill now before the Senate. The "50-50" principle has been in trouble so long that this may seem like mere routine. But this time the situation is more serious because the attack on "50-50" is being spear-headed by the powerful farm bloc in the Senate.

WHAT is the "50-50" law and why is it so vital to the US merchant marine and US seamen? Briefly, the idea is this: As long as the US taxpayer is picking up the tabs for the billions of dollars worth of Government aid, at least half of the cargo should be carried by US ships. The aid money is then accomplishing two purposes—helping to strengthen foreign nations and helping to keep alive the US merchant marine, of itself vital to the defense of the free world.

The original idea back in 1948 was that 100 percent of Government-paid-for cargoes should go on US ships, but this was later modified to guarantee shipowners of other nations up to 50 percent of the cargoes that are financed by our Government. So the "50-50" rule is of considerable aid to foreign shipowners and has guaranteed them four to five million tons of cargo each year.

The only reason there has been any difficulty over "50-50" is because foreign shipowners have not been satisfied with a half share. If they can kill "50-50" they accomplish two purposes:

- They can monopolize \$5 billion a year worth of cargo bought and paid for by Uncle Sam.
- They can so weaken the US merchant marine that they will carry even more than the 78 percent of import and export cargoes they now carry.

Once that has been accomplished, foreign shipowners would reap a golden harvest. They could set any freight rate they pleased, and Uncle Sam would have to pay them because they would be the only carriers available.

A few figures will show how important the "50-50" rule is to the US merchant fleet. Government-financed cargo totals between four and five million tons a year to US ships. The aid cargo is all export cargo. By comparison, US ships are currently carrying about 20 million tons of regular commercial cargo a year.

The destruction of "50-50" would possibly mean the lay-up of one in every five US ships. Tramp ships would be the hardest hit. One in five ships would mean the lay-up of about 200 vessels and loss of approximately 8,000 seamen's jobs.

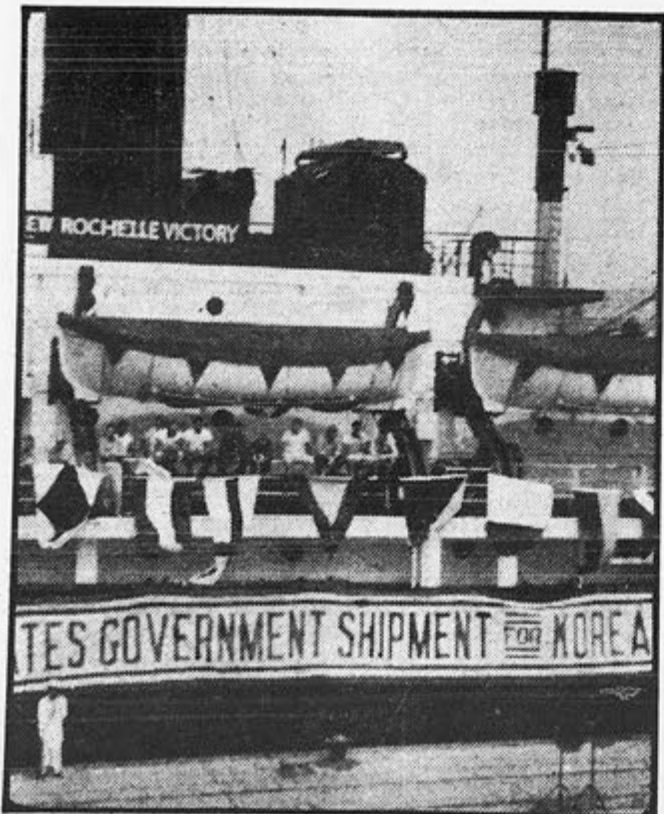
First Step In Attack

Over the years foreign shipowners have had no success in knocking out "50-50" as a whole. That is why they have shifted their strategy this year and are aiming to chew it up, piece by piece. Their first target is 450,000 tons a year of agricultural surplus now carried by US ships. They have succeeded in selling Congressmen from farm areas the idea that their homelands would purchase many more millions in farm products if only the US merchant marine was not involved.

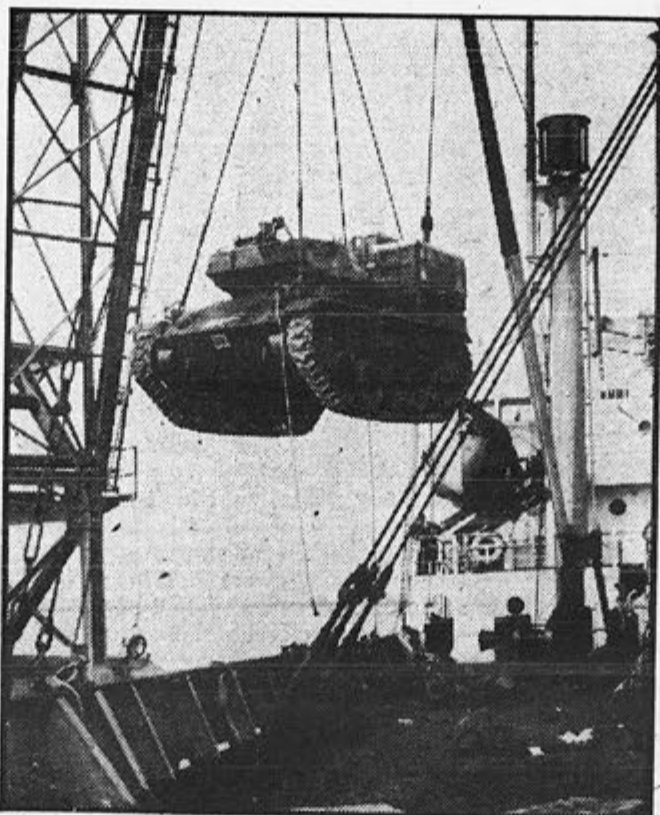
IF THEY succeed in biting off this piece, they will go after coal shipments and then other aid cargoes.

The "50-50" rule originated with the Marshall Plan in 1948 and has been in effect since then. There was no "50-50" in the first postwar years because the world was depending almost totally on US ships and US supplies to stay alive. That situation did not last for long as part of the US aid program was to give ships to foreign nations. Between 1946 and 1948, foreign nations were given 1,132-war-built ships at token prices. Additional US funds and equipment helped rebuild foreign shipyards and launch new foreign freight ships.

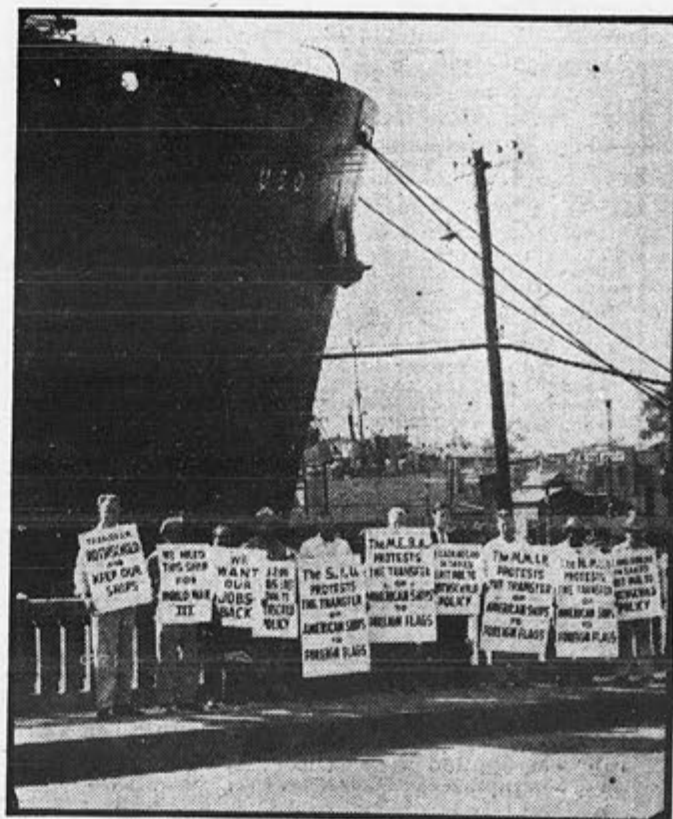
The beginnings of the Marshall Plan in the spring of 1948 coincided with a strong revival of foreign ship-



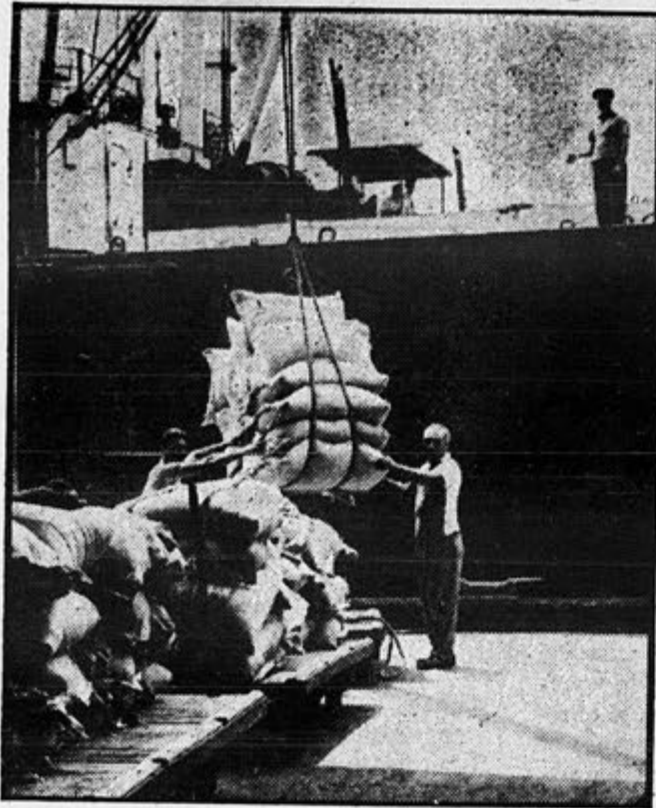
In the post-war years the US has fed, clothed and rebuilt a good part of the world and permitted foreign-flags to share 50 percent of these aid cargoes. Here a US-flag ship delivers the first shipment of economic aid cargo to Korea at the end of the war there.



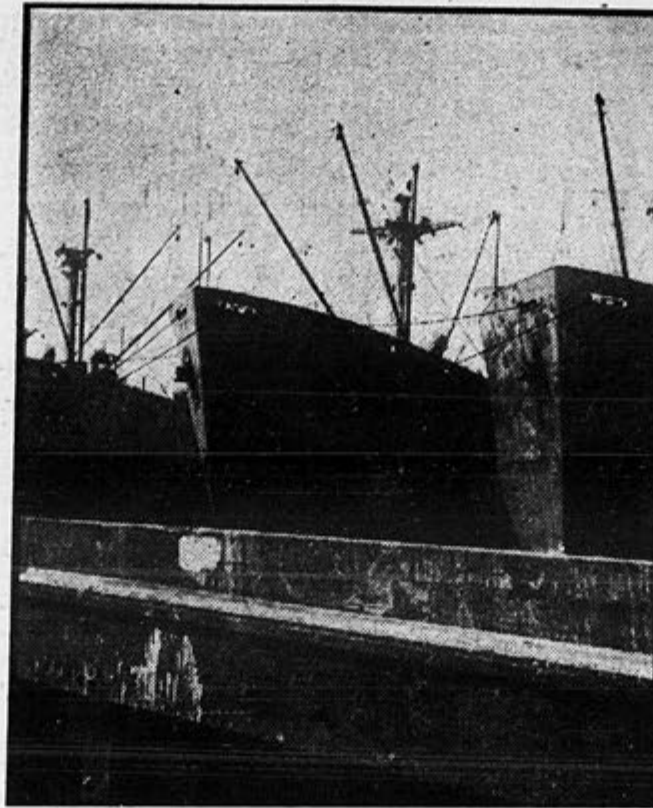
Military aid to counter the threat of Communist armed forces has also been supplied in staggering quantities by the US and makes up an important segment of cargo coming under the "50-50" rule. Here too, foreign flags have shared heavily in US cargo offerings.



Even with the "50-50" rule the US fleet has been plagued by transfers and lay-ups. Today it has less ships than it had in the depression year of 1939. Here a group of maritime union members is shown protesting one of over 100 transfers of ships to a runaway flag.



The main function of "50-50" is to provide export cargo for US ships. Without guarantees that at least half of Government-owned and financed cargo is reserved for US ships, there would be no cargoes for many US vessels, particularly tramps.



Lack of cargoes now provided under the "50-50" rule would mean further additions to the US lay-up fleet, plus more transfers to runaway flags. As much as 20 percent of the current US ocean-going fleet would be crippled by "50-50" repeal.

ping. The US maritime industry, the unions and most members of Congress felt that if the Government was going to ship many billions a year in aid to foreign nations, US ships should carry that aid.

But since many friendly nations depended on their own maritime industries for a living, it was agreed that their ships should be permitted to carry up to 50 percent of the aid cargoes. In other words, "50-50" was regarded as a means of helping foreign shipping fleets. Otherwise US ships would have been assured 100 percent of this cargo, just as any other maritime nation would have assured its country's ships all of its Government cargoes.

The US is the first nation in history which has ever permitted foreign flags to share half of cargoes shipped by its own Government and paid for by its citizens.

THE biggest fight over "50-50" was waged in 1949 during which the SIU spearheaded a drive which saved the "50-50" principle. With the start of the Korean War in June, 1950, the situation quieted down, as the problem was no longer cargo, but where to get enough ships. In 1953, when the war ended, "50-50" again became a major issue. Congress acted in 1954 to settle the issue by making the "50-50" law "permanent" instead of attaching a "50-50" provision to each and every aid bill. But that has not kept the foreign lobbyists from coming back at it.

Hard Sledding For "50-50"

Originally, the State Department, like the aid agencies, was concerned with the economic well-being of our allies. The basis of State's arguments was that every cent which went to help foreign nations was well-spent. Now, with few exceptions, the maritime nations among our allies are economically strong, and their shipping fleets are in far healthier condition than US maritime. State Department opposition now is simply based on the fact that foreign nations do not like "50-50" for reasons of self-interest.

Through the years, farm organizations have generally supported "50-50." Farm groups have always been interested in a strong merchant fleet because it guarantees them protection against runaway freight charges by foreign flags on their sales abroad. Farm bloc Congressmen voted time and again in support of "50-50." The success of foreign lobbyists in getting farm bloc Congressmen to switch their stand is what puts "50-50" in such danger now.

Foreign shipowners have done this by selling the farmer a counterfeit bill of goods. They have said that the US will have no trouble selling billions in farm surplus abroad if "50-50" is pushed aside. The hard facts of the international market today are that no country with heavy surplus in wheat, cotton and other basic crops is going to be able to sell that surplus in large quantity. It may not even be able to give it away.

Attempt Rate War To Kill "50-50"

Foreign shipowners have used a variety of tactics in fighting "50-50." For example, when the first "50-50" rule was applied in 1948, the regulation said that US ships would get 50 percent of the cargoes if they were available at "market rates." French shipowners tried to undermine it by deliberately dropping rates for coal shipments far below normal in the hope of getting a bigger piece of the aid shipments. Marshall Plan administrator Paul Hoffman got excited about the artificial rate differential and threatened to move all aid cargo on foreign vessels.

His threat blew up a tremendous storm in Congress.

Thousands of Seafarers joined the fight by writing their Congressmen, and the SIU enlisted the support of dozens of trade unions and other groups on behalf of "50-50."

The fight raged for four months at the end of which Congress passed legislation which said that 50 percent of Marshall Plan cargo should move on US ships "as far as is practicable." The SIU and US maritime had won a partial victory, but had been unable to get legislation compelling the Government to follow "50-50" at all times under any and all circumstances.

For the next four years, Congress repeated this language in all the various foreign aid programs. In June, 1953, the first hint of a changed line-up on "50-50" came in the course of action on a bill to ship wheat to Pakistan. A million tons of wheat were set to go abroad under the program, and the House Agriculture Committee voted to send it out without a "50-50" provision.

The House of Representatives just as quickly restored "50-50," but this early vote showed that foreign shipping lobbyists were already making headway in convincing farm groups that "50-50" was detrimental to farm exports.

'Permanent' Law Passed

In 1954, maritime supporters in Congress decided it was time to end a situation in which "50-50" had to be attached to each and every aid bill. A permanent "50-50" law was passed applying a blanket ruling to all Government-financed cargoes.

Passage of the bill came at an opportune time because the flight of tramps to runaway flags was on full tilt. Even with "50-50" over a hundred tramp ships transferred foreign, taking with them 4,000 jobs.

THERE is no doubt that the remaining Liberties under the US flag would have followed suit were it not for cargoes assured under the "50-50" law.

Hardly was the permanent "50-50" law on the books when it was under attack again, this time from the Foreign Operations Administration. The FOA claimed that US ships' freight rates were not "fair and reasonable" and started turning over coal cargoes to foreign shipowners.

At the same time foreign maritime nations started on a new tack. Norway refused to accept a shipment of surplus coal on the ground that it should be free to ship all of it on its own vessels. This was the beginning of a tactic that has been widely applied in this year's agricultural surplus fight and could be applied to any and all aid cargoes in the future. That is why the agricultural surplus issue is such an important one for US maritime.

New Coalition Formed

In February, 1955, other nations followed suit and threatened to refuse US surplus foodstuffs. By March of last year it was apparent a new coalition had been formed against "50-50" consisting of foreign shipowners, the State and Agriculture Departments and sections of the farm bloc. Finland, Great Britain, Norway, and Denmark balked at taking shipments under the "50-50" clause.

An effort was made to repeal the entire "50-50" law in the House, but it was crushed by a vote of 181 to 51. In light of this vote, the Senate Agriculture Committee withdrew a move to outlaw "50-50" in agricultural surplus disposal. The foreign lobbyists withdrew to lick their wounds and figure out a new approach. The result was the current piecemeal attack on "50-50" with concentration on the agricultural surplus program.

The Problem Facing The Merchant Marine

Although US industry is expanding, the merchant marine is in a long term decline. It has lost 224 ships representing almost two million deadweight tons in four years. There are fewer privately-owned ships under the US flag today than in the 1939 depression year, 154 less. The full privately-owned US merchant marine numbers 1,075 ships today. At the end of World War II there were over 5,000 US ships in operation.

If the merchant marine had kept pace with the growth of US economy, we would now have around 1,800 US ships. That makes the decline in ships all the more serious, and has meant a similar decline in maritime employment.

The "50-50" rule is of vital importance to US shipping because it provides that half of US foreign aid cargo—cargo paid for by the US—shall go in US ships. This amounts to 4 to 5 million tons of cargo a year. In 1955 all US ships carried a total of approximately 24 million tons of export cargo. Thus "50-50" cargo provides about 20 percent of all US cargo.

In other words, without "50-50" as much as one American ship in five would have no export cargo and would lay up. The blow would fall heaviest on tramps and other unsubsidized ships who rely almost totally on this type of cargo to survive. The current US aid cargoes are of three types: 1—Military cargo to Europe and Asia; 2—Free economic aid of food and machinery; 3—Low cost agricultural surplus aid.

Agricultural surplus will account for about 30 percent of all Government aid cargo, dollarwise, in the coming year if the full amount authorized is spent. Should the "50-50" rule be knocked out of the agricultural surplus program, it would cripple the 100-vessel US tramp fleet now living largely off this program and off the 10 million-ton coal shipment program of the Government.

The death of "50-50" in agricultural surplus, would open the door to destruction of "50-50" for all Government-financed cargoes.

The Farmer's Problem

During World War II, and again during the Korean War, the US farmer was encouraged to expand production. The encouragement took the form of farm subsidies, which is a Government guarantee to the farmer of a minimum return on his crop by giving a loan on it whenever the market value dropped below a certain figure. If market value did not rise, the farmer kept the money and the Government took the crop.

During the early post-war years, and again during the Korean War, the farm groups supported the "50-50" rule carrying half of these cargoes abroad in US ships because they had no difficulty in selling overseas. A very large part of Government foreign aid in those years consisted of food, textiles and other farm or farm-derived products.

Since the end of the Korean War, many countries in Europe and Asia have made very strong economic comebacks. Japan, Burma, Indonesia, the Philippines, the Low Countries, France, Germany, Italy, Greece, Britain and Scandinavia—all of these areas have greatly increased their farm output. Only Korea, Indochina, India and Middle Eastern countries are still considered distressed agriculturally.

The result has been that US farmers have not been able to sell much overseas. The prices of farm products, like wheat, cotton and lard, have declined. More and more has been turned over to the Government as surplus. By June of last year, the Government had almost \$5 billion worth of farm surplus in storage, which was having a bad effect on farm prices.

To lighten the load, the Government set up a farm surplus disposal program whereby agricultural products are practically being given away to foreign countries. The program has helped reduce the amount of surplus, but farmers are complaining not enough is being sold and farm prices are still declining. Some nations have claimed they would buy more surplus farm products if they could carry all—not half—in their own ships. The claim is phony, but they have managed to sway farm area Congressmen to seek an end to "50-50" where agricultural cargoes are carried.

Tampa Men Praise SIU Food Plan

TAMPA — Good feeding aboard ships of the SIU fleets that already have the new "to order" feeding program in operation is still drawing raves from Seafarers here.

Crewmembers aboard Alcoa and Pan Atlantic ships calling here have high praise for the revised system of food preparation and service which has been in effect on their vessels for some time.

The new program is part of the recommendations for all SIU-contracted fleets by the rank-and-file Steward Department Committee whose report is up for ratification at regular meetings next week.

Fishing Good

Good fishing in the area is holding the main interest of the local membership, with the result that even the few jobs available right now are sometimes hard to fill. The "rod and reelers" seem to be taking their fill of the sport while they are ashore.

Shipping remains tight, and the outlook stays the same. No payoffs or sign-ons turned up during the last period. Limited job activity was provided by six in-transit vessels, including the Alcoa Planter (Alcoa); Archers Hope (Cities Service); Del Mundo (Mississippi), and Pan Atlantic's Chickasaw and Desoto. The latter came in twice over the past two weeks.

Boat Drill Turns Into Real Thing

Seafarer Ben Pritikin had an unscheduled salt water bath off Key West, Florida, but thanks to the vigilance of his shipmates on the Stony Creek he was rescued unharmed after 45 minutes in the water.

Pritikin was dumped overboard unceremoniously in the course of a fire and boat drill on February 15 while the Stony Creek was headed northward off the Florida Keys. As OS on the ship he was releasing the outboard gripes in order to swing the boat outboard when the boat swung out a little too rapidly and catapulted him into the water.



Pritikin

Somebody on deck threw him a life ring which he hung on to while the ship was brought around and efforts were made to reach him with a line.

Boat Lowered

When this attempt failed, the boat was lowered and manned by men from all three departments under the command of the bosun and 2nd mate. The dry run boat drill was turned into the real thing and Pritikin was soon back aboard.

He was in fairly good shape, although considerably shaken up and sore in the arms and back. His only concern, he said, was about the sharks which abound in those waters for he knew that his shipmates would pull him aboard in short order.

Wage-Earners Cautioned On Credit Gimmick

REVERIFICATION OFFICE — 452 WASHINGTON BLDG. — WASHINGTON, D.C.

DEPT. 5 MUST HAVE ACCURATE & CURRENT INFORMATION

IF MARRIED THIS FORM MUST BE FILLED OUT BY SPOUSE
Note—Spouse is Either Husband or Wife

DO NOT WRITE IN THIS SPACE

Spouse Employed

Spouse Unemployed

Widow

Widower

Divorced

Return This Form With Accurate Information

IF YOU DO NOT HAVE SOCIAL SECURITY NO. WRITE NONE BELOW

SPOUSE'S SOCIAL SECURITY NO.

SPOUSE'S OCCUPATION

RETURN THIS FORM WITH RRC NOTICE IMMEDIATELY

DEPT. 5 MUST HAVE ACCURATE & CURRENT INFORMATION

IF MARRIED THIS FORM MUST BE FILLED OUT BY SPOUSE

Note—Spouse is Either Husband or Wife

SPOUSE'S EMPLOYER (Husband or Wife)

EMPLOYER'S ADDRESS

CITY STATE

DATE OF BIRTH OF SPOUSE

SPOUSE'S FULL NAME

IMPORTANT

THIS FORM MUST BE RETURNED WITH RRC NOTICE IF NOT MARRIED LEAVE FORM BLANK AND RETURN WITH RRC NOTICE

IF IS NECESSARY FOR THIS OFFICE TO HAVE THE EXACT INFORMATION FOR REVERIFICATION

DO NOT WRITE IN THIS SPACE

Mailed from Washington, DC, and deliberately designed to look like official Government forms, gimmicks like this one have been used by a notorious skip-fencing and credit rating outfit to get personal information from wage-earners clipped by installment and finance company gouges. Investigation by the Federal Trade Commission, which has issued a complaint against the National Research Company, revealed that the outfit used several Washington addresses and "official-looking" forms to pry information from the public, although its headquarters are actually in California.

NEWS OF OUR SIU AFFILIATES

A referendum vote will be held by the SIU Great Lakes District in May dealing with changes in the union's constitution. The changes

Labor Round-Up

Amid renewed efforts to obtain a settlement of the four-month old Westinghouse Electric strike, the Pennsylvania State Labor Department has ruled the strike a lockout, making 23,000 strikers in that state eligible for unemployment benefits. The Pennsylvania department ruled that the lockout existed since December 19 when the International Union of Electrical Workers accepted a proposal by the governors of Pennsylvania and New York that they go back to work pending arbitration. The company rejected the arbitration proposal. Workers will be able to collect up to \$35 a week in benefits.

Another long-term strike has been going on at Western Air Lines in Los Angeles, where the Brotherhood of Railway Clerks has been out since January 9. The clerks union rejected an offer that would have involved dropping a union shop demand in return for \$25 to \$35 a month in wage increases. The Air Line Pilots Association and the International Association of Machinists are also currently involved in negotiations with the company.

Rejecting a five-cent package, 12,000 production workers at Republic Aviation plants on Long Island, New York, have gone out on strike. Plants at Farmingdale, Hicksville, Port Washington and Greenvale were shut down. The company makes military aircraft and guided missiles.

Sanitation men employed by New York City have obtained a five day week and \$350 a year in wage boosts under a new contract agreement between the city and Local 831, International Brotherhood of Teamsters. The Teamsters recently won a collective bargaining election giving them the right to represent sanitation employees. About 10,000 men are involved.

proposed include an increase in union dues and improved hospital and burial plans under the union's auspices. Great Lakes dues have remained unchanged since 1948.

The executive board of the Brotherhood of Marine Engineers has concluded meetings in New York and made a number of recommendations to the union's membership. They deal with admission of additional members to the union and other policy matters. The board also decided to airmail copies of the union's publication to every BME-contracted ship.

Increases in benefits and revision in eligibility for retired members has been announced by the Sailors Union of the Pacific. Benefits will now range from \$50 to \$100 a month, plus any Social Security benefits. They are based on seetime ranging from 10 years to 20 or more on a sliding scale. Previously, 15 years was needed to qualify for a \$50 top benefit. The improvements were made possible by liberalizing pension and welfare plans at the last negotiations.

The Seattle branch of the Marine Cooks and Stewards Union is taking part in the fight against a proposed "right to work" law in the State of Washington. The proposal has been put on the ballot as Initiative 198 and will be voted on by residents of the state at the next election.

Several recommendations have been made to the membership of the Marine Fireman's Union by the port agents' conference, just concluded. Among them is one calling for hospitalization coverage for retired union members who are no longer eligible to enter the USPHS

hospitals. Another asks for a referendum on a dues increase or an increase in membership. The agents also studied possible changes in hiring hall operations similar to those in force in the SIU A&G District. Negotiations are still under way with the state over a fair price for the MFO's headquarters property, due to be dismantled.

Seafarer Dies In Car Mishap

NEW ORLEANS — Well known to SIU men throughout the Gulf area, veteran Seafarer Claude A. "Blackie" Russell, 57, died early this week when the car in which he was returning to his ship accidentally plunged off a pier and sank.



Russell

Russell, who joined the Union in 1938 and was one of the early members of the SIU, was a member of the deck department on the Alcoa Patriot (Alcoa).

He was preparing to return to the ship around 9 PM a few nights ago when he stopped at the Bienville Street Wharf to ask for directions back to the ship. The car suddenly sped forward out of control and went off the pier end.

A native of Louisiana, Russell is survived by a sister, Mrs. D. E. Oldmixon, of Corpus Christi, Texas.

Seafarers In Action

The ship's hospital may not be in use much of the time, but that's no reason for not keeping it clean and shipshape. Seafarers Clyde Mariner and Odell Powell aboard the Frederick C. Collin moved that the hospital be kept clean at all times and painted out. Then if any crewmember had to use it, it would be in fit condition.



Powell

When one of the crew of the Sandcaptain disappeared in Venezuela and was later found to have died under unexplained circumstances, crewmembers thought that an investigation was in order. Accordingly they elected a committee of four consisting of Pete Cernashko, John Sweeney, Jim Golder and Ed Bussian to look into the matter.

The committee collected all the information it could and forwarded a report to headquarters, including copies of the burial form, personal effects form, inventory of personal effects and other statements. All in all a very thorough and conscientious job.



Bussian

The February 8th membership meetings in the various ports gave opportunity to a number of Seafarers to try their hand at serving as meeting officers. Seafarer M. Hauf, in Baltimore, C. E. Mosely in Savannah, R. M. Thompson in Lake Charles and W. Johnson in Wilmington chaired the meetings in their respective ports.

Others who served as meeting officers were: E. Callahan, Boston; H. Long and J. Griffith in Baltimore; P. Parker, reading clerk in Norfolk; C. C. Lanier in Savannah; S. E. Miller, Houston; Carroll J. Quinnt, San Francisco; R. Stathan, Wilmington and R. G. Cowdry and N. E. Pappadakis in Seattle.



Hauf

Another group of rank and file Seafarers were elected by the headquarters membership to hear a Seafarer's appeal from a trial committee's decision. Committee members who heard the case were J. Vega, F. Lukban, J. Zierels, C. Leader, H. Phillips, M. Stabile and M. Miller.

Examiner Okays Bernstein Bid

WASHINGTON—Clearing the first major hurdle for launching of a new low cost transatlantic passenger service, Arnold Bernstein Lines last week won approval on its bid for US subsidy aid from a Federal Maritime Board examiner.

Overruling the insistent objections of US Lines that US-flag service on the route between New York, Rotterdam and Antwerp was adequate, the examiner held that additional service on the run was needed. He pointed out that travel on the run had increased greatly in recent years, and should continue to rise.

Bernstein proposes to operate a joint passenger-freight service with converted Mariner-type ships carrying

up to 900 passengers in one-class service. Three converted Mariners would eventually be used to provide weekly sailings.

Trade Non-Existent

Opposition of US Lines, favored US carrier under the subsidy program, was based on its own freight service on the route which it contended was adequate to service present and future needs. However, the FMB examiner found that

US-flag passenger service on the run was non-existent. The Holland-America Line is the only carrier providing passenger service on this route at the present time.

Bernstein originally received US approval for a similar service in 1950, but its plans were stalled by the outbreak of the Korean War and requisitioning of the ships it planned to use by the Navy.

"What are we FOR?"



The National Association of Manufacturers has been in business for over 50 years now, and it is safe to say that during that entire half-century or more, the organization has never supported a single proposal which aimed at the improvement of the lot of a workingman and his family. Today, through a variety of false fronts and fellow-traveling organizations, the NAM is the major force in back of the "right to work" laws—a gimmick to take away any form of union security.

The NAM has been the target of many complaints from unions and forward-looking organizations through the years. Some people have assumed that it is a kind of straw man that unions drag out now and then to blame for things that go wrong. But the actual facts of the case more than justify the criticism of the NAM as a reactionary, obstructive organization.

It's true that today's NAM tactics have changed even if the objectives have not. Working men are no longer described (out loud at least) as a dirty, parasitical breed addicted to laziness and anarchy. Instead the NAM operates an air-conditioned, perfumed public relations campaign designed to convince workers and small businessmen that unions are really their enemies and management, as represented by the NAM, is really their friend.

All the expensive apparatus of modern-day publicity, including films, displays and free "educational" literature, is employed for that purpose. There is hardly a school board, club, legislator or administrative body in the US that has not been deluged at one time or another with NAM propaganda when an issue has arisen in which it has been interested.

Just to take one example, the Watsonville Central Labor Union of Watsonville, California, reports that "recently this community was visited by the NAM's program on the 'unholy merger' and of course in their harangues gave voice to the need for 'right to work' legislation. They also distributed a re-

print of an article . . . on the AFL-CIO merger, using excerpts from it to paint a wholly dishonest picture of the intent of the merger."

No city or town is too big or too small for the NAM traveling circus.

Today the NAM is against the AFL-CIO merger as "dangerous" and "monopolistic." When the AFL and CIO were separate, it complained of the "constant warfare between unions." A few years before that, it assailed the National Labor Relations Act for giving unions any rights under law to organize and negotiate contracts.

The NAM was also against the Social Security Act, the Unemployment Insurance Act, the Minimum Wage and Hour Law, the school lunch program, the various slum clearance acts, the farm electrification program, and the Fair Labor Standards Act. In the very worst days of the depression when millions were unemployed and many on the verge of starvation, the NAM was against Federal relief programs, the WPA, the PWA, the CCC and other agencies which kept untold numbers of Americans from going hungry. Going back before that, the NAM was against the eight hour day, restrictions on child labor, workmen's compensation and regulations safeguarding the employment of women.

Just imagine what the economy of the US would be like today if the NAM had its way on all these measures and many more.

Today's NAM has two major objections in its craw. It is against taxes on income over \$25,000 a year, so it is promoting a proposal under which low income groups would support the Government and millionaires would go scot free on all taxes over that figure. It is against any form of union security which would enable unions to stay strong and obtain economic gains for their members.

When you add it all up, it looks like the NAM is and has been against every thing that has helped make the majority of Americans more prosperous and secure. It is for just one thing—more US dollars in the bank accounts of US management.

Music Livens Steel Worker Fete



Tuning up for a shipboard party, Seafarers on the Steel Worker join with visitors from German freighter Richenfels to enjoy a little accordion music along with their refreshments. Seated (l to r) are Seafarer C. E. Denny and a seaman from the Richenfels. Standing are Seafarers G. O'Rourke, G. De Greve, German seaman, Ray Sweeden and Tom J. Ryan. The two ships were in Khoramshahr, Iran, at the time. Photo by Merwyn "Doc" Watson.

Plenty Of Ship Traffic Cheers San Francisco

SAN FRANCISCO—An unexpected but welcome lift in job activity developed suddenly here during the last two weeks, buoying prospects for the future.

In a previous report, SIU Port Agent Leon Johnson had indicated no change was forthcoming in the slumped shipping picture that hit the port at that time.

Right now, he asserted, things should remain fairly active, even with no payoffs in sight. Four sign-ons appeared from out of nowhere during the last period to boost activity, and Johnson is confident the port can hold its

own in the future with a similar boost now and then.

The past sign-ons were the Mankato Victory (Victory Carriers) and Waterman's Wacosta, Choctaw and Young America. All but the Mankato had paid off a few days earlier.

In transit to the port were the Lawrence Victory (Mississippi); Steel Artisan (Isthmian); Texmar (Calmar) and Yaka (Waterman). Only routine beefs were encountered on all of them.

FINAL DISPATCH

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

James W. Hanson, 66: A heart attack proved fatal to Brother Hanson in Saugus, Mass., on January 27, 1956. Burial took place in Riverside, Saugus. Brother Hanson had been a long time member of the SIU, joining in Boston in 1938, and had been sailing in the black gang since that time. He is survived by his son, Walter J. Hanson, of Saugus, Massachusetts.



Barney A. Carter, 28: A resident of New Orleans, La., Brother Carter died of pneumonia on December 24, 1955. Place of burial is not known. Joining the Union in the Port of New York in 1949, Brother Carter had been sailing in the engine department. He is survived by his wife, Romona Ann Carter, of La-combe, La.



Earl McKendree, 39: A resident of Wyco, West Virginia, Brother McKendree died of a heart ailment on November 29, 1955. Burial took place in St. Peters Cemetery in Baltimore, Maryland. Brother McKendree had been a member of the Union since 1953, joining in the Port of Baltimore and had been sailing in the engine department. He is survived by his son, Edward McKendree, of Allen Junction, West Virginia.

Fred Havard, 53: On January 25, 1956, Brother Havard died of a heart attack in Mobile, Alabama. He was buried in Pine Crest Cemetery in Mobile, Alabama. Brother Havard was one of the charter members of the union, joining in the Port of Mobile in 1938. He had been sailing in the steward department. He leaves his wife, Gladys, of Mobile.

Wilbur M. Pennington, 55: Brother Pennington died of a heart attack at his home in Oakland, California, on December 21. He had been sailing in the engine department. He joined the union in New Orleans in 1946. Brother Pennington is survived by his wife, Kathryn.



Reef Jolts Ocean Joyce — 'Like Slicing Whales'

Fortified by the belief "that everything that could possibly happen to a ship had already happened to the Ocean Joyce," some of the Mobilians in the crew whose thoughts were on home and Royal Street still had a few anxious moments until the ship safely arrived in the Azalea City recently.

It all happened quickly, ships delegate George G. Glennon reported, "with a curious thud as if

the ship was slicing whales in two."

The undersea demon was probably a coral reef or some similar submerged object, but it took some "careful and expert maneuvering by Captain W. J. Scanlon" and efficient work by the black gang in the engine room to get the ship back into safe waters and on her way again.

"Thanks to fast and seamanlike action by the captain, who was immediately on the bridge, stopped the ship, went hard right and full astern, which engine maneuvers were beautifully executed by the engine department, the ship apparently escaped with little or no damage," Glennon recalled.

The deck department and all hands were immediately on deck to give any assistance that they could, he added, as the Joyce returned to safe waters and again preceded into port.



Glennon

Del Sud Nine Wins Again — Eyes Cup

Continuing their winning ways, the Del Sud "Rebels" have gained a foothold on the coveted Gimnasia y Esgrima Baseball Cup by winning the first game of a three-game title series in Buenos Aires.

Their last trip South, a similar squad netted a 5-1 triumph over the Gimnasia team in a non-title game.

This time, reporter Jim Noonan, who noted all the other details on the play, modestly (?) omitted the score of the contest, although it is apparent from his account that the wind-up was at least 3-2 in favor of the "Rebels."

'Fireball' Effective

In any event, the feature of the last contest was the pitching of John "Fireball" Mitchell, who set the Esgrima down with only one



Chaisson



Mitchell

hit. The opposition's runs, both unearned, came from a misplay in right field.

Vic Romolo proved to be the top batsman of the day with three hits out of five at bats, including a solid triple that scored what proved to be the winning run.

The SIU line-up included Mitchell, pitcher; Romolo, SS; Bill Sistrunk, 1B; Justin Wolf, 2B; Noonan, 3B; Richard Chaisson, LF; Joe Suarez, CF; Kikuchi, RF, and Bill Smith, catcher. Utilitymen Eaton and Trasher both drew pinch-hits in their times at bat, and rounding out the line-up were "Rebel" Manager Maurice "Duke" Duet, who doubled out at 2nd base for a while, and J. Novek in right field.

Crews Support TB, Polio Funds

Making good use of their ship's fund before the John B. Waterman went into lay-up recently, SIU crewmembers unanimously decided to turn over the entire sum to the Baltimore TB Institute. Accordingly, ship's reporter Joseph A. Ryan noted, \$20.52 plus several individual contributions were turned over to the institution at the payoff.

In the same way, Seafarers on the Stony Creek and Yorkmar didn't forget the March of Dimes at their last payoff, voting a minimum donation of \$1 per man to the fight against polio. Both crews responded generously, it's reported.

'Muscles'

—By Seafarer 'Red' Fink



CEE BOS'N I CAN'T CARRY THAT. I MIGHT STRAIN MYSELF.



Back from Korea, Seafarer Robert "Red" Fink resumes his cartoon comments on ship's living from his perch on the Chester Harding.

SEAFARERS IN THE HOSPITALS

- USPHS HOSPITAL MANHATTAN BEACH BROOKLYN, N.Y.
 - Edmund Abualy
 - Manuel Antonana
 - Eladio Aris
 - Fortunato Bacomo
 - B. Baterna
 - Nils C. Beck
 - Frank W. Bemrick
 - Robert L. Booker
 - Tim Burke
 - William J. Connors
 - E. T. Cunningham
 - Walter L. Davis
 - Emilio Delgado
 - Walter W. Denley
 - John J. Driscoll
 - Robert E. Gilbert
 - Bart E. Guranick
 - Taib Hassen
 - Joseph Ifsits
 - Thomas Isaksen
 - John W. Keenan
 - John R. Klemowicz
 - Ludwig Kristiansen
 - Frank J. Kubek
 - Frederick Landry
 - James J. Lawlor
- USPHS HOSPITAL STATEN ISLAND, N.Y.
 - Oscar J. Adams
 - Charles P. Benway
 - Albert Birt
 - George Carlson
 - C. J. Caropreso
 - John DeAbreau
 - Juan Denopra
 - Frank R. Farmer
 - Estell Godfrey
 - L. E. Galtier
 - Alfred Kaju
 - F. R. Kaxiukewicz
 - John McWilliams
 - J. Maisonett
 - Richard J. Mason
- USPHS HOSPITAL FORT WORTH, TEXAS
 - Frank E. Anderson
 - Benjamin Delbier
 - Joseph J. Fusells

- USPHS HOSPITAL MEMPHIS, TENN.
 - Chales Burton
 - Billy R. Hill
- USPHS HOSPITAL BOSTON, MASS.
 - Joseph H. Bibeau
 - Mark G. Dugan
 - Harry S. Murray
- USPHS HOSPITAL GALVESTON, TEXAS
 - Alexander P. Copa
 - W. O. Cunningham
 - Jean V. Dupre
 - Edward J. Jaks
 - John E. Markopolo
- 6TH DIST. TB HOSP. MOBILE, ALA.
 - David M. Baria
- USPHS HOSPITAL NORFOLK, VA.
 - Francis J. Boner
- USPHS HOSPITAL SAN FRANCISCO, CALIF.
 - Carl E. Barber
 - Marcelo B. Belen
 - Kermit Bymaster
 - Edward E. Casey
 - William J. Clegg
 - Charles Dwyer
- USPHS HOSPITAL SAVANNAH, GA.
 - Maximino Bernes
 - Birdie W. Biggs
 - Jimmie Littleton
 - William H. Padgett
- USPHS HOSPITAL SEATTLE, WASH.
 - L. Bosley
 - B. P. Burke
 - John E. Drynan
 - J. Francisco

- USPHS HOSPITAL NEW ORLEANS, LA.
 - Adrian Aarons
 - Thomas R. Bach
 - William Barnett
 - Nicholas Bastes
 - Merton Baxter
 - Carl W. Berg
 - Claude F. Blanks
 - John J. Brady
 - J. L. Buckelew
 - Gaetano Busciglio
 - James Carter
 - Arthur M. Caruso
 - Theodore Cieslak
 - William F. Cogswell
 - Thomas L. Crosby
 - Charles Cunningham
 - Durwood B. Dees
 - Charles F. Dorrough
 - Jaime Fernandez
 - Joseph T. Gehring
 - John C. George
 - Clarence Graham
 - Kristian Gundersen
 - Julius D. Hale
 - Niel Hansen
- USPHS HOSPITAL BALTIMORE, MD.
 - Maximo L. Bugawan
 - Frank T. Campbell
 - Daniel H. Castellino
 - Carl Chandler
 - Jessie A. Clarke
 - Victor B. Cooper
 - Rosario Copani
 - John C. Drake
 - Manuel Fernandez
 - Louis M. Firle
 - Donald Forrest
 - Arthur Fortner
 - C. E. Foster
 - William French
 - Gorman T. Glaze
 - Eugene Greaux
 - Percy Harrelson
 - Albert Hawkins
- VA HOSPITAL WICHITA, KANSAS
 - Frank S. Stevens

- AUBURN (Alba), October 30 — Chairman, B. Amsherry; Secretary, C. Veach. Some disputed overtime. Ship's delegate elected. To make collection to reimburse chief engineer for motor in washing machine.
- BALTORE (Ore), January 22 — Chairman, Yarbrough; Secretary, J. Mahalov. No major beefs. Ship's fund —\$16.50. No disputed overtime. Better variety of food needed. Less noise in passageways.
- BARBARA FRIETCHIE (Liberty Navigation), January 15—Chairman, D. Fitzpatrick; Secretary, O. Payne. Few hours disputed overtime. No beefs. Vote of thanks to steward department.
- BEAUREGARD (Waterman), January 30—Chairman, W. Zulshly; Secretary, E. Riviere. Vote of thanks to crewmembers who assisted in the burial arrangements for Brother J. R. Wing. Due to limited time in port all repairs were not taken care of. Balance of ship's fund \$15.21. Motion carried to concur in communications from headquarters. Crew was asked to cooperate with steward.
- BETHCOASTER (Calmar), January 24—Chairman, R. Tyree; Secretary, F. Harper. No beefs. Motion carried to concur in communications from headquarters. Discussion held on death of Whitley Lawson. Vote of thanks to Stinnette.
- TROJAN TRADER (Trojan), October 9—Chairman, J. Murphy; Secretary, R. Perry. Few minor beefs. Some disputed overtime.
- CITY OF ALMA (Waterman), January 15—Chairman, G. Bales; Secretary, L. Pepper. Beef with chief mate was settled. No other beefs. To contact headquarters about getting a better slopchest. Discussion held on poor heating system. Suggested that steward put hot bread on menus. Vote of thanks to steward department.
- CHILORE (Ore), January 31—Chairman, R. King; Secretary, J. Short. One man missed ship. Ship's treasury —\$2.98. Motion carried to concur in communications from headquarters. Crew to assist in keeping pantry and recreation room clean.
- BENTS FORT (Cities Service), January 31—Chairman, B. F. Grice; Secretary, L. C. Melanson. No beefs. Seems as though we will have a wonderful trip. Motion carried to concur in communications from headquarters. Ship's delegate elected.
- BRADFORD ISLAND (Cities Service), February 15—Chairman, V. Carlson; Secretary, L. Doty. Two men missed ship. Ship's fund, \$3.50. No beefs. Motion carried to accept communication as read.
- CUBORE (Ore), January 29—Chairman, R. Nicholas; Secretary, J. Tauri. Everything okay; no beefs. Motion carried to give vote of thanks to steward department for well prepared food and good service. Cups to be returned to pantry, new pillows to be ordered, and night pantry to be kept clean.
- EVELYN (Bull), February 16—Chairman, E. Brondeisbo; Secretary, H. Libby. Ship's fund, \$11 spent for TV set. Motion carried to concur in communications from headquarters. Ship's delegate, secretary-reporter, and treasurer elected. Return books to library.
- HILTON (Bull), February 11—Chairman, J. Wright; Secretary, R. Wendell. Safety forms were distributed to each department. Ship's fund, \$36.50. Vote of thanks to radio operator. No beefs. Wipers say they do not have gear to do sanitary work with. Motion carried to concur in communications from headquarters. Crew messman explained his case to members about chief mate and himself. Ship's delegate also gave his interpretation of this matter. Store list to be checked.
- SEATRAN NEW YORK (Seatrains), February 15—Chairman, C. Emanuel; Secretary, F. Jenkins. Some overtime to be settled at payoff. Safety rules mailed to headquarters. Ship's fund, \$21.05. No beefs. Motion carried to accept communications from headquarters. Ship's delegate elected.
- YOUNG AMERICA (Waterman), January 15—Chairman, F. O'Koorlan; Secretary, C. Ridge. No beefs. Ship to tie-up in Gulf or East Coast or perhaps load for one more Far East trip. Motion carried to concur in communications from headquarters.
- SEATRAN TEXAS (Seatrains), February 19—Chairman, W. Hall; Secretary, L. Reiner. Steward fired by captain and crew could not support him because of the way he left things aboard. New steward was given vote of confidence for job he has ahead of him. Brother Lasoya thanks crew for flowers sent to Mrs. Lasoya when his

- baby was born. Safety meeting held in all departments. Ship's fund, \$154.50. No beefs. Too much of crew's business is going topside from unknown sources.
- ANGELINA (Bull Lines), February 13—Chairman, T. Larsen; Secretary, J. Engels. One man missed ship in Philadelphia. No beefs. Washing machine repair problem to be taken up by ship's delegate and patrolman in next port.
- McKITTRICK HILLS (Western Tankers), February 5—Chairman, B. Adams; Secretary, B. Rhone. Crew is very much satisfied with MTD news-casts. Ship's fund, \$3. Painting has commenced and will continue. Two men were hospitalized. Motion carried to concur in communications from headquarters. Delegate to see captain and chief engineer regarding overhauling dogs on all watertight doors.
- OCEAN DEBORAH (Maritime Overseas), February 9—Chairman, J. Curlew; Secretary, W. Wilkins. No beefs. Ship's treasury, \$15.54. Some disputed overtime. Motion carried to notify headquarters by cable of Brother Kane's disappearance at sea. Ship's delegate elected.
- OCEAN EVA (Maritime Overseas), February 10—Chairman, W. Bilger; Secretary, A. Capote. Chief engineer promised to get enough heat in fuel. Minor repairs will be taken care of. Ship's secretary-reporter elected. Ship's fund, \$21. No beefs. Motion carried to concur in communications from headquarters. Better mail delivery requested. Washing machine needs repair.
- STEEL AGE (Isthmian), February 4 —Chairman, W. Christanson; Secretary, T. Drobins. Several repairs were made. Ship's fund, \$20.44. No beefs. One man hospitalized. Laundry list to be posted. Crewmembers to take better care of recreation room.
- STONY CREEK (American Tramp), February 17—Chairman, J. Jelleffe; Secretary, K. Goldman. Some disputed overtime. Repair lists were compiled. Ship's fund contains \$6.90. Motion carried to concur in communications from headquarters. Motion carried to donate 50 cents each to ship's fund. Ship's delegate elected. Crewmembers to wait for orders at fire and boat-drills before loosening any gripes, etc.
- WACOSTA (Waterman), February 2 —Chairman, J. Hauser; Secretary, C. Cedra. All water tanks to be cleaned before leaving United States. No beefs; some disputed overtime. To see patrolman about knocking off of wipers by captain.
- WILD RANGER (Waterman), January 23—Chairman, J. Nelson; Secretary, C. Taylor. Discussion held on repairs and poor soap. Ship's fund, \$10. No beefs. Motion carried to accept communication from headquarters unanimously. Something to be done about repairs in San Francisco. February 7—Chairman, C. Taylor; Secretary, J. Sineer. Repairs partially taken care of. Ship's fund, \$10. Safety meeting held. Some disputed overtime. Ship's delegate elected. Suggestion made not to sign on until repairs are made. Mattress covers to be issued. Vote of thanks to previous ship's delegate.
- AFOUNDRIA (Waterman), January 28—Chairman, P. Burke; Secretary, L. Moore. Ship's fund, \$12. No beefs. Motion carried to appoint investigating committee to look over living conditions. Cups to be returned to pantry.
- ALCOA PLANTER (Alcoa), February 5—Chairman, G. Fargo; Secretary, D. Wagner. Repair list to be made up and given to department heads. Some disputed overtime to be referred to patrolman. Motion carried to concur in communications from headquarters. Vote of thanks to steward department.
- ALAMAR (Calmar), February 5—Chairman, A. Fricks; Secretary, J. McPhaul. No beefs. Ship's fund, \$20.65. Motion carried to accept communications from headquarters as read. Motion carried that headquarters go on record to avoid wage freeze.
- ALMENA (Pan Atlantic), February 5—Chairman, H. Pieter; Secretary, R. Llauser. Ship's fund, \$29.25. No beefs. Letter from Paul Hall on safety program read. Ship's delegate and ship's secretary-reporter elected.
- AMES VICTORY (Victory Carriers), February 1—Chairman, F. Fullbright; Secretary, G. Frank. Lots of disputed overtime and few beefs. Discussion held on food beef. Engine department rooms to be painted.
- ANGELINA (Bull Lines), February 5—Chairman, Larsen; Secretary, Kelleher. Food supplies have been approved. Bought a new TV aerial. All repair lists turned in. Focuses need painting. Balance of ship's fund, \$2. No major beefs. Crews banks need attention. Motion carried to concur in communications from headquarters. Crew to clean vessel for payoff. New washing machine needed.
- ARCHERS HOPE (Cities Service), February 12—Chairman, R. Coe; Secretary, D. Nazy. TV set to be repaired. Ship's treasury contains \$35.65. Some disputed overtime. General discussion on safety held under good and welfare.
- LASALLE (Waterman), February 5 —Chairman, S. Anderson; Secretary, J. Rodder. No beefs. Washing machine to be repaired. Ship's fund, \$43.70. Letter from Paul Hall was read. Motion carried to concur in communications from headquarters. Black gang delegate to see 1st engineer to open engine room skylight to relieve heat situation in midship house. Ship's delegate elected.

Digest Of SIU Ship Meetings

COUNCIL GROVE (Cities Service), January 17—Chairman, H. Berner; Secretary, B. Porter. No one to pay off until patrolman comes aboard. Messhall radio is beyond repair. No beefs. Motion carried to concur in communications from headquarters. Ship's delegate elected. Discussion on obtaining new linen replacements.

DEL AIRES (Mississippi), January 15—Chairman, B. Wright; Secretary, C. Bobbe. No beefs, no disputed overtime. Motion carried to concur in communications from headquarters. Motion carried for steward to make out an order list for more fresh stores. Vote of thanks to baker. Vote of thanks to crew pantry messman.

DEL MAR (Mississippi), February 5—Chairman, O. Calahan; Secretary, M. Phelps. All overtime beefs set-

Digest Of SIU Ship Meetings

ted. Ship's fund—\$223.06. Everything running okay. Motion carried to concur in communications from headquarters. All hands to be aboard one hour before sailing in all ports, as per agreement.

DEL MONTE (Mississippi), January 8—Chairman, J. Carolan; Secretary, W. Williams. One man hospitalized. Some disputed overtime to be handled in New Orleans. Everything okay. Vote of thanks to baker. Discussion held on food problems, to be handled in port.

DEL RIO (Mississippi), January 6—Chairman, L. Carney; Secretary, R. Hannigan. No beefs. Repair list made up and turned over to captain and patrolman. One brother is making charges against another; to be sent to Union. Vote of thanks to steward department.

DEL SOL (Mississippi), January 15—Chairman, J. McLemore; Secretary, W. Cameron. Chief mate said this is the best deck department he has had in a long time.—Ship's fund—\$36. One man logged. No beefs. Motion carried to accept communications from headquarters. Ship's fund donations to be made through department delegate.

DESOTO (Pan Atlantic), January 5—Chairman, B. Varn; Secretary, F. Alvarez. Everything running smoothly. No beefs. Ship's fund—\$29. Motion carried to concur in communications from headquarters. Vote of thanks to steward department.

EDITH (Bull Lines), January 21—Chairman, B. Hayes; Secretary, D. Doyle. Ship's delegate elected. Ship's fund—\$32.75. Motion carried to concur in communications from headquarters. Steward requested cooperation in turning in linen.

FAIRLAND (Waterman), January 25—Chairman, J. Bissome; Secretary, G. Seeburger. Everything okay. No beefs. One man missed ship in Wilmington. Motion carried to concur in communications from headquarters. Messroom to be kept locked in port.

FAIRPORT (Waterman), December 24—Chairman, R. Greene; Secretary, F. Hicks, Jr. Ship's delegate elected. Ship's secretary-reporter and treasurer elected also. Motion carried to concur in communications from headquarters. To clear messroom after eating; card players to clean up after game each morning.

FELTORE (Ore), January 30—Chairman, B. Koonitz; Secretary, J. Ellis. One man to see patrolman for poor conduct. No beefs. Motion carried to concur in communications from headquarters. Motion carried to have washing machine replaced with new one. Ship's delegate elected.

FRANCES (Bull Lines), January 16—Chairman, F. Wherrity; Secretary, S. Carr. Beef against mate concerning bosun. Balance of ship's fund \$2.62. No beefs. Motion carried to accept communications from headquarters unanimously. Motion made and carried to have new ice box installed.

HASTINGS (Waterman), January 29—Chairman, W. Davis; Secretary, J. Wells. Everything running okay. Letter was sent to headquarters for clarification of BR beef. One man to be hospitalized. Motion carried to concur in communications from headquarters. Not enough hot water aboard this vessel. Washing machine to be kept clean.

HURRICANE (Waterman), January 24—Chairman, J. Geissler; Secretary, H. Gerdes. Messroom to be souged before Frisco. Some disputed overtime. Motion carried to accept communication from headquarters. Ship's treasurer elected. Ship's fund—\$20.

INES (Bull Lines), January 15—Chairman, W. Williams; Secretary, J. Slaven. Ship's delegate elected. Ship's

fund—\$79.15. No beefs. Parts for washing machine to be put aboard. Room steward to take care of new iron.

JOHN B. KULUKUNDIS (Marita), January 29—Chairman, B. Berglund; Secretary, C. Gregson. Repair list was turned into captain. No beefs. Motion carried to contact Union regarding rubber checks.

JOHN B. WATERMAN (Waterman), December 24—Chairman, R. Theiss; Secretary, J. Ryan. Ship's delegate elected. Ship's secretary-reporter elected. No beefs. Ship's fund—\$20.52. Ship's fund to be increased by voluntary donations. One dollar per man was agreed upon.

MANKATO VICTORY (Victory Carriers), December 22—Chairman, J. Lewis; Secretary, J. McElroy. Ship's delegate elected. Negotiating committees report accepted. Crew pantry to be kept clean. Discussion held on linen.

MARYMAR (Calmar), January 15—Chairman, W. Kohut; Secretary, G. Thornhill. Several crewmembers were paid off on West Coast. Ship to be properly stored, before sign-on.

NEVA WEST (Bloomfield), January 8—Chairman, E. Keagy; Secretary, D. Jones. Library was put aboard; new electric coffee urn was put aboard. Letter from LOG was read to membership. Purchased several games out of ship's fund—balance is \$45. Everything okay. No beefs. Vote of thanks to ship's delegate. New ship's delegate elected. New washing machine put aboard. All hands were pleased about raise in vacation pay. Vote of thanks extended to Union negotiating committee.

SEAMONITOR (Excelsior), January 15—Chairman, L. Jackson; Secretary, H. Kaufman. No beefs; no disputed overtime. Motion carried to concur in communications from headquarters. Motion carried that all activities of the Union against Communists be backed to the hilt by every man in the Union.

SEATRIN SAVANNAH (Seatrains), January 22—Chairman, A. Mauffray; Secretary, E. Hansen. No major beefs. Hot water beef to be referred to patrolman. Ship's fund—\$72.50. Everything running okay. Motion carried to concur in communications from headquarters. Discussion held on communications sent to vessel from headquarters.

STEEL DESIGNER (Isthmian), January 21—Chairman, H. Faite; Secretary, H. Ruge. Everything okay with exception of 8-12 OS. Motion carried to concur in communications from headquarters. Vote of thanks to steward. Ship to be fumigated.

STEEL FLYER (Isthmian), (no date)—Chairman, C. Bush; Secretary, W. Matthews. No beefs. Ship's fund—\$85. Some disputed overtime. Motion carried to concur in communications from headquarters. Drinking water to be checked by company. Vote of thanks given to chief cook.

STEEL RECORDER (Isthmian), January 22—Chairman, L. Causey; Secretary, A. Wilson. Ship's treasury—\$25.15. Everything okay. Motion carried to concur in communications from headquarters. Discussion held on steward department.

STEEL SEAFARER (Isthmian), January 29—Chairman, R. DeVirgilio; Secretary, P. Ryan. Delegate contacted captain regarding painting of messroom and fo'c'sles. Captain is very cooperative on repairs. Ship's fund—\$22.07. General discussion on various improvements needed aboard vessel held.

STONY CREEK (American Tramp), February 2—Chairman, J. Jettette; Secretary, K. Goldman. Some disputed overtime. Repair lists to be distributed. Ship's fund—\$6. No beefs. Motion carried to accept communications from headquarters. New washing machine requested.

STONY POINT (US Petroleum), December 4—Chairman, W. McCuiston; Secretary, J. Murray. Everything running okay. Ship's secretary-reporter elected. Some disputed overtime. Motion carried to concur in communications from headquarters. General discussion held.

SUNION (Kea), January 15—Chairman, J. Bell; Secretary, G. Parker. Smooth voyage so far. Ship's delegate elected. Ship not receiving LOG.

SUZANNE (Bull Lines), January 15—Chairman, C. Rhodes; Secretary, H. Orlando. One minor beef in black gang. Ship's fund \$15.40. No beefs. One man missed ship in Mayaguez. Motion carried to concur in communications from headquarters. Everyone to see department head before going to ship's delegate with beefs. Discussion on missing ship.

BRADFORD ISLAND (Cities Service), January 31—Chairman, W. Thompson; Secretary, L. Doty. No beefs. Motion carried to concur in communications from headquarters.

WESTPORT (Arthur), January 21—Chairman, G. Schmidt; Secretary, R. Archer. Crewmembers were advised to turn to on time when ship arrives in port of call. No beefs. Everything running okay. Discussion held on duties of the crew messman.

YORKMAR (Calmar), January 22—Chairman, J. Gordon; Secretary, D. Coker. Ship's delegate report accepted. Motion carried to concur in communications from headquarters. Suggested that ship's delegates see master concerning MTD news report.

Proud SIU Family Toasts Daughter



Happy family group toasts scholarship award for America Grajales, (left), daughter of Seafarer E. Grajales (right), on graduation with high honors from Lady of Peace Grammar School in Brooklyn. America, who plans to study nursing after high school, had a 97 scholastic average. Brother Alfonso, 12, joins fun. Grajales, a chief cook, was last on the National Liberty.

Brotherly Spirit Spurs A Helping Hand For All

Under the "Brotherhood of the Sea," the "one for all, all for one" spirit among Seafarers provides every man and his family with a sort of "mutual aid program" that extends, depending on the need, from blood donations to spontaneous cash help in an emergency.

This is, of course, in addition to the SIU program of welfare benefits that has eliminated any real need for tarpaulin musters to aid sick, disabled or deceased Seafarers.

Most instances come to light only later on in brief notes of thanks in the LOG or casual mentions in ships' minutes, but they are typical of hundreds of cases every year.

Royal Oak: "Funeral wreath wired to family of M. Olson, \$21.65 taken from ship's fund" . . . **Alcoa Corsair:** "Donation of \$104 from crew taken up as Koppersmith's grandmother passed away. \$27.25 for a wreath and \$76.75 turned over to family."

Chester Harding: "Delegate (Keith Forster) expressed thanks for flowers sent on his mother's death" . . . **Marymar:** "Collected sum of \$190 as a token of sympathy for Brother Albert Johnson who sustained almost fatal accident aboard ship on Christmas."

Greetings



Exchanging greetings during a recent trip to Rio, former Seafarer Mike Ballestrero, now sailing as a mate, welcomes New York's Francis Cardinal Spellman aboard the liner Brazil.

McKittrick's Galley Nearly Over The Hill

"Everything was going rather smoothly in a rough sort of way" not long ago on the McKittrick Hills, but fortunately the assorted limbs and anatomical structures involved are finally on the mend.

While the havoc lasted, however, according to Seafarer Bill Rhone, steward, it decommissioned as many as six of his first team, leaving himself and the 3rd cook to split all the chores.

It all began on the AM of the day before arrival in Venezuela, when Rhone was greeted by a saloon messman "with a sad face and a mangled hand." The hand and the icebox door had had a race which ended in a tie. "Next, although our sojourn in port was but a few hours, in that short space of time the BR contrived to make things more interesting by taking a nose-dive from midway on the gangway and landed on the dock . . . And we were six . . .

"After a bit of shifting around in the various jobs, things were again running smoothly in a rough sort of way until we arrived in Jamaica. Here, yours truly and the steward delegate, who was the baker, went ashore to try and round up some manpower.



Rhone

"It was a long walk to the bus stop and once the baker spied a donkey in a nearby field he couldn't be deterred. He had to have a ride, although the donkey had his own ideas. The baker got his ride back to the ship . . . on my back . . .

"Back on the ship, and without replacements, the chief cook now appeared to show off some neat though unnecessary surgery on his finger . . . And we were four . . .

"Aruba was next. Another utilityman was plucked from our midst for treatment of a sudden ailment in a region of the anatomy where this situation was also beginning to pain me . . . And we were three."

Eventually, one more man joined the sick list, but two replacements were picked up in Panama, "so things aren't so bad after all," Rhone commented, "in a rough sort of way, of course."

MASSMAR BOASTS A-1 CONDITIONS

It isn't often that a Calmar crew can boast the best of anything, so when the gang on the Massmar goes out of its way to praise everything in sight, it's the type of "man-bites-dog" news that rates attention.

By all accounts, this ship enjoys the tops in every department, with a fine crew plus "the best set of officers of any ship." Our informant adds that

"everyone gets along fine . . . (and we) . . . are having a good time trolling for fish in these Southern waters. Some fine specimens have been caught and enjoyed by all aboard," he adds.

"Overtime has been very good," deck delegate E. Kindossian reported at a recent meeting. "We believe this is the cleanest Calmar ship afloat."

No Fuss Below
"Everything below decks running fine. There's no squawk from us," Clarence Conkle, engine delegate, asserted.

"There has been nothing to complain about in this department. We are doing our best to have one of the best feeding Calmar ships

going," the steward delegate, Stanley Gelak, chimed in.

Robert N. Walton is the ship's delegate of this model ship.

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

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Gelak

Cornpopper A 'First'? Packer Stakes Claim

Overlooking their initial shock when an errant ship's treasurer went ashore and converted the ship's fund into an electric corn popper, the SIU gang on the Citrus Packer is now claiming a maritime "first" of dubious quality as one way of lessening the blow.

Lacking other means of appeasing their grief, crewmembers have set the contraption to work grinding out popcorn by the bushel every evening after supper. This

form of "penance" will not bring back the 17 bucks relinquished to the glorified hot-plate merchant who sold the machine, but it does give the boys a feeling of home, according to Seafarer William Calefato.

"Home," in this case, would have to be a movie theater lobby or circus lot, but no one is quibbling. It's difficult to quibble or do anything else for that matter when one's jaws are so busy churning the stuff all the time.

In addition to serving as refreshment, the popcorn can double in an emergency as poker chips of any denomination which happens to be in short supply. This is a redeeming quality which any addict of the various games of chance played aboard ship can well appreciate.

Nobody on the Citrus Packer can stop eating the stuff long enough to wonder what seamen of yesteryear used for snacks, Calefato adds, although it is said that they roasted walnuts and such. This leads today's Seafarers to believe that they are carrying on some sort of sea tradition with their own after-hours edible, so the end probably justifies the means.

Cool Warriors



Sipping a couple of cool ones on the dock at Patras, Greece, are Seafarers J. Crews, bosun (left), and J. Madden, deck engineer, from the Warrior. It was coffeetime, of course.



Calefato

LOG-A-RHYTHM:

At The Place Of The Red Sea

Alvin "Salty" See

Dedicated to our deceased brothers of the Salem Maritime and as a memorial for their bereaved relatives and friends.)

Have you come to the Red Sea place in your life
Where, in spite of all you can do,
There is no way out, there is no way back,
There is no other way but . . . through?

Then wait on the Lord with a trust serene
Till the night of your fear is gone;
He will send the wind, He will heap the floods
When He says to the soul, "Go on."

And His hand lead you through, clear through,
Ere the watery walls roll down,
No foe can reach you, no wave can touch,
No mightiest sea can drown.

The tossing billows may rear their crests
Their foam at your feet may break;
But o'er their bed you shall walk dry shod,
In the path that your Lord shall make.

In the morning watch, neath the lighted cloud
You shall see but the Lord, alone,
When he leads you on from the place of the sea,
To a land that you have not known.

And your fear shall pass as your foes have passed,
You shall no more be afraid;
You shall sing His praises in a better place—
A place that His hand hath made.

Suzanne Finds Repair List Easy

To the Editor:

Here on the Suzanne we've found the new repair list put out by the Union helps a great deal in keeping repairs under control. It's very easy to keep track of what has to be fixed the way the list is marked, item by item.

Also on this ship I've found that one way to make sure repairs are done is to mark the number "2" next to a repair

the benefit of the crew, they give the same old answer. "We'll do it when we are not too pressed with engine room work."

The drains on this scow never do work right; laundry water even backs up in the showers. Of course, if the chief feels something is necessary, it's okay. But if he doesn't, there is no use seeing the captain about it.

The same thing applies to the safety meetings. If one of the unlicensed personnel or mates suggests something and it doesn't meet with the chief engineer's approval, between the captain and himself they talk it out of the record.

Safety Ideas Killed

It seems as though the company wants suggestions put before the shore personnel, but on this scow it never gets there. It does no good to question anything the chief says. After all, he is the power behind the throne.

This about winds up things from the Robin Kettering for this time. This ship is still enjoying fine food prepared by a very good steward department. They really put on a fine Thanksgiving dinner we thought, but when Christmas rolled around they out-did themselves to put on the feedbag.

If you could just see this gang you would know what we mean. There is no shortage of beef on here and we don't mean in the icebox either. For chowhounds, let us recommend the Kettering to all those who have a few wrinkles to get out.

Crewmembers
SS Robin Kettering

Shares Sorrow Of Salem Kin

To the Editor:

Please express my sympathy to the families of the men who were in the disastrous explosion on the Salem Maritime. I know that I cannot share in their despair, as words are so inadequate regardless of what I attempt to say.

I've tried to remember them in my prayers, as I know some of the loneliness and sorrow they must feel.

This past fall, I visited your hall in New York with my husband and had a nice time "seeing and hearing" Brooklyn. I can now understand my husband's enthusiasm concerning the SIU. I also enjoy reading the LOG very much, and really look forward to receiving each one.

On the 23rd of February, Billy and I "celebrated" our tenth wedding anniversary, with Bill at sea and me at home in West Virginia. In all, it has been ten happy years for us.

Incidentally, hello to "Oscar" on the Barbara Frietchie. That's the ship Bill is on too.

Mrs. Billy Nuckols

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.

when it's not done the first time. I also circle this particular repair with red ink so that it catches the attention of the mate. Usually it gets done right away.

Most ships usually discuss repairs when they are meeting before the payoff but, on the Suzanne, we take repairs up on our first outbound voyage. That way we can turn the list in and get most repairs completed during the course of the voyage, instead of having to wait for the ship to pay off.

It might be a good idea for other crews to try this system if they are having difficulties keeping the ship in good shape.

R. Broomhead
Ship's delegate

Kettering Raps Power Of Chief

To the Editor:

Just a few lines from the "rustbucket" of the Robin Line. It sure is nice to be back in the sunny South after rolling across the Pacific with "Full-Ahead" Elliott. All the Robin Line stiffs are happy to be heading back to their home ground. After this short run to the Mediterranean area, we will be headed back to Capetown, and all that goes with it.

Thought you would like to know that this ship really has a distinction unique in the history of freighters. We have a staff captain in the person of the chief engineer.

Chief Must Give Okay

All decisions and movements, it seems, are subject to his approval. When the agent boards the ship, the captain has to call the chief before he can decide on launch schedules, draws, who should be paid off, etc. Their latest is to force an engineer to sign off articles, so they could get one of their yesmen back.

When it comes to repairs for

Neva West Hails Work Of LOG

To the Editor:

A hello and a howdy, neighbors, from the crew of the SS Neva West, sometimes called the "Jet" of the Bloomfield fleet, and from this Texas bunch of brothers.

The brothers, at the last regular ship's meeting, instructed the ship's reporter to extend their thanks to the editors of the LOG for the swell letter of explanation sent us in regard to photos and letters for the said LOG. Thanks again for that.

We also had a sort of verbal jam session a few days ago, and one of the oldtimers explained to the members aboard how the LOG is our adviser, our guide and the weapon all good unions must have to show its members and also outsiders just exactly how an American union is run.

It was also stated by the oldtimer that we have the best union paper in the maritime industry, but we should go further and say that we have the best union paper in the entire labor field, and that's just not polishing apples.

We know this is the consensus of many workers in other industries, who read the LOG more than their own local union paper.

Incidentally, some of the boys are singing for some more articles in the paper from "Frenchy" Michelet and Percy Boyer. We hope we see some real soon.

David E. Jones
Ship's reporter

Raps Runaways, Urges US Action

To the Editor:

I am writing this in reply to your letter and the literature sent about the SIU. It was a pleasure to read about such an up-to-date maritime union.

I showed the LOG to some of my friends here, and they could not believe such a union existed until they read all about it. They had the idea that seamen are still the so-called "scum of the earth," but they soon changed their minds about that.

I was reading a LOG report on the runaway-flag ships, and see that the Liberians are still at it, grabbing up US ships. If I had anything to say about it, I would put my foot down right away, and get every ship that used to belong to the US back from under these runaway flags.

It looks as if the people pushing Liberian registry of ships mean business and if they continue the way they have been going along, in three or four years' time there won't be any American merchant marine left.

I thought the US Government would have taken some action by now to stop this business of transferring ships to other flags.

John Kelly
Hull, England

Burly

Special Delivery

By Bernard Seaman



MARITIME TRADES DEPARTMENT NEWS REPORT

DIRECT-TO-SHIPS



SHIPS' WIRELESS

ROUND-THE-WORLD

EVERY SUNDAY 1915 GMT

EVERY MONDAY 0315 GMT

(2:15 PM EST Sunday) Europe and North America -WCO-13020 KC East Coast South America -WCO-16908.8 KC West Coast South America -WCO-22407 KC

(10:15 PM EST Sunday) Australia WMM 25-15607 KC Northwest Pacific -WMM 81-11037.5

ALICE BROWN (Bloomfield), February 5-Chairman, J. Byers; Secretary, J. Fay. Ship is in good shape. Repair list to be made up. Steak to be served twice a week. Fruit juices to be served more often.

ALCOA POLARIS (Alcoa), February 12-Chairman, R. S. Schwarz; Secretary, J. Hannon. Ship's fund-\$7.40. Everything okay.

BALTORE (Ore), February 21 -Chairman, W. Yarborough; Secretary, R. Pevey. Blowers in galley were kept turned off all trip by chief engineer. Ship's fund-\$16.50. Ship sailed short one wiper. Motion carried to concur in communications from headquarters. Discussion held regarding chief engineer.

DOROTHY (Buff), February 8 -Chairman, F. Walker; Secretary, J. Barnes. Ship's committee to be elected.

Digest Of SIU Ship Meetings

ed aboard. No beefs. Motion carried to concur in communications from headquarters. Discussion held on painting messroom.

February 13-Chairman, C. Lawson; Secretary, C. Lane. Ship's delegate spoke to mate about working on deck. Some disputed overtime. Steward to check with patrolman on stores for next trip. Vote of thanks to crew messman and pantryman.

KATHRYN (Buff), February 15 -Chairman, W. Elkins; Secretary, L. Vila. Everything running okay. Ship's fund-\$5.00. No beefs. Motion carried to concur in communications from headquarters. Discussion held regarding the cleaning of wash basin in deck department.

MARIE HAMILL (Bloomfield), February 18-Chairman, H. Thomas; Secretary, W. Knapp. Everything running smooth. Ship's fund-\$3. Motion carried to have new wringer put on washing machine. Small beef to be settled with patrolman.

MICHAEL (Carrs), February 20-Chairman, P. Hume; Secretary, J. Rielly. Everything okay. No beefs. Some disputed overtime. Ship's delegate elected. More action to be taken about ship's repairs not being done. Discussion held about holes in vent tank. Ship's fund to be started.

ROBIN KETTERING (Seas Shipping), January 29-Chairman, J. Thompson; Secretary, R. Whitley. Ship's fund-\$27.15. Some disputed overtime. Repair list to be turned in to ship's delegate. Repairs to be completed soon.

ALCOA RUNNER (Alcoa), February 12-Chairman, A. Gonzalez; Secretary, T. Wasiluk. Everything is okay. Ship's delegate elected. Poor grade of fruit aboard.

SEACLOUD (Pegor), February 19-Chairman, J. Lewis; Secretary, A. Bernard. No beefs. Ship's fund-\$7. One man missed ship in Newport News. Ship's delegate elected. Vote of thanks to ship's delegate. Crew messroom needs painting. New gangway needed.

YORKMAR (Calmar), February 5-Chairman, C. Hensley; Secretary, T. Johnson. Some minor beefs. Repairs to be done in galley. Motion carried to concur in communications from headquarters. Baking bread to be improved. Repair list to be turned in before getting into port. Ship's delegate to give 24 hour notice before payoff.

ROBIN GRAY (Seas Shipping), January 22-Chairman, J. Karl; Secretary, F. Melanson. Beef was settled between captain and chief steward. Ship's secretary-reporter elected. No beefs. Crew thinks it is a good deal to be in touch with Union activity through MTD radio newscast. Steward department for'sies need sougeeing and painting.

ROBIN DONCASTER (Robin Line), January 29 -Chairman, J. DeVito; Secretary, J. Scaturro. No beefs. Motion carried to concur in communications from headquarters. Discussion held on repair list and repairs.

SANDCAPTAIN (Construction Aggregates), February 5-Chairman, D. Irvins; Secretary, J. Golder. Life preservers have been ordered from the United States. Letter from Paul Hall read. No major beefs. One man in hospital. Letter written to headquarters regarding the disappearance of one member. Motion carried to concur in communications from headquarters. Letter to be written to Chester Harding. Lack of information on W-2 forms to be checked.

SEA CLOUD (Seatraders), January 15-Chairman, A. Bernard; Secretary, T. Rainey. Personal gear of men who missed ship sent to Seattle. Ship's fund-\$7.50. No beefs. Motion carried not to sign aboard until company replaces washing machine.

SEATIGER (Orlon), No date-Chairman, F. Nolan; Secretary, L. Akridge. To begin donating to ship's fund. Discussion on draws.

STEEL ADVOCATE (Isthmian), November 29-Chairman, N. Berry; Secretary, I. Strakovsky. Ship's fund-\$8. No beefs. Motion carried to concur in communications from headquarters. Ship's delegate elected.

STEEL FABRICATOR (Isthmian), February 4-Chairman, T. Martens; Secretary, C. Jones. One man hospitalized. Ship's fund-\$5.94. Some disputed overtime, everything else okay. Motion carried to concur in communication from headquarters. New repair list compiled.

VENORE (Ore), January 29-Chairman, S. Story; Secretary, Pugas. Two men failed to join vessel on departure. Motion carried to concur in communications from headquarters. Vote of thanks to steward department. Ship to be kept clean.

WINTER HILL (Chiles Service), February 5-Chairman, E. Wright; Secretary, W. Burch. Ship's delegate elected. No beefs. Motion carried that Union employ all means with Congress to get maritime matters passed. Motion carried that Union work for a bonus for penalty cargo on all tankers carrying inflammable cargo, especially since the explosion and fire on the Salem Maritime.

Congress Warned Of '50-50' Peril

(Continued from page 3) we in the United States reached the point where we were building merchant ships faster than the Nazis were sinking them." Consequently, top military leaders constantly refer to the merchant marine as the "fourth arm of defense." In this connection, Rep. Thor Tollefson, ranking Republican member of the committee noted that the US merchant fleet was some 600 active ships short of its needs in any emergency.

Meanwhile, on the Senate floor, supporters of "50-50" were gathering strength for a floor fight which is due to reach a climax next Wednesday when roll call votes are taken on amendments to an omnibus farm bill. Senator Leverett Saltonstall (Rep., Mass.) told the Senate that the action of the Senate Agriculture Committee in removing "50-50" from farm surplus disposal sales means that "fair and equal treatment" for the US merchant marine is "being destroyed." Senator Warren Magnuson (Dem., Wash.), chairman of the Senate Interstate and Foreign Commerce Committee, joined other Senators in urging that "50-50" be considered separate and apart from the omnibus farm bill which deals with such items as farm parity, support prices and other legislation.

The newest "50-50" fight is a consequence of repeated efforts by foreign shipping lobbyists to drive US ships off the seas and obtain a stranglehold on US shipping. When efforts to repeal "50-50" were defeated last year, the foreign lobbies altered their tactics to curry support from farm bloc Congressmen.

'Sold Bill Of Goods' US agriculture, plagued as it is with surpluses, was told that foreign nations would purchase huge amounts of farm products if "50-50" were out of the picture. The foreign shipping groups successfully sold the Department of Agriculture, the US Farm Bureau Federation and other farm groups on this argument although the agricultural interests of their home countries have repeatedly protested the "dumping" of US farm products overseas. It is these local agricultural groups in the various foreign countries, egged on by their own shipping interests, which are bringing pressure on home governments to refuse US surplus, whether or not a "50-50" law exists.

PERSONALS AND NOTICES

George F. Flint, Sr. Ruth is in the hospital and had an operation on Feb. 21. She is still very sick. Please call me at Gilmore 5-2923. Little Frankie.

Roland E. Parady Your mother is anxious to hear from you.

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

Rudolf Cefaratti Get in touch with your mother immediately.

William J. Fick Withholding tax statements are being held for you at 64 Waldwick Ave., Waldwick, NJ. Please send forwarding address.

Walter E. Hallett Am holding W-2 forms from J. M. Carras for you. Please write. James R. Burns, 129 Forest St., Wilmington, Mass.

Elwood Read Contact Newton Paine, RFD No. 2, Woonsocket, RI. Urgent.

William M. O'Connor Get in touch with your mother at 33-28 204th St., Bayside, Long Island, NY, as soon as possible.

August "Stony" Manning We have moved from Bethlehem to Hellertown. Please call or write us. Stanley and Marge Meelinsky, 1226 First Ave., Hellertown, Pa. Phone TErrace 8-4502.

Martin Come home as soon as possible. Very important. Vi.

Robert Hall Contact W. J. Klein, 15 Park Row, NY 38, NY, regarding injuries to Nils H. Lundquist aboard SS Beatrice in June, 1954.

John A. Weiss, Jr. Get in touch with Mrs. C. McMullen, 3248 Pawtucket Ave., Riverside, RI, or telephone Riverside 1151.

Thomas Driscoll Contact your sister, Catherine, at

20 Main St., Charlestown, Mass. She is very anxious to hear from you.

Mrs. A. L. David requests her son to get in touch with her at 115 Austin St., Worcester, Mass.

Fred Ralph Miller Your seamen's papers are being held at the SEAFARERS LOG office in New York.

William T. Rose William G. Solomon Your wallets and papers have been found and are being held by the record clerk at SIU headquarters.

Charles "Chuck" Hall Your bags are in the baggage room at the NY SIU hall. As you know, Chester died last year. Have gone abroad. Teddy.

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:

Robert Alan Messick, born January 23, 1956. Parents, Mr. and Mrs. Harry E. Messick, Seaford, Del.

Jeff Meredith Krienke, born January 5, 1956. Parents, Mr. and Mrs. Kenneth S. Krienke, Pasadena, Calif.

Diania Gean Kellam, born November 7, 1955. Parents, Mr. and Mrs. John C. Kellam, San Pedro, Calif.

Kim Marie Hudson, born November 19, 1955. Parents, Mr. and Mrs. James H. Hudson, Sr., New Orleans, La.

Mary E. Dunne, born January 11, 1956. Parents, Mr. and Mrs. Joseph E. Dunne, Dorchester, Mass.

James Edward Garza, born January 29, 1956. Parents, Mr. and Mrs. Manuel Garza, Houston, Texas.

Nancy Lee Thomas, born January 14, 1956. Parents, Mr. and Mrs. Melvin E. Thomas, Mobile, Ala.

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NEW YORK: Speaking before a recent membership meeting at SIU headquarters, Seafarer Frank Keelan, AB, makes a point on transportation rule during "good and welfare."



NEW ORLEANS: Plenty of well-wishers were on hand to see Seafarer Pete Valentine (2nd from left) off for the Del Sud on sailing day, as friends turned out in force. Included in the dockside photo (l to r) are Seafarer Edward Avrard, Valentine, Seafarer Beau James, Mrs. James, and the James children, Lynn Rae, 12; Sonny, 9, and Ronnie, 14. The Mississippi cruise ship was off on its regular run to Rio and Buenos Aires.



SS STEEL DESIGNER: Hard on the job of checking the oil in one of the generators, Seafarer J. Hartman, oiler, casts an experienced eye at the "stick" to check his reading.



NEW ORLEANS: Presiding over meeting at the SIU hall here, officers of New Orleans Labor League for Political Education (l to r) are A. P. Stoddard, Typographers, vice president; B. R. Ariatti, Glaziers, president, and E. H. Burand, Carpenters. Executive board of group, whose goal is repeal of so-called "right to work" law, is headed by SIU Port Agent Lindsey Williams.



NEW YORK: Seafarer Dudley Whitaker, MM, hits the deck during regular meeting at headquarters to discuss item in proposed new steward department guide and working rules.