

BILL ASKS SUBSIDIES TO TRAMP SHIPPING

Story On Page 3



Meeting The Test. Seafarer Joe Kite is shown running a test on equipment in electrical engineering lab at University of Florida. Kite, winner of SIU \$6,000 scholarship last year, is compiling excellent record in his studies. (Feature on SIU scholarship students appears on page 8.)

SIU Tops Field In Gulf Vote

NEW ORLEANS—The vicious anti-labor conspiracy in the unorganized Gulf tideland offshore maritime operations was shockingly revealed in the course of the first major union representation election in this field last week.

Despite the anti-union atmosphere, maritime workers of Tidelands Marine Services, Inc., clearly favored union representation, the results being as follows:

SIU	53
NMU	7
Neither	50
Challenged	16

Supported by a welter of evidence pointing to election irregularities and violations of the National Labor Relations Act, the SIU is formally questioning the entire voting process, as well as the uncalled-for intervention of the Humble Oil Company, a Standard Oil Subsidiary, in behalf of Tidelands Marine.

SIU charges will also be filed with the United States Senate Labor Committee calling for an investigation of labor-management relations in the Gulf tidelands oil industry.

(For full story see page 2.)



Checking Figures. Union financial records are given their regular going-over by membership-elected quarterly financial committees at headquarters. Seated front (l to r) are Harry Franklin and Orlando Lopez. Others (l to r) are E. C. Shaffer, Juan Medina, Franklyn Webb, Robert Joy. Seafarers were elected at April 18 meeting.

State Dept Drops Support To Anti '50-50' Bill—But

WASHINGTON—In a complete turnabout from its earlier stand, the US State Department has admitted that "50-50" is not harming the disposal of US agricultural surplus. The Department's testimony before the Senate Committee on Interstate and Foreign Commerce was regarded as a severe blow to the Case-Anderson bill, which would eliminate "50-50" from the farm program.

However, further testimony by Thorsten V. Kalijarvi, Deputy Assistant Secretary for Economic Affairs made it clear that the Department was still opposed to the "50-50" idea as applied to all US-owned cargoes and would like to see it done away with.

Latest Maneuver

The Case-Anderson bill represented the latest of a series of efforts by farm bloc representatives to kill "50-50" in the surplus program. It is based on the argument that foreign countries are not taking American farm surplus because they object to the fact that 50 percent has to be carried on US ships instead of permitting their own vessels to carry it all. Foreign shipping lobbyists have been telling farm bloc representatives for months that their countries would take huge amounts of surplus if "50-50" was only eliminated

from the shipping picture.

This argument was clearly demolished by State Department testimony which stated that most surplus was going to Asian and Latin American countries. Since these countries have little or no merchant marine, the objections of foreign governments such as Britain, Norway and Denmark are seen as efforts to capture a larger percentage of US trade than they now carry.

Testimony before the committee also brought out the fact that only one country, Denmark, had actually turned down a surplus deal in the amount of some \$7 million, a small fraction of the total \$1.5 billion being sold by the US.

Admits Earlier Error

The State Department spokesman conceded that in September of last year it had stated that the elimination of "50-50" would promote agricultural surplus sales as "50-50" would seriously interfere with negotiations with foreign countries. Subsequent experience showed, the spokesman said, that this estimate was in error and that "50-50" would "hamper the surplus disposal program in only a few countries."

The testimony was seen as confirming the view held by maritime observers and the SIU that there had never been any serious danger of a foreign boycott of farm surplus on the "50-50" issue but that foreign lobbyists had magnified this issue to stampede farm belt representatives into wholesale opposition to "50-50."

Meeting Night Every 2 Weeks

Regular membership meetings in SIU headquarters and at all branches are held every second Wednesday night at 7 PM. The schedule for the next few meetings is as follows: May 2 and May 16.

'50-50' Saved Jobs Of 4,000

WASHINGTON—The value of "50-50" to US-flag shipping was emphasized by Under-Secretary of Commerce Louis Rothschild when he reported that the law has kept 100 ships operating and has provided 4,000 jobs for US merchant seaman. Rothschild summed up the results of "50-50" in testimony before the Senate Interstate and Foreign Commerce Committee on the Case-Anderson bill.

Rothschild said that the US tramp shipping fleet received primary benefit from the "50-50" act and he estimated that 1955 figures would show that "50-50" cargo accounted for about 80 percent of all business conducted by the tramps. Surplus farm commodities alone, he said, kept more than 25 ships in business and if the Case-Anderson bill were to pass these vessels "with crews and officers totaling over 1,000 persons, would be rendered inactive."

Ten Percent Of Exports

Regular cargo liners also benefited, receiving over 2½ million tons of cargo in 1955 under the "50-50" law. The tramps carried over 6 million tons last year under the same regulation, an increase of 40 percent over the total for the previous two years.

Since US ships carry 50 percent of all these cargoes, an equal amount of tonnage moved on for-

ign-flag tramp and liner operations. "50-50" cargo, Rothschild added, amounted to 10.7 percent of all liner and tramp exports from the US and so supplied considerable business for foreign-flag operations.

SEAFARERS LOG

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

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Baltimore SIU Hosts Merger Talk



SIU Baltimore hall is host to special merger and legislative conference of the Baltimore Federation of Labor, where delegates urged prompt merger of city and state AFL and CIO central bodies. Speakers including Richard Leonard, special assistant to AFL-CIO President George Meany (at microphone), pledged fight against so-called "right to work" laws.

SIU Tops Field In First Gulf Tideland Oil Vote

NEW ORLEANS—In the first major union election among maritime workers in the Coast tideland oil industry, the SIU, Atlantic & Gulf District, won the greatest number of votes despite wholesale threats, intimidation and firing of Union supporters by the company involved.

The company is Tideland Marine Services, Inc., which operates eight converted LST's used as power for offshore drilling crews of the Humble Oil Company, a Standard Oil Company subsidiary.

The four-day election which ended April 20, showed 53 votes cast for the SIU, 7 for the NMU and 50 for neither union. Also involved are 16 challenged ballots, which remain to be disposed of before a certification by the National Labor Relations Board can be made.

For Senate Probe

In addition to action before the NLRB, the SIU is taking immediate steps to bring the company's vicious anti-labor tactics to the attention of a federal agency. The SIU will seek a Senate Labor Committee investigation of the labor policies being employed in the tideland oil industry—a field now employing 5,000 workers and growing steadily larger.

Specifically, the SIU charges against Tideland Marine Services include:

- Illegal campaigning against the union by company representatives during progress of election.
 - Firing of outspoken supporters of the SIU.
 - Company amendments that it would not bargain if the Union won.
 - Threats of company reprisals.
- In addition, SIU charges have been levelled against the Humble Oil Company for its efforts to block the union and aid the Tideland Company.

The SIU call for a federal investigation of the tideland oil labor policies recalls a similar action earlier by the Union. The first resulted in a full-scale Senate Labor sub-committee investigation of a major east coast oil company in 1950 which resulted in a complete triumph for the employees of the company, back-pay awards of \$180,

000 and reinstatement of discharged workers and, finally, a union contract with the company.

On the basis of the results in the first test of sentiment among maritime employees in the vast Gulf tideland oil area, SIU Secretary-Treasurer Paul Hall stated, "The outcome of this election clearly demonstrates that a majority of maritime workers in the tideland oil field operation want to be represented by a union."

"The result of the campaign," he noted, "which the SIU entered at

the request of the workers months after the NMU entered the field, indicates an overwhelming preference for the SIU. On this basis, the SIU regards it as our duty to assist in every way to give maritime workers in the entire tideland oil field operation the opportunity to avail themselves of union representation."

Operations of the Tideland Marine Services and the Humble Oil Company are concentrated at Grand Isle, La., near the mouth of the Mississippi River.

AFL-CIO Council Meets On Teamster-ILA 'Pact'

WASHINGTON—A special session of the AFL-CIO Executive Council will meet May 1 to resolve disagreement between AFL-CIO President George Meany and the International Brotherhood of Teamsters over the latter's assist-

meeting if a settlement cannot be worked out.

The meeting was called after a three-hour conference between Meany and IBT president Dave Beck failed to reach agreement on the severing of all relationships between the Teamsters and the ILA, which was ousted from the AFL in 1953 as racketeer-dominated.

Cancel Loan

The Teamster president had previously cancelled a \$400,000 loan from the midwest Teamster conference to the ILA after Meany criticized assistance to the ILA.

However, Beck refused to dissolve a "mutual aid" pact with the ILA by which the Teamsters and ILA agreed to help each other on organization in certain areas. Subsequently Beck told newspaper reporters he thought the ILA should be permitted to reaffiliate.



George Meany

ance to the International Longshoremen's Association. Disciplinary action against the Teamsters may be considered by the

Beneficiary Cards Lacking . . .

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

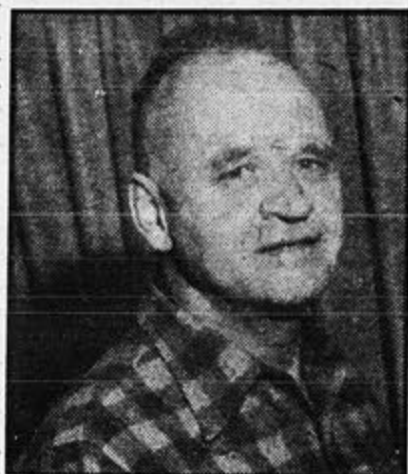
All Seafarers are urged to make sure they have a card on file designating their beneficiary, so as to protect their families in the event of an unforeseen accident.

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

Lundeberg Nixes Contract Umpire

Speaking for the seagoing affiliates of the SIU of North America, SIUNA president Harry Lundeberg has rejected proposals for an umpire in the maritime industry as taking away from the unions their rights to negotiate freely with employers.

Lundeberg wrote Maritime Administrator Clarence Morse on the



Harry Lundeberg

issue in response to an invitation from Morse to attend a proposed conference of the industry in Washington. He declared he could see no good coming out of such a conference pointing out that "too many conferences have been held in the past without any results. They only become a sounding board for the ones who like to talk the loudest."

The umpire proposal is an outgrowth of an earlier program put

forth by Representative Herbert Bonner, chairman of the House Merchant Marine Committee last year. He offered a plan then for Government control of sea union negotiating but later modified it in the face of widespread protests, to call for an umpire to be selected by the industry and the unions without direct Government rule.

The umpire presumably would arbitrate contract disputes, meaning in the long-run he might set wages and hours.

SIU Training Program

The SIUNA head also turned down a bid to attend an FMB sponsored Advisory Committee on maritime training. He emphasized that both the SUP and SIU A&G District had training programs of their own which had functioned satisfactorily to meet all needs. The SIU has traditionally been opposed to maritime training by the Government.

Efforts have also been made by the Bonner Committee to establish uniformity in contract expirations of maritime unions.

In his letter to Morse, President Lundeberg had been authorized to speak in behalf of the component unions of the SIU which would be involved: The IBU, BME, MCS, MFOW, A&G District, SUP and Great Lakes District.

Owners, CG Seek Inspection Cuts

WASHINGTON—Two shipowner groups have joined the Coast Guard in another try to cut down the annual inspections of US vessels' hulls and boilers to once every two years.

A similar bill got nowhere last year after clearing the Senate Commerce Committee with Coast Guard and major shipowner support.

The SIU and other maritime unions are strongly opposed to any measure calling for cuts in ship inspections, as US merchant ships are becoming middle-aged. Federal statutes calling for annual ship inspections have been on the books since 1871.

AMMI For The Cut

Spokesmen for the American Merchant Marine Institute and the Pacific American Steamship Association assert that while they favor rigid inspections of ships' hulls and boilers by the Coast Guard, a system of biennial inspections would maintain the ships just as well.

Challenging this view, SIU officials point to the December, 1954,

disaster involving the SIU-manned converted LST Southern Districts which disappeared in the Atlantic without a trace with 23 crewmen aboard.

Slipshod Practices

Testimony at Coast Guard hearings on the disaster later produced evidence of slipshod inspections of the ship by CG officers as well as a deal between the vessel's owners, the CG and the American Bureau of Shipping to permit makeshift repairs of plating and boilers so that the vessel could continue sailing.

She disappeared soon after, upon completion of a CG inspection at a New Orleans shipyard.

A report issued later by the CG board of inquiry found all parties involved blameless in the disaster. No trace of the ship has ever been found.

Byrne Bill Seeks Voyage Subsidies For Tramp Ships



Representative James A. Byrne, Philadelphia (at far right) who this week introduced a bill to subsidize tramp ships, is shown during visit to SIU headquarters with group of political leaders. In photo are (l. to r.) Keith Terpe, SIU patrolman; Councilman Byrne, Philadelphia; Congressmen William T. Granahan, William Green and William Barrett, all of Pennsylvania.

WASHINGTON—The first major modification of the Merchant Marine Act of 1936 was offered this week by Representative James Byrne (Dem.-Pa.) with his introduction of a bill to grant operating subsidies to US tramp ship operators. The bill would considerably expand the present American ship subsidy program and shipbuilding as well and is in accord with the SIU position of broadening the base of the US merchant marine

and assisting American-flag operators across-the-board.

The Byrne bill, HR 10800, would amend the 1936 act to extend operating differential subsidies to tramp ships in the cargo bulk trade where the company involved is undertaking to replace its existing vessels. The subsidy would apply for periods in which the US tramp is in direct competition with foreign flag-vessels.

In introducing his bill, Rep. Byrne noted that it is impossible for tramps to fly the US flag and compete with foreign ships, with foreign flags having numerous competitive advantages. As far as US wages are concerned, he remarked that American seamen's wage levels were fully-justified in terms of the American standard of living.

Must Broaden Base

Byrne pointed out that 20 years after the passage of the 1936 act there were just 31 trade routes subsidized and only 16 US shipping companies participating in these essential routes. Under such circumstances, it is obvious that the subsidy program should be broadened to meet the country's present-day trade needs.

The tramp ships' problem, he added, was highlighted during the recent debate over the "50-50" issue. Many of those who spoke against "50-50" advocated direct assistance to the tramp fleet as a more desirable form of aid. Byrne said he agreed with this viewpoint and was therefore proposing that the operators of approximately 70

tramp vessels should receive subsidies on a voyage basis.

Byrne's bill aims at the establishment of a permanent tramp fleet as a regular feature of US merchant marine operations. Subsidies under his bill, he emphasized, would only be paid to established tramp companies who have ordered new tonnage or are in the process of replacing their existing freight or tank ships. The program would have the effect of up-

grading the tramp fleet as well as giving it the resources to meet foreign competition.

Foreign tramp operators, flushed with business provided through the "50-50" program as well as commercial bulk cargo movements, are now in the process of modernizing their fleets with 14 to 15 knot ships. US tramps are still operating almost exclusively with Libertys, except for a smattering of Victory and C-2 cargo ships.

New Court Fight On CG Screening?

WASHINGTON—The Coast Guard issued new regulations yesterday to govern the screening of seamen, as an aftermath of a US District Court decision outlawing the previous procedure. The court had

ruled the screening system illegal because it denied seamen and longshoremen the opportunity to confront their accusers in the event the Coast Guard refused them clearance.

According to the first announcements in the "New York Times" the new procedures make few changes and do not go all the way in permitting an accused seaman to confront and cross-examine witnesses. Consequently, the "Times" said that legal experts expect the new rulings to be subject to further court action.

Slight Change

It quotes the new regulations on witnesses as saying that "every effort should be made to produce material witnesses to testify . . .

in order that such witnesses may be confronted and cross-examined." A subsequent paragraph makes it appear that the Coast Guard will attempt to conceal some of its informants because it says the hearing board will "take the fact into consideration" if a seaman was handicapped by the "nondisclosure to him of confidential sources . . ."

Coast Guard screening was authorized by Presidential order during the Korean War and got underway in earnest in 1951. The old screening procedure had provision for an appeal by a seaman who was denied validated papers, but made no concessions on the issue of being able to confront confidential witnesses.

Disability Benefit Four Years Old, 69 On List

Started May 1, 1952, with a handful of Seafarers and a \$15 weekly benefit, the SIU's pace-setting disability program passes its fourth birthday next week—now paying benefits at the rate of \$125,000 per year. All told, 69 Seafarers are now receiving the \$35 weekly benefit amounting to \$1,820 per year per man, besides Social Security payments to which many men over 65 are entitled.

Under the unique set-up of the plan the disabled Seafarer does not have to reach a specific age to qualify. Consequently, many men who are in their 40's and 50's, some even younger, are receiving the benefit because they can no longer work.



Seano

The disability benefit was set up this way on the theory that the man who needed help the most was the man who could not work for a living. Many Seafarers, it was pointed out, are still hearty well past the age of 65 and can easily meet their needs by taking a couple of trips a year, giving themselves plenty of time for relaxation on the beach. On the other hand, those men who—though young—could not work were the ones who faced the most pressing financial problem.

Flexible Job Situation

The nature of the maritime industry lends itself to this kind of program because of the fact that

No Changes At Isthmian

Isthmian Lines, Inc. has notified the SIU that locations of main office at New York and all outpost branch offices remain unchanged. Phone numbers also remain unchanged. All correspondence, etc., will be addressed to Isthmian Lines, Inc., 71 Broadway, New York 6, N. Y.

oldsters need not work a full year to hold a job but can ship when and if they please through the rotary hiring hall.

A total of 85 Seafarers have received assistance from the plan in the past four years, although 15 of these have since died and one Seafarer withdrew from the plan. The latest addition to the list is Seafarer Mariano Seano, 66, of Philadelphia, whose application was approved by the Welfare Plan trustees at the April meeting. Five other men were added in March and the trustees are constantly considering applications as the need arises.

Benefits Increased Twice

The first man to go on the list, Seafarer James Hopkins, now 80, is still receiving the benefits. These have been increased twice since the plan started, from the original \$15 week to the present \$35.

Qualifications for the disability benefit call for 12 years' seetime on ships of SIU-contracted companies within the last 25 years.

Bonnie Bows In At Savannah



Proud of their new offspring, Seafarer and Mrs. Benny Brinson, show her off to the boys at the Savannah SIU hall during a recent visit. The youngster is Bonnie Jane Brinson, born March 12, 1956. The family collected a \$200 SIU maternity benefit and a \$25 bond for Bonnie from the Union on the occasion. In addition to maternity benefits the SIU welfare plan pays hospital-surgical benefits to Seafarers' families.

Losing Job Proved Boon To Seafarer

A chance decision made during the depths of the depression proved to be a stroke of good fortune to Seafarer Morris M. Schapiro. Thanks to it he is now enjoying the SIU's \$35 weekly disability benefit plus Social Security payments, and is looking forward to living in retirement in Florida's sunshine.

Schapiro, who is 68, had worked ashore for years as a salesman until the bottom fell out in 1929. He lost his job and looking for something else to work at, caught himself a ship in May, 1930, for the Standard Fruit Company as deck steward. From then on he worked ships steadily until he had to quit early this year.



Schapiro

Through the years, Schapiro has worked for a long list of SIU companies. He was on the old Del Mundo back in 1938 and joined the Union in New Orleans in December of that year, soon after it was founded. He sailed other Mississippi jobs, with Eastern Steamship, Robin Line and Seatrain among others in various steward department assignments.

Reluctant Farewell

Schapiro had to call it quits, he explained, not because he didn't want to continue sailing. "I just couldn't make it up the stairways and ladders anymore," he said. His last ship was the Almena which he paid off on March 4. Shortly after his application for an SIU disability benefit was accepted, and he started collecting Social Security payments as well.

Right now Schapiro is living in New York but he thinks that he is going to head South to Florida, the haven of so many retired oldtimers and enjoy his future free of financial worries.

He expressed his heartfelt thanks to the SIU for making the disability program possible for oldtimers like himself.

Senate Vote Would Weaken ILO

WASHINGTON—Despite the support by US unions to the International Labor Organization in its efforts to raise world-wide labor standards, a campaign against ILO is making headway here. The anti-ILO forces won a victory in the Senate last week when it voted 43 to 40 to limit US fund contri-

tributions to ILO as long as Russia and other Communist countries have representatives in the organization. The fund limit was introduced by Senator John Bricker of Ohio and supported by virtually all the Republicans in the Senate.

Earlier this year, the US employer representative to ILO, William C. McGrath, walked out of the organization in protest against seating of employer delegations from Communist countries. McGrath's action was criticized by

US union representatives as abandoning the ILO to Communist countries. US labor has held that ILO contributions toward higher working and living standards on a world-wide level are too important to justify splitting the organization over the seating of Russian delegates.

Supported By SIU

The SIU, the Maritime Trades Department and the International Transportworkers Federation have all supported ILO's work in the past because it has helped raise

standards of seamen through its international conventions. The ILO standards are below those on US ships but help maintain minimum manning scales, feeding levels, accommodations, provisions and safety standards on foreign-flag vessels.

The ILO will continue to get US support in the amount of \$1,750,000 but an increased contribution to \$3 million will not be forthcoming unless the Communist representatives are ousted. This action is unlikely since ILO is a United Nations agency.

— SHIPPING ROUND-UP AND FORECAST —

April 4 Through April 17

Port	Registered						Shipped							
	Deck A	Deck B	Eng.	Eng. A	Stew.	Total	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C	Stew.	Total
Boston	2	4	8	2	8	18	3	2	0	3	2	1	3	9
New York	67	21	52	27	63	148	65	22	5	53	18	10	57	175
Philadelphia	22	6	12	2	15	49	17	6	0	11	6	4	14	42
Baltimore	36	14	20	10	20	76	49	13	12	23	18	14	23	95
Norfolk	9	5	6	6	5	20	10	3	1	4	4	1	7	21
Savannah	8	4	8	1	2	18	3	1	1	7	2	1	2	12
Tampa	11	2	5	2	11	27	7	2	0	4	2	1	4	15
Mobile	7	3	12	4	15	34	15	0	0	12	2	0	19	46
New Orleans	29	4	25	10	34	88	45	12	3	19	22	6	37	101
Lake Charles	12	11	8	13	8	28	14	10	0	10	16	1	10	34
Houston	19	10	11	2	7	37	12	3	0	8	2	0	6	26
Wilmington	6	3	3	4	8	17	4	5	1	0	3	2	4	11
San Francisco	16	9	13	6	13	42	16	12	0	16	7	0	12	44
Seattle	13	16	10	16	11	34	20	20	2	14	16	2	13	47
TOTALS	257	112	193	105	220	86	280	111	25	184	118	43	211	675

SIU shipping broke loose finally during the last period, rising to the highest point since the first week in January. Total jobs dispatched were 1,119, compared to a low registration of 973.

The rise was reflected in the figures for practically every port in the A&G District, as 12 out of the 14 ports shared in the boom to some degree.

Every SIU port from Boston south to Mobile improved over the previous two weeks. All West Coast ports showed increased job activity, although Wilmington was still relatively slow. New York and Baltimore also continued rising.

Only Houston showed an appreciable decline, from exceptional shipping in the last period to "slow" this time. New Orleans continued at the same good pace as pre-

viously, dispatching only two jobs less, 158, than before. Lake Charles was up again.

Outpaces Registration

The overall rise enabled shipping in class A and class B to outrun registration in these seniority groups, while class C activity declined.

Of the total shipping, class A filled 60 percent, class B 30 percent and class C, which has no seniority in the SIU, accounted for the remainder. Class A thus also recovered its 2-1 ratio of jobs over class B, in shipping two class A men to every one shipped by class B, the next highest seniority group.

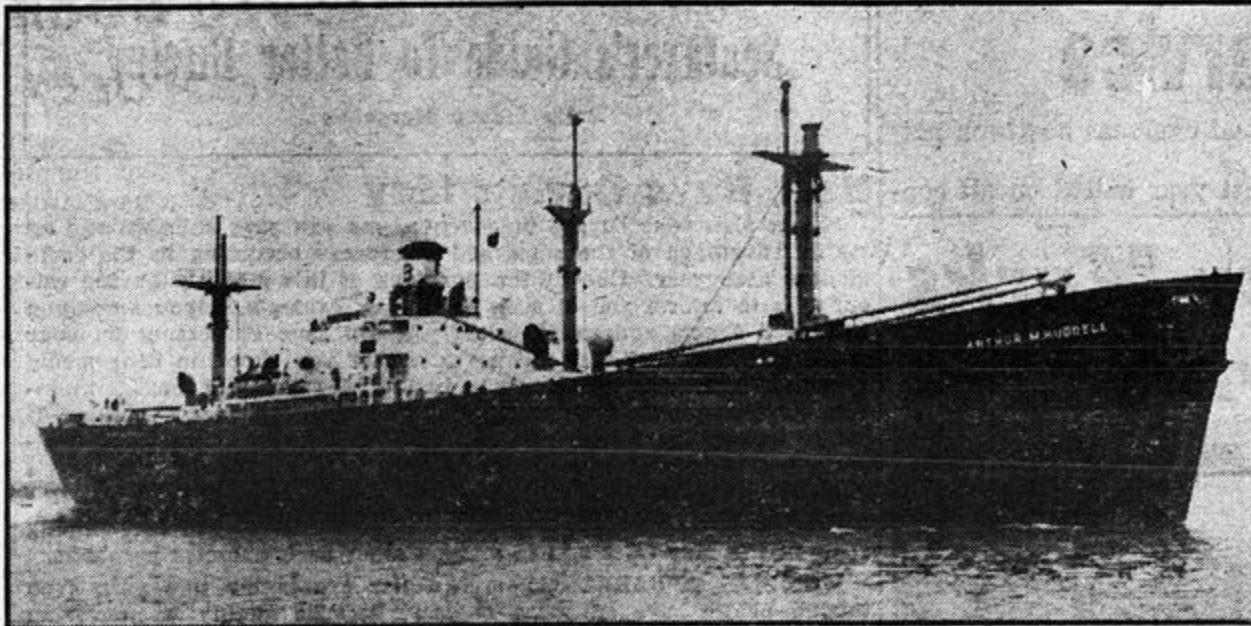
Generally, increased shipping was attributed both to the weather and to the steady flow of new jobs into the

SIU. The Union's Organizing Department has successfully wrapped up contracts with several new companies in recent months involving all types of operations. The result has been ever-increasing job opportunities for SIU men.

The following is the forecast port by port:

BOSTON: Quiet . . . **NEW YORK:** Active; jobs hang on board for several calls . . . **PHILADELPHIA:** Getting better . . . **BALTIMORE:** Should stay good . . . **NORFOLK:** Expects improvement . . . **SAVANNAH:** fair; registration still low . . . **TAMPA:** Slow . . . **MOBILE:** Busier than usual . . . **NEW ORLEANS:** Good; ten payoffs due . . . **LAKE CHARLES:** Busy . . . **HOUSTON:** Slow . . . **WILMINGTON:** Quiet . . . **SAN FRANCISCO:** Fair . . . **SEATTLE:** Good.

Seafarers Man 'Cable Run' Ship



SIU-manned SS Arthur M. Huddell is shown after refitting at Baltimore shipyard for new job. Operated by Bull Line, she will take part in US defense project involving the building of two underwater telephone cable links between US West Coast, Alaska and Hawaii. She is a war-built Liberty with special stowage features for handling the cable.

PORTSMOUTH, NH—Manned by Seafarers, the SS Arthur M. Huddell (Bull Line) began loading telephone cable and other gear here this week before sailing to the Pacific area to take part in a vital defense communications project.

A specially-equipped, war-built Liberty, the Huddell will serve as a "warehouse ship" for the building of a submarine telephone cable system between Seattle and Ketchikan, Alaska. She will ferry about 6,000 tons of cable to the Pacific from manufacturing plants here.

When this assignment is completed, she will assist in a similar project for an underwater telephone link between the US West Coast and Hawaii.

Both projects are being undertaken by the American Telephone and Telegraph Company for the Department of Defense.

The Army cables ship Albert J. Myer has been chartered for the actual laying of the cable. Bull Line is operating the Huddell for

AT&T under a two-year charter contract.

Crewed In Baltimore

Refitted in a Baltimore shipyard after coming out of the reserve fleet in the James River, Virginia, the Huddell was crewed out of the Baltimore SIU hall and then proceeded here this week. She is a conventional Liberty, with special storage compartments for the cable below decks.

During World War II, she loaded and discharged a flexible pipeline

across the English Channel to supply fuel to the Allied forces which invaded the continent, and later went into lay-up.

Cable for the Seattle-Alaska telephone link is to be laid in 200 mile lengths and must be handled with great care by specialized equipment to avoid damage. When completed, the cable system will carry essential military and public communications between the continental US and Alaska. The cable cargo is valued at \$6 million.

INQUIRING SEAFARER

Question: How do you feel about the likelihood that nuclear reactors will be supplying power in your engine room in a few years?

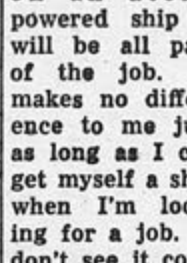
Fred L. Travis, electrician: I doubt if reactors will be used on merchant ships for a great many years to come because of the expense of installing and operating them. The MSTs will get the lion's share, as usual, and the private merchant fleet will be the last to benefit.



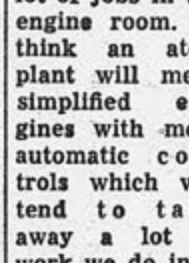
Fred Oestman, wiper: I'm afraid that it might cut down on the jobs in the engine room. When the ships have that kind of plant they won't be needing as many men to service them as the kind of ships we have now. Some ratings might be done away with entirely.



Albert Bagley, fireman: If I have to learn something new to work on an atom-powered ship it will be all part of the job. It makes no difference to me just as long as I can get myself a ship when I'm looking for a job. I don't see it coming for a long time yet though.



Murray Savoy, oiler: If ships should ever become atom-powered it will cut out a lot of jobs in the engine room. I think an atom plant will mean simplified engines with more automatic controls which will tend to take away a lot of work we do in the oil-fired plants we have now.



L. D. Hogan, pumpman: I think it will turn out to be labor-saving device which will do away with a number of engine room jobs. Instead of nine men in the engine room the shipowner might be able to get by with three. From that point of view it's no benefit to us although it helps the operators.



Max Felix, wiper: I think the whole thing is pretty far off. The Navy and the Government ships will be getting them first before the merchant marine even thinks of building them. When they do come, the engine rooms will need men with more training and experience.



State Dep't Tips Mitt On Dislike Of US Shipping

WASHINGTON—The first general statement of the State Department position on a US merchant fleet has emerged from the Case-Anderson bill hearings in Washington, and as expected, the Department expressed hostile views toward the merchant marine on many issues.

The sum and substance of the Department's position is that it is still opposed to any "50-50" preference for US flag ships, it is unsympathetic toward maintenance of a US tramp fleet and it is hopeful that US ships in future years will reduce the size of their crews so that shipowners can compete more easily without Government aid.

Answer Questions

The SIU has been attempting unsuccessfully for many years to learn expressly the State Department's hostility to the US merchant fleet. The policy statement which emerged last week came in the form of answers to a series of questions posed by Senator Warren Magnuson, chairman of the Senate Interstate and Foreign Commerce Committee, which is conducting the hearings.

In discussing its "50-50" position, the Department spokesman conceded that foreign nations should not object to the US moving troops and other personnel as well as cargo used by US agencies on US ships. "With outright gift cargoes" he added, "it is also difficult for a foreign nation to object to preferential control."

Hedge On '50-50'

However, he immediately qualified this half-way acceptance of "50-50" by claiming that "50-50" encourages foreign nations to discriminate on regular commercial cargoes. The spread of commercial

cargo discrimination, he said, would be injurious to the US national interest. However, the Department offered no assurance that elimination of "50-50" would be followed by elimination of commercial discrimination by foreign countries.

The Department spokesman agreed that direct merchant marine subsidies are needed and might even be considered for tramp ships but he drew the line when asked if it considered tramp ships essential to US commercial policy. In commercial trade, it said, "the flag of the vessel is immaterial" as long as there is a world pool of tramps available. Departmental policy then, accepts the transfer of tramps to foreign flags. "The Department does not view United States tramps as essential to its commercial trade policy." American ownership of runaway-flag bulk carriers is "assurance of a steady flow of essential imports" . . .

In discussing subsidies the spokesman declared that the operation of US cargo vessels "with fewer men in the crew" would be welcomed as a means of "offsetting the higher costs of operation of United States vessels."

US ships already carry a smaller manning scale than comparable foreign flag operations under the legitimate maritime flags, but runaway flag vessels are notoriously undermanned, far below the US level.

US To Use 113 'Blue Jay' Ships

WASHINGTON—The annual summertime shipping rush to Far North US bases this year will employ 113 US ships, the Department of Defense has announced. No indication has been given yet as to how many will be privately-operated vessels on MSTs charter.

Most of the ships will be used to supply equipment for the DEW (Distant Early Warning) Line, a chain of radar stations 3,000 miles long stretching across northern Canada and Alaska. The DEW Line will eventually be extended across the Aleutian Islands. The rest will go to supply bases on the West Coast of Alaska and Air Force stations on Greenland, Baffin Island and Newfoundland.

West Coast First

The first stage of "Operation Blue Jay" as it is popularly known, will be handled by MSTs ships out of the West Coast, which will load early in May to supply the more southerly bases in Alaska. June and July will be the peak months for the cold-water run, with ships loading out of Seattle and Long Beach on the West Coast and Hampton Roads, New York and Philadelphia on the Eastern seaboard.

More Small Ships

The Defense Department announcement said that more small ships would be used since in many areas the ice menace makes it advisable to stay in shallow water to

the lee of island chains. A 16-foot draft will be the maximum allowed in these areas.

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Nat'l Safety Group Cites SIU Crew

SIU crewmembers of the Steel Advocate (Isthmian) who took part in a dramatic sea rescue of two fliers from shark-infested Pacific waters last fall have added another commendation to their laurels.

The ship was awarded a special blue pennant for "meritorious rescue operations" last week by the National Safety Council. It was the only privately-owned American merchant ship manned by union seamen to receive such an award for action during 1955.

Attacked By Sharks

The rescue took place about 1,100 miles west of Hawaii. The commercial cargo plane went down with five men, but only two survived after being in the water for 44 hours. They were being attacked by sharks when they were sighted by Seafarer Doug Claussen, bosun. A smooth-running rescue operation followed and the men were quickly brought aboard.

Announcement of the award was made by Louis B. Pate, vice president of the SIU-contracted Seas Shipping Company. The ship was previously cited for the rescue by the Coast Guard, which singled out Claussen, Iverson C. Hester, DM; Fred E. Umholtz, AB; Charles E. Ray, chief electrician, and Albert L. Clouse, 2nd electrician, among other crewmen, for special mention.

Union Making Headway In Drive For Improved Ship Mail Service

A perennial beef aboard ship, crew mail service in the States and overseas has been getting increasing attention from SIU officials.

Seeking a remedy for a kinky problem, SIU headquarters last year called on all contracted companies to supply accurate mailing addresses to crewmembers at the sign-on, so that in turn, Seafarers could notify their families and friends where they could be reached at all times during a trip.

Reports so far indicate that while this system has not cleaned up the problem altogether, it has succeeded in speeding mail to many crews. In addition, mail beefs have appeared less frequently in reports of ship's meetings, and in many cases, have ceased entirely.

At the same time, however, air mailings of each issue of the SEAFARERS LOG to ships overseas have encountered some difficulty in arriving at their destinations, although the ships' addresses for these mailings are in many cases supplied directly by the companies.

It is felt, therefore, that the problem may also be due to post office operations, and inquiries in this direction are now being made by the Union.

Overall, faulty mail service can stem from several causes, and the difficulty may be due to any or all of them. Sudden changes in a ship's itinerary or sailing schedule, unconcern on the part of company agents overseas or faulty addresses in the first place all play a part in sometimes slowing mail delivery.

Steamship company agents sometimes hang on to mail or fail to notify the ship of its arrival, with the result that the mail is held back and doesn't catch up with the ship until much later on.

In many cases also, it is not known from week to week where ships in tramp operations will wind up. Thus the company cannot furnish any accurate list of addresses, and mail must first be sent to the home office for forwarding.

Seafarers who have any suggestions for easing mail problems aboard ship are urged to submit their ideas to SIU headquarters.

First Converted Liberty Flunks Initial Test Run

WASHINGTON—The failure of tests on a converted Liberty ship powered with an experimental Victory ship turbine still had Maritime Administration officials puzzled this week.

Tests were conducted on the Hudson River last week on the Liberty ship Benjamin Chew in the first phase of the MA's program to upgrade the war-built Liberty ship fleet.

Plans call for four new types of power plants to be installed on four modified Liberties from the reserve fleet, in order to determine which will give the lumbering "workhorse" ships of World War II greater speed and maneuverability for use in a possible future emergency.

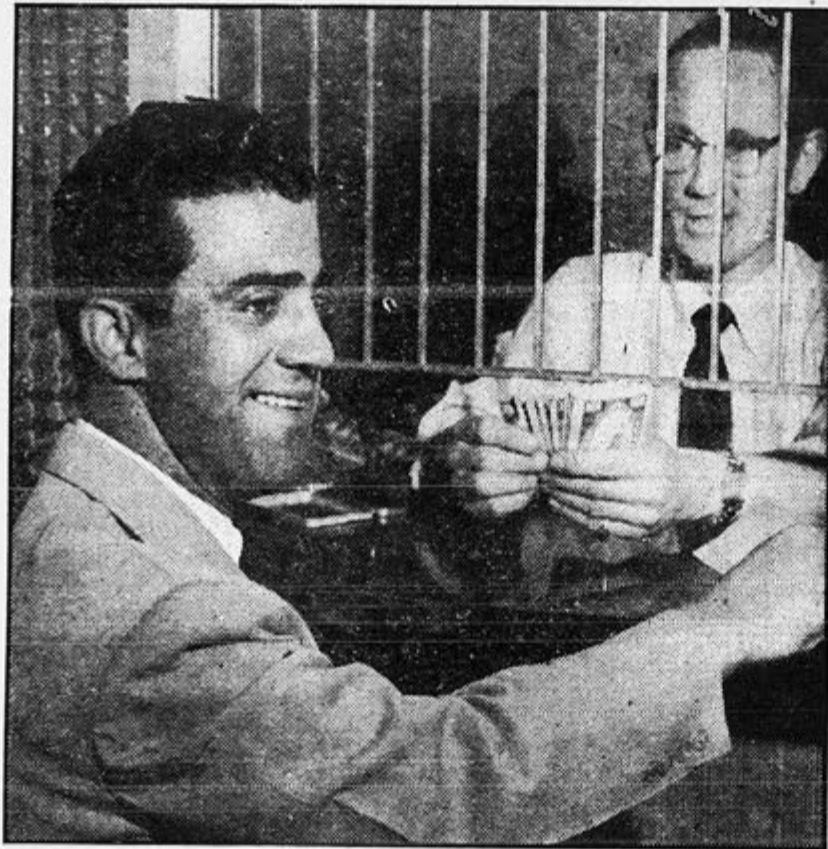
Last week's tests involved use of a 6,000 hp geared turbine unit from a Victory ship in place of the conventional 2,500 hp reciprocating engine normally used on a Liberty.

Not Enough Steam

Although reports indicated the ship handled well and did not vibrate, her converted boilers were not able to produce enough steam to bring her new engines up to full speed.

Observers maintained that fur-

Vacation Pay Marks Year As Civilian



Ashore between trips on the Dorothy, Seafarer Paul Magro marks first anniversary as a civilian by picking up nearly \$150 in SIU vacation dough from headquarters cashier Bill Mitchell. Magro had been in the Army for four years until April, 1955. He plans to use his payoff and vacation cash for a vacation trip with his wife and to boost a growing kitty for the purchase of their own home.

One year almost to the day after he got out of the Army and returned to the SIU, Seafarer Paul Magro celebrated his discharge by collecting a \$146.44 SIU vacation check covering 193 days' seetime. The money is going directly into a kitty which will pay

for a Florida vacation for the 27-year-old Magro and his wife next month. The rest of the kitty is being accumulated to buy a home, perhaps in Florida.

It was on April 14, 1955, that Magro completed four years, two months and 26 days' service to Uncle Sam. He would have been in the Army even longer were it not for a disability which led to a medical discharge, and \$75 a month disability pension.

Recalled For Korea

Magro had been in the Army once, had been discharged, and then was recalled for Korean service. Now he's trying to sop up as much sailing as he can to make up for the lost time.

"I said that if I got out of the Army I'd stay on a ship until I got that sea feeling back. Some day I'd like to make a trip back to Korea and walk peacefully over some of the land I had to hustle over when I was in service." Right now though, Magro is on the Dorothy (Bull Line) on the nearby-foreign run as a messman. He may try to catch a Far-Easter his next trip.

Going South Soon

When he pays off the Dorothy he and his wife are going South on a pleasure trip and will also visit a Seafarer-friend of his in Tampa. "Going to sea is a good living" he said, "and it's all in what you do with the money. Before I got married I had my share of good times but not it's different. With the kind of money I make sailing I can swing a home of my own and all that goes with it."

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

Best Buys During May

If you plan your buying in advance, you can save substantially by taking advantage of the sales and clearances occurring in the same months each year. One of the purposes of this monthly buying calendar is to inform you of such sales. For example, if you know you will need sheets and towels soon, you can save 10 percent on your needs at the annual May "white sales." If you shop the final spring apparel clearances with an eye to basic styles that will look as up-to-date next season as this, you'll find savings of up to 40 percent. If you're looking for a television set, you'll find manufacturers and dealers offering special concessions in late spring to clear this year's models.

Here is buying information that can be useful to you in shopping some of the May sales and in making other early-summer purchases:

WOMEN'S APPAREL: Apparel values are better this year even though prices have advanced slightly, because quality is improving as manufacturers work out satisfactory blends of the newer synthetic fibers with traditional fibers, to achieve garments that wear longer and require less care. This spring you'll find fabrics made of synthetic fibers at more reasonable prices, as nylon, Dacron and Acrilan were recently reduced at wholesale levels.

One of the most successful blends has been the fabric of 65 percent Dacron and 35 percent cotton, which has already become popular in men's shirts. Experts say it may also prove to be the new staple fabric for women's blouses, lingerie, and pajamas. It requires little ironing, but because of its cotton content, avoids the transparency, excessive warmth and other defects of all-synthetic fabrics.

More Crease-Resistant Cottons

Even cotton summer dresses this year are more satisfactory to wear and care for because of the increasing availability of crease-resistant cottons. These are more desirable than ordinary cottons because their crease-resistant finish provides a durable crispness and luster without the need for starch, and also helps the fabric resist creases and dirt. Now cotton is often blended with acetate or rayon, and given a crease-resistant finish for dressier summer garments that also resist soil, wear and creases. This blend is also available in reasonably priced coat-dress ensembles this year. You can buy such a dress with complementing cotton or cotton-blend coat for as little as \$16-\$18. It will be wearable from now until fall in different ways: the dress by itself, the coat with other dresses and the two pieces together as a dress-up costume.

MEN'S SUITS: In men's summer suits, the experimenting with different blends has resulted in the emergence of the Dacron-worsted blend as perhaps the most successful new lightweight suit, wearable for three seasons of the year. Such suits are available this year around the \$40 mark. The blend should be close to half Dacron and half wool worsted. Advantage of the blend is that the Dacron gives the fabric wrinkle resistance, while the wool worsted gives it body and resilience. But in less-costly warm-weather suits, a Dacron-rayon or nylon-rayon blend at \$25-\$30 offers more wear and crease resistance than the all-rayon that used to be the standard low-cost summer suit.

CARPET SQUARES: An interesting new development that may be useful to families faced with carpeting problems, is carpet squares which you lay yourself to form wall-to-wall carpeting. This department is strictly in favor of room-size rugs rather than wall-to-wall, as permanent carpeting is never as successfully cleaned as a rug that can be taken up for cleaning at the plant, nor is it possible to turn wall-to-wall around to distribute the wear. But for families who feel they need wall-to-wall installations, these 18-inch cotton squares come with their own rubber backing and pressure-sensitive adhesive so you need merely press them into place.

You can use squares of contrasting colors to form a design, or make a solid-color carpet. Installation is simple enough, and you need buy only what you need instead of the extra carpeting needed for wall-to-wall installations. Another advantage is that any square that becomes damaged, as from a cigarette burn, can be replaced.

These squares can be laid over any type of floor surface, including plywood underlayment and asphalt tile, or even an attic sub-floor if smooth and secure enough. However, there are disadvantages too. The squares are cotton, and while they have a durable high pile, cotton carpeting does soil quicker than wool and is more difficult to clean, and thus is not as suitable for heavy traffic areas. Nor are the squares cheap. They'll cost you about \$6.75 a square yard. Thus a 10x12 bedroom will cost about \$110 to carpet in this manner (figure nine square feet to a square yard).

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Seafarer Stricken, SIU Aids Wife

When Seafarer Samuel J. Brooks was stricken aboard the Barbara Frietchie and taken off in Japan, March 29, the effects were felt immediately back home in Whistler, Alabama. As is standard practice, the company discontinued allotments to Brook's wife. However within three weeks, the wife

was again receiving payments from the company as the result of prompt intervention by SIU Welfare Services.

The swift action in behalf of Brother Brooks was but one of several dozen such problems handled every week by SIU Welfare Services in behalf of Seafarers and their families.

Unearned Wages Paid

Thus the first of Brooks allotment checks for \$110 went out on April 17 and a second one on the 20th based on unearned wages due the ailing Seafarer. The checks will continue as long as unearned wages are forthcoming. Naturally the resumption of these payments was of great relief to the hospitalized Brooks, and to his wife.

What had happened was that

Welfare Services had contacted the company immediately upon learning of Brooks' illness in Japan and arranged for advances to be drawn against unearned wages in his wife's name. This is standard procedure followed by the Welfare Service office whenever a Seafarer's allotments are involved.

The allotments themselves cannot be continued because they are drawn against earned wages and the company home office has no way of knowing how many draws or stops a man ran up until he was taken off the ship.

Prompt Notification

The key to this rapid service, of course, is prompt notification of Welfare Services by the ship's crews whenever a Seafarer is forced to leave the ship for hospitalization overseas.

Sometimes though, the news

doesn't get around which means nothing happens until somebody notifies headquarters. In one recent instance a Seafarer suffered a serious hip injury and was hospitalized in Calcutta on March 12. No notice was sent to headquarters until the Steel Surveyor got into that port April 4 and promptly cabled the Union.

Once the cable was received the heat was put on the company's Calcutta agents to give the injured man proper service including cigarettes and regular visits, and arrange for repatriation by plane when he is ready to be moved.

Although everything has been straightened out in the end, Welfare Services pointed out that the Seafarer could have been spared a good deal unnecessary anxiety and discomfort if the Union had been notified as soon as he was hurt.

SIU's Protest Gets Shore Leave Action In Iranian Oil Port

SIU headquarters is hoping for an ease in restrictions after receiving assurances from the US State Department that there are no hard and fast shore leave bans in Khorramshahr, Iran. The Union

protested the bans through the State Department after the crew of the Steel Voyager was restricted to ship in August, 1955.

Responsibility for the shore leave restriction has never been clearly fixed, with the company agents, the local police and the American consulate all disclaiming knowledge of any such action. Crewmembers of the ship are equally insistent that they were refused permission to go ashore.

Headquarters took the beef up with the Seaman Affairs Section of the State Department which in turn, checked with the American consul at the port and the agents and local authorities. All that is in the local regulations, according to the State Department, was that the master had to submit a crew list to the local police chief for shore leave passes and that all crew members have to be back on board before midnight.

Copies To Ships

Copies of the State Department letter are being circulated to all Isthmian ship captains going into Khorramshahr in the event that crews have any further difficulties in the port.

One Isthmian ship, the Steel Age, has been in the port in the end of March but no information has yet been received from her on the issue. Two more ships are due to touch there this week.

If crewmembers still run into restrictions they are asked to notify SIU headquarters as soon as possible.

Job Upturn Cheered By Baltimore

BALTIMORE—Good shipping is still the best news available here, with jobs continuing to run well ahead of registration.

"We're not breaking any records, but we certainly hope the trend will hold," commented Earl Sheppard, SIU port agent. Job activity has been rising steadily here during the last few weeks, bolstering hopes for a good spring-summer season.

A total of 182 jobs were dispatched during the past period, providing replacements and reliefs for crewmembers on a variety of 39 ships. Twelve of the arrivals were paid off, 10 signed on and 17 were serviced in transit.

No Major Beefs

No beefs of a major nature have disturbed this healthy picture, Sheppard said. "We again extend our congratulations to all the ships' crews for their good working knowledge of the Union's agreements and for adhering to the SIU's policies," he added.

Organizing efforts at the Old Bay Line are continuing, meanwhile.

SEAFARERS IN ACTION

There's a new washing machine humming smoothly on the Yaka (Waterman) and everybody's clothes are coming out clean, thanks to the efforts of Seafarer J. O. Brusco. Nothing like new equipment to get the grime out of work gear, Yaka men are finding.



Brusco

sponsored a shipboard resolution on that score.

The Alcoa Planter crew is duly grateful to Seafarer George Fargo. The mother of a crewmember died and the gang wanted to send a wreath for which the usual collection would be taken up. Fargo advanced funds out of his own pocket so that the wreath could be ordered immediately without taking time out for the tarpaulin muster.

If things aren't as safe as they should be on the Antinous, it won't be due to any lack of effort on the part of Seafarer Lloyd Blanchard, bosun. At one of the crew shipboard meetings Blanchard asked the gang to report any safety violations to him or to the delegates. That way they could be taken up with topside before anybody got hurt.

The crew of the Ocean Eva showed their appreciation for ship's delegate T. N. Scott when he received the news that his mother had passed away. Crewmembers, joined by the ship's officers, chipped in to send an appropriate piece to the funeral in their name.

Seafarer Frank Napoli aboard the George Lawson turned to in order to help his fellow Seafarers fight the threat to the "50-50" law. Napoli drafted a letter for the crewmembers to send to their Senators asking that "50-50" be restored to the farm surplus disposal program, after Tex Metting and he

There's a crew radio aboard the Steel Surveyor

now as Seafarer Earl A. Fancher, ship's delegate, laid out 80 of his own simoleons for the purchase. Crewmembers are now chipping in to reimburse him for the cost, while they are enjoying the latest in music and news.

Fancher

The Alcoa Roamer, one of the ships mentioned as acting on the "50-50" problem, deserves a special note for the wholehearted way it went about the job. No less than 60 letters were sent out by the crew, pretty much blanketing every Senator from every state where crewmembers lived. A mention should be given too to Seafarer Blackie Bankston on the Steel Advocate who appealed to his shipmates to get their letters off before the Senate acted on the bill.

REPORT CARD

on SIU SCHOLARSHIP STUDENTS

ONE of the most generous scholarships in existence, the Seafarers Scholarship Plan each year awards \$6,000 each to four Seafarers or children of Seafarers to cover their university education. On this page is a report on four of the nine scholarship students and how they are making out. Next issue we'll have a report on the other SIU students.



Seafarer Joe Kite
University of Florida
Engineering Student

Blocked by misfortune twice before in efforts to get a college degree, Seafarer Joe Kite is on his way this time with smooth sailing guaranteed by the scholarship plan. The 42-year-old Seafarer sailed as electrician and has chosen to study electrical engineering. He is doing so well that he has been tapped for high honors (he has an "A minus" average) and has been cited for the dean's list. He intends to take summer courses to graduate a year earlier. In addition to his engineering studies he is taking business law and math. He finds his \$1,500 yearly aid ample to cover tuition, books, professional gear, room, board and laundry. He spends what spare time he has with his son and family in Jacksonville. "Thanks to all the brothers," he writes, "for visualizing . . . a welfare plan that enables a working stiff to attend school. It is only through your aid and assistance that I am here."



Constance Cole
University of Connecticut
Language Student

Specializing in Spanish, Constance Cole, 19, daughter of Seafarer John Cole, expects to finish her undergraduate courses in 1959 and then go on to graduate school for two more years. Then she hopes to teach Spanish in the high schools of her native Yonkers, New York. As far as she knows, her SIU scholarship is the highest of any award among undergraduates at the university. It is more than enough for tuition, books, room and board, extra-curricular fees and expenses and travel to and from home during school holidays. She is taking a Liberal Arts course and is maintaining a "B minus" average. She is active in a number of school groups including the freshman class council and the dramatic club as well as a service sorority which provides volunteer services to the university. Next to the excitement of winning the Seafarer's scholarship, she says, "college has been the most exciting period of my life."



Seafarer Seymour Wallace
Columbia University
Medical Student

A degree as doctor of medicine is the target of Seafarer Seymour Wallace, 26, and 1959 is his expected date of graduation. Attending one of the toughest medical schools in the country, Wallace is maintaining a "B" to "B plus" average. After graduation he intends to intern and then practice medicine outside of New York. He sailed AB and other deck ratings with the SIU and plans to sail summers to help support his family and supplement the scholarship. Medical school tuition fees are steep, he reports, running over \$1,000 a year for costs and books, so his SIU scholarship is much envied on the campus. "My scholarship is equalled only by one other as far as I know," he writes. "It is far superior to most. My classmates praise and commend not only the amount of the award but also the freedom of choice of school and profession." Wallace is active in church affairs in his spare time and finds his studies occupy his days fully otherwise.



Susan Eatherton
University of Tulsa
Secretarial Administration

Going to school and maintaining a home for herself and her husband keeps Susan Eatherton, 19, on the go. Daughter of Seafarer Myron E. Folts, she is majoring in secretarial administration and is taking or will take courses in history, English, science and religion. She expects to graduate in May, 1959, and either continue schooling or travel with her husband, a petroleum engineer. Thus far she has maintained a "B plus" average in her studies and participates in the business women's club at the university as well as the wives and mother's club. Tuition and fees come to \$500, she reports, with other expenses well within the \$1,500 yearly allotment. The SIU scholarship is one of the largest listed in the university's catalog. "Whenever and wherever my scholarship has been mentioned, she notes, "people have remarked how wonderful it is that an organization would take such a personal interest in their members' children."

'... One Of 13 No-Cost Benefits Of The Seafarers Welfare Plan'

Seattle's Job Boom Arrives Full Force

SEATTLE—Weeks of waiting finally produced dividends, as a long-overdue job boom came to life here during the past two weeks.

Five expected payoffs arrived as predicted, boosting job totals to more than double the previous figure.

The situation was so good, port agent Jeff Gillette reported, that at one point he ran out of messmen and had to call on San Francisco for help. A total of 104 men were shipped during the period.

Prospects for the next few weeks look slow, however, on the basis of scheduled payoffs. "But if we run true to form, we will have at least a couple of payoffs that are unexpected," Gillette added. Lone payoff officially in sight in the Longview Victory (Victory Carriers) on May 10.

Nip Travel Beef

Meanwhile, Union action nipped a familiar beef before it got too far out of hand, when a crewmember off the John B. Kulukundis (Martis) was denied the option of getting the cash equivalent of the first-class rail transportation he had coming. SIU officials cited chapter and verse of the agreement to the company, and the cash was produced forthwith.

Under the transportation and paying off procedure in SIU agreements, crewmembers must be furnished first-class rail transportation back to their port of engagement when they pay off. However, the seaman has the option of getting the fare in cash.

Ships that paid off during the

period were the Mankato Victory, Coeur d'Alene Victory (Victory Carriers); Wacosta, Choctaw and Wild Ranger (Waterman). The same group all signed on again.

In transit were the Hurricane, City of Alma (Waterman); Robin Hood (Seas Shipping); Seamar (Calmar) and the Kulukundis. All of the ships were in good shape regarding disputed overtime, repairs and general beefs.

Tampa Reports Slight Job Rise

TAMPA—Shipping has turned just a shade better here during the last two weeks, although job activity is still relatively quiet.

A few replacements were dispatched off the beach via the payoff and sign-on of the Hastings (Waterman), and the arrival of eight assorted in-transits.

These included the Antinous, Madaket (Waterman); Iberville (twice), Chickasaw, DeSoto (Pan Atlantic); Alcoa Pointer (Alcoa) and Del Viento (Mississippi). Beefes were at a minimum on all of them.

Lauds SIU Aid



Thankful for the benefits provided by the SIU Welfare Plan during his wife's illness, Seafarer Earl Congleton is shown with wife, Alice, now recuperating at a Norfolk nursing home. Congleton sails in the engine department and has been an SIU man for 17 years.

Stay On For Full Trip, Union Warns Seafarers On Long-Haul Shuttles

NEW WORK—The Union has issued a warning cautioning men not to sign on for long tanker shuttle runs, particularly in the Persian Gulf-Japan area, unless they will stick with the ship for the duration of articles.

Failure to stay on for the full length of the voyage would be a violation of the shipping rules and contract provisions and could place offenders in line for disciplinary action, Assistant-Secretary-Treasurer Claude Simmons pointed out.

Although the Union is aware that the long shuttle runs create problems of monotony, Simmons said that when a man signs on he must accept responsibility of doing his job, which includes staying with his ship until the voyage is completed.

Crewmen who miss their ships on a run can jeopardize their Union contract, Simmons said. He added that the Union will not permit this to happen because its job is to protect the welfare of the entire membership.

A meeting has been held with US Petroleum Carriers, which has nine tankers shuttling between the Persian Gulf and Japan, during which this problem was discussed.

At the root of this is the absence of recreational facilities at the Persian Gulf end of the shuttle to compare with the diversions available in Far East ports and the fast turnaround practices of the tankers generally.

"However," Assistant Secretary-Treasurer Claude Simmons noted, "this doesn't give any man the right to turn his back on the ship, pile extra work on his shipmates and generally foul up relations between the Union and companies while he gets a little breathing spell ashore. If everybody got the same idea, the ships would never sail."

Simmons cautioned men throwing in for jobs on these tanker runs not to ship on these vessels unless they planned to stay and finish out the articles. "If you want to go on the beach in Japan or go native, grab yourself a

ticket on a passenger ship going out there and stay as long as you like," he stated.

"Missing a ship out there without a proper reason will only foul you up later."

On another note, the SIU port official reported shipping in the port picking up, with many jobs left hanging on the board for several calls. Two new ships, the Maxton (Pan Atlantic) and the Jose Marti (New England Industries, Inc.), took full crews during the period.

The Maxton is one of three tankers to be used in Pan Atlantic's "piggy-back" operations, which will carry loaded truck trailers on special deck gear, in addition to regular oil cargoes, on coastwise voyages.

A total of 19 ships were paid off, 8 signed on and 15 serviced as in-transits during the past two-week period.

Portland Forms MTD Port Unit

PORTLAND, Ore. — A local council of the Maritime Trades Department has been organized this week by sea-going and shore-side maritime unions here. SIU of NA affiliates participating in the council include the Sailors Union of the Pacific, Marine Cooks and Stewards, the Marine Firemen's Union and the Inland Boatmen's Union.

These unions have been meeting regularly as part of the waterfront section of the Portland Central Labor Council. Establishment of an MTD council will assure closer coordination with shoreside maritime unions. Similar councils function in many ports on all three coasts.

Finn Seamen For Arms Ban

A boycott of ships carrying arms to Arab nations has been proposed by the Finnish Seamen's Union. The Union urged ITF action to halt arms shipments to the tense Middle East.

Shipments of arms to Arab nations have been increasing, much of it from Communist Czechoslovakia, although a US shipment of tanks to Saudi Arabia aroused much furore recently.

AMONG OUR AFFILIATES

The fifth anniversary of the Marine Cooks and Stewards passed April 15 with the Union well established in West Coast Maritime. It was in 1951 that the MCS got a charter from the SIU of North America to organize West Coast stewards and cooks, then under the thumb of a Communist-dominated union. MCS now has contracts with all West Coast operators and is building a new headquarters in San Francisco.

Richfield, General Petroleum and Tidewater Associated have agreed to follow the six percent wage and overtime increase pattern

established in negotiations between the Sailors Union of the Pacific and other major companies. They will also discuss a pension plan.

Things are humming on the Lakes and rivers of Canada as the spring shipping season begins. The SIU Canadian District has started crewing up 47 ships in Montreal alone as well as many others on the Lakes ports. Meanwhile, a government Board of Conciliation has opened hearings on contract demands presented to shipowners by the Canadian District.

A bulk ore agreement has been completed between Pacific Far East Line and the Marine Firemen's Union covering engine room men on ships carrying iron ore from Stockton, California, to Japan. The agreement calls for a wage scale of \$335 to \$550 a month, overtime rates of \$2 and \$2.65 hourly and vacation pension and welfare fund contributions. It is similar to the bulk ore agreement worked out previously by the SUP.

LABOR ROUND-UP

Contractors employed at the General Post Office in New York agreed to employ union painters and electricians following several days' picketing of the giant post-office by union members. The International Brotherhood of Electrical Workers and the Painters District Council threw up the picket lines.

District 15, International Association of Machinists has decided to pick up the tab for surgical and hospital benefit payments of striking Republic Aviation workers. The company cancelled the benefits payments last week in efforts to bring pressure on the strikers who have been picketing for ten weeks.

Circus clowns withdrew from performances of Ringling Brothers at Madison Square Garden, New York, when the American Guild of Variety Artists and the Brotherhood of Teamsters set up picket lines. Several leading clowns are AGVA members. The two unions are attempting to organize circus entertainers and maintenance workers.

Fire hoses and revolvers were used by company forces to rout Textile Workers Union organizers at the Lowenstein Mills in Gaffney, South Carolina. Attempts to distribute leaflets by union representatives were met by a stream of water from the hose and the men were threatened with revolvers. The local sheriff has refused to act to protect the organizers.

A two-week strike at R. H. Macy's and four of its branches in New York City won a \$6 wage increase and an improved pension plan for 6,000 store workers. The strikers, members of the Wholesale and Department Store Workers Union, won retroactivity to February 1 on \$3 of the raise. The new contract will run for three years.

Support for poultry inspection bills in Congress has been expressed by the Amalgamated Meat Cutters and Butcher Workmen's Union. Jointly-introduced Senate-House bills would prohibit use of poultry in interstate commerce unless it had been inspected and approved. The union pointed out that 26 diseases can be transmitted from poultry to humans.

Speak Out At SIU Meetings

Under the Union constitution every member attending a Union meeting is entitled to nominate himself for the elected posts to be filled at the meeting—chairman, reading clerk and recording secretary. Your Union urges you to take an active part in meetings by taking these posts of service.

And, of course, all members have the right to take the floor and express their opinions on any officer's report or issue under discussion. Seafarers are urged to hit the deck at these meetings and let their shipmates know what's on their minds.

Punchline Grips Carolyn



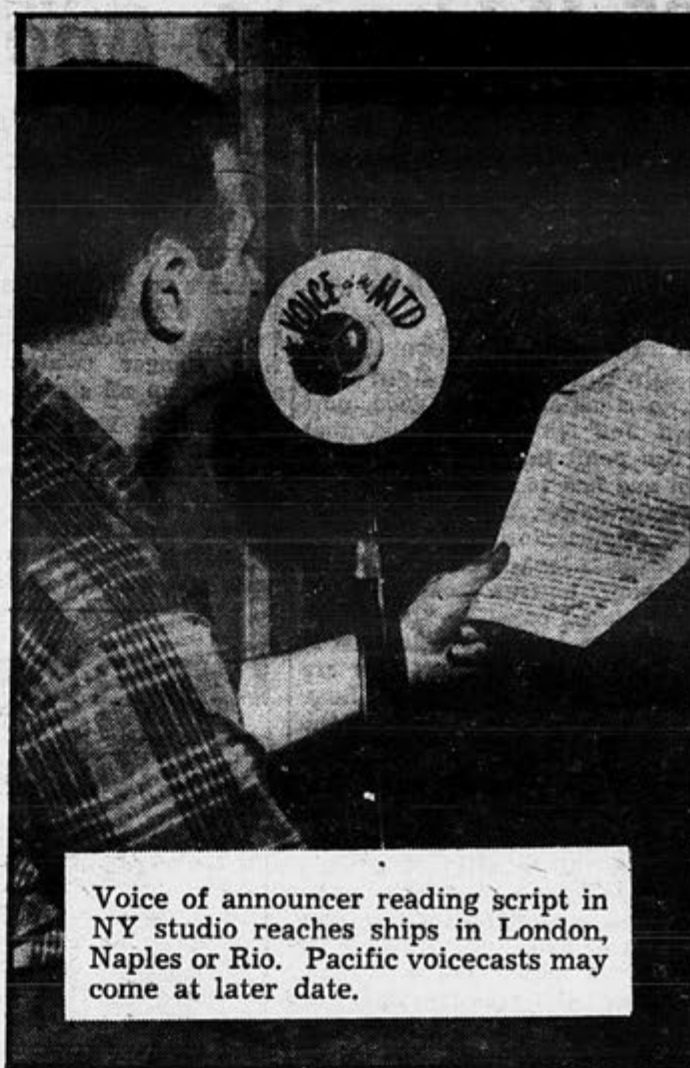
Seafarer Steve Zubovich, AB (standing, center), leads up to what looks like a good punchline in story to Savannah SIU patrolman Nevin Ellis (right) as shipmates "Bugsy" Siegel, MM, and Jimmie McDonald, oiler (seated) look on. The byplay occurred when the Carolyn called at Savannah recently.

"The Voice of the MTD"

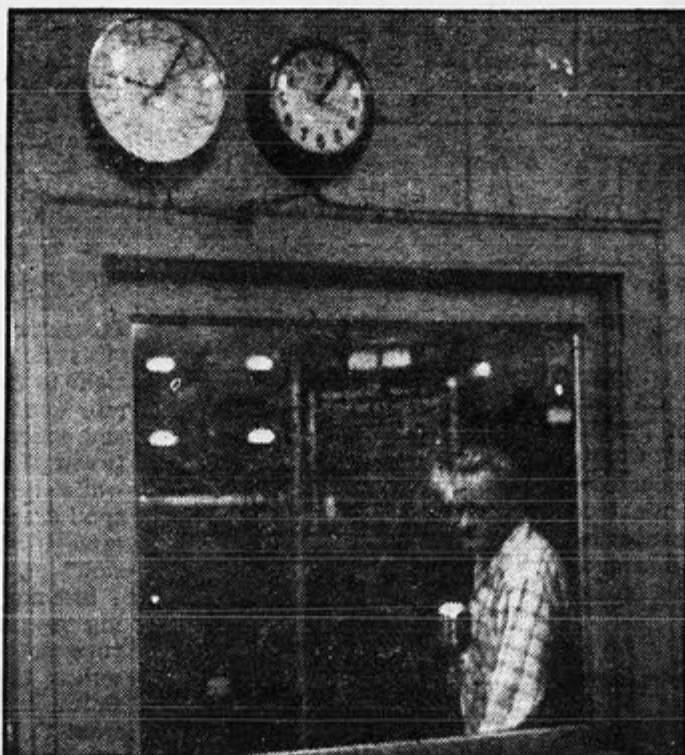
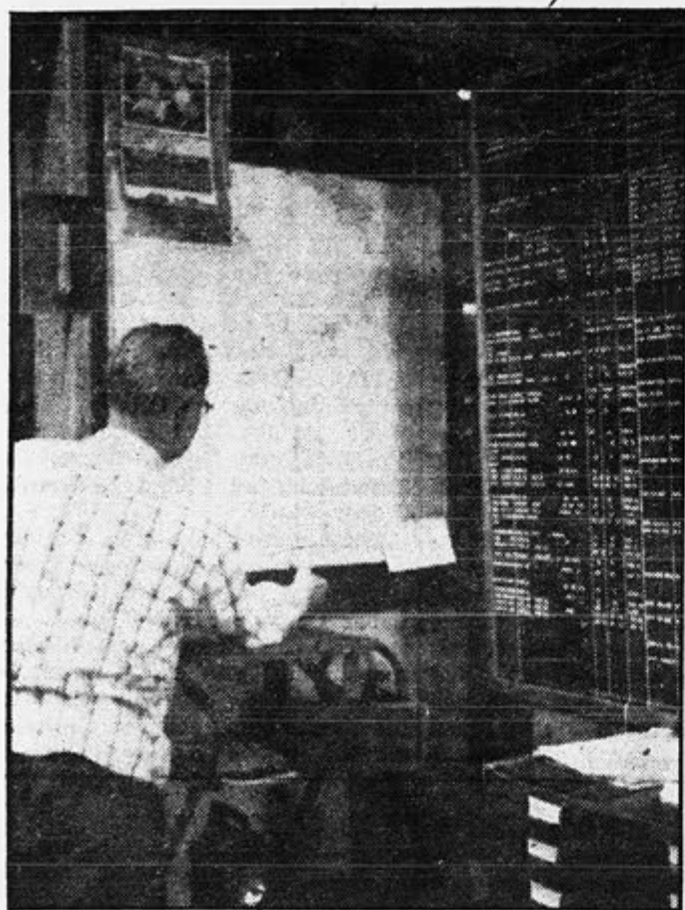
A DRAMATIC first-of-a-kind in maritime union history, AFL-CIO Maritime Trades Department weekly news broadcasts to the ships at sea are filling a long-standing need for MTD unions ashore and union seamen on ships all over the world.

Representing some 20 seagoing and marine unions in the MTD, the Sunday newscasts are beamed to the ships via both shortwave voice transmissions and wireless. The weekly newscasts provide up-to-the-minute information to all ships' crews on developments within their unions and the shipping industry as soon as they happen. They are timed to reach ships in all areas on Sundays, when leisure time enables ships' crews to tune in their shortwave radios and hear the voice of the MTD announcer in New York.

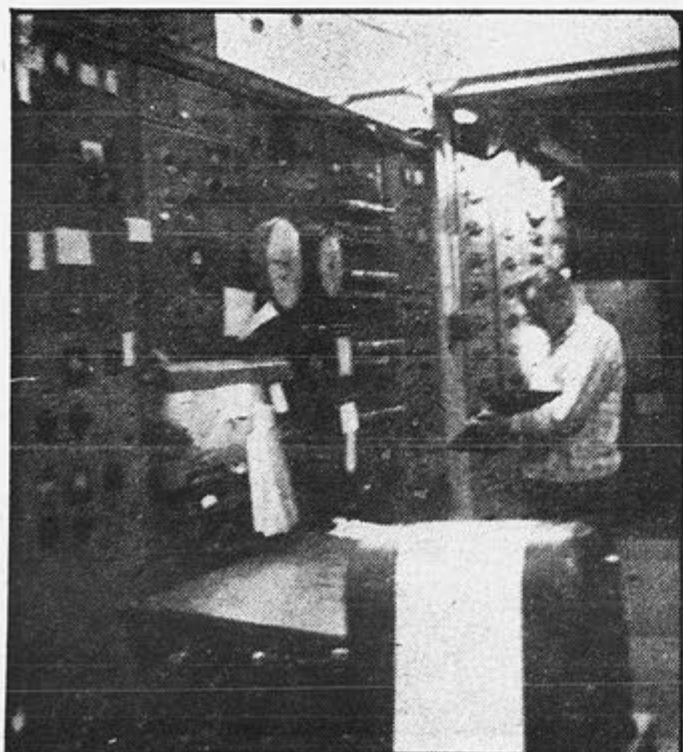
The direct-voice broadcasts go to all ships in Atlantic, South American and European waters, and wireless transmissions fill in the gaps, reaching as far away as Australia. Both services utilize the world-wide facilities of Press Wireless, Inc., of New York, where the East Coast headquarters of the MTD are located.



Voice of announcer reading script in NY studio reaches ships in London, Naples or Rio. Pacific voicecasts may come at later date.



Engineer at Hicksville, LI, transmission station shows radius of voice broadcast on world map (far left). As broadcast begins, he plugs in board (center), and controls voice volume. Control panel (right) shows all gear working properly. Facilities here can handle 60 different transmissions at same time.



Broadcast is monitored frequently (left), to check beaming on different short wave frequencies. Teletype machine (foreground) will register wireless transmission later on. In center, master controls at Hicksville station check miniature forest of towers and antennas (right) outside. State Department, news agencies also use same facilities.

SF Marks '06 Quake 50th Year

SAN FRANCISCO — Rebuilt from the ground up in many areas following the disastrous fire and earthquake of April 18-19, 1906, this port city marked the 50th anniversary of its rebirth last week.

Memorial services commemorated almost 500 dead and total damage estimated between \$300 and \$400 million. Thousands more were injured and burned during the two days of havoc that swept the area.

Rapid rebuilding eventually brought the city to the point where today it is one of the ten largest in the US, its leading Pacific Coast port and the headquarters of several major maritime unions affiliated with the SIU.

Good Shipping

Good shipping for Seafarers here marked the occasion last week, as actual job activity upheld earlier forecasts. Two payoff ships, the Seatiger (Colonial) and Jean Lafitte (Waterman), one of which, the Jean Lafitte, signed on again in company with the Wacosta (Waterman), provided the major activity.

In addition, the Steel Traveler (Isthmian); Seamar (Calmar); City of Alma and Yaka (Waterman), all in transit, boosted job totals.

The outlook for the immediate future is not as good, however, although port agent Leon Johnson expects that the usual in-transit shipping will take up some of the slack.

'Why Such A Big Boat??!!!'



See Boston Revival As Major Port

BOSTON—A ten-year campaign to re-establish Boston as a major East Coast port is showing results, according to figures for foreign trade movements through the port during 1955.

The Port of Boston achieved its highest foreign trade movement in the ten years since World War II last year, as it handled commercial foreign trade amounting to over 5 million tons.

War Hit Trade

A great deal of the import-export trade lost by the port when war broke out in 1941 has never been recovered. This has naturally had a depressing effect on seamen's jobs as well during the post-war period.

Shipping during the last two weeks was fair, however, and registered improvement over the previous period. But the outlook for future shipping remains uncertain, port agent James Sheehan pointed out.

Three Cities Service tankers, the Royal Oak, Government Camp and Council Grove, paid off and signed on during the period. Five other ships stopped off in transit, including the Steel Vendor (Isthmian), Robin Gray (Seas Shipping), Val Chem (Valentine), Bents Fort (Cities Service) and A. N. Huddell (Bull).

Seek More US Aid For Mobile Port

MOBILE — Local port leaders have been bombarding Washington in recent weeks seeking an outlay of additional Federal funds for two vital harbor improvement projects.

In one case, work is already underway to dredge the Mobile Ship Channel to 36 feet, but officials claim the funds appropriated by Congress are nearly \$1 million short. They fear the work will have to be halted short of their immediate goal.

The present channel is 32 feet deep; future plans call for eventually increasing its depth to 40 feet. Due to the shallow channel depth, many large ships arriving in Mobile come in only partially loaded these days.

A second major project for the area involves construction of additional locks and dams on the Tombigbee-Warrior Rivers to make barge traffic over this waterway possible all year round. It's pointed out that in times of extremely dry weather, traffic has to be halted due to shallow water. New construction would assure enough water in the system for year-round navigation.

Slight Job Rise

Meanwhile, port agent Cal Tanner reported a slight rise in shipping here during recent weeks, and more opportunities opening up for Seafarers on the beach waiting to ship.

In addition to the usual run of relief jobs in and around the harbor, new prospects are developing in at least one local ship repair yard for SIU men with shipbuilding or similar work experience.

According to Tanner, one local ship repair yard under contract with the SIU-affiliated Marine Allied Workers expects enough steel shortly to enable it to proceed with plans for building barges.

MEET THE SEAFARERS

JESUS GRANADO, 2nd Cook

After 11 years in the ring during which he campaigned extensively in the United States and Cuba, Jesus Granado embarked on a new career in 1944 when he headed for sea. He grabbed a Liberty ship out of New York for the first one and has been sailing steadily year in and year out since then.

In his fighting days Granado campaigned mostly as a lightweight. He was a stablemate of Baby Miller, another Seafarer who was well-known for his ring achievements.

Granado knew many Seafarers who came out of Tampa, his home town, and it was natural for him to start sailing with the SIU when he decided to go to sea. Through the years he's proud to have participated in most of the Union's major beefs, including the 1946 General Strike, the Wall Street Strike, the garment center beef and many others.

Son Seeks SIU Scholarship

Granado has three children living down in Tarpon Springs, Florida. His oldest boy intends to take a crack at the SIU college scholarship next year and his father is optimistic that he can make the grade. If he does, it will be another dividend Granado's received from sailing with the SIU.

For himself, Granado figures to keep on sailing for a great many years to come. "I have no idea of ever leaving the sea. It's a good life and I'm going to keep at it as long as I can."



Granado

M. GOTTSCHALK, Ch. Stwd.

"When I went aboard on my first job," Seafarer Michael Gottschalk relates, "they showed me a bunk consisting of four slats of wood. I asked where the mattress was and was told to buy myself a mattress cover. When I came back they took me up to the poop deck and showed me where the hay was and said 'now stuff it.' That was my introduction to sailing."

The ship was the Pannonia, an old Cunarder, and the time was before the first World War. Gottschalk got the job through a crimp hall as steerage waiter at \$12 a month. Each waiter served 60 immigrants. Clubs and fire hoses were kept handy to break up the food riots that were always erupting. Eighteen hours was the normal workday and "even the officers were full of lice."

Subsequently he switched to US ships which even then were far superior to foreign runs. The pay was \$25 a month and we got "one egg a week on Sunday mornings." Gottschalk quickly became a union member and subsequently carried a book in the old International Seaman's Union. He sailed a number of US passenger ships including the Washington and Manhattan before coming into the SIU.

Occasionally Gottschalk has worked ashore in clubs and restaurants but never for very long. As to conditions with the SIU today, he says, "the dish washer on a US ship does as well as the skipper on a foreign flag job. We've got the best conditions in the world and should try to live up to them."



The US merchant marine has its headaches but it is fortunate that the powers in the State Department are not in charge of US shipping policy. If they were, the merchant fleet would be in sad shape indeed, judging from opinions expressed by the Department before the Senate Interstate and Foreign Commerce Committee.

To sum up the Department is against "50-50," it thinks the US tramp fleet should vanish and it believes a "solution" for the competition problem is a reduction in the size of US crews—a hopelessly unrealistic view.

Just why the Department is against "50-50" it can't really say. It admits that it tried to scuttle "50-50" in the farm bill but now concedes that its original view was in error and "50-50" really didn't hurt the sales of farm surplus. If Congress had followed the Department's original advice, the merchant marine would have gotten small consolation out of the Department's belated confession.

The Department admits too, that there is nothing wrong with the "50-50" idea when applied to Government cargoes.

Would Force US Seamen Out of Work

As far as the competitive position of US shipping is concerned, "the Department considers that modern developments might permit the operation of American cargo vessels with fewer men in the crew." Evidently the Department is under the illusion that the US can build ships technically superior to foreigners, ships that will be able to compete directly with other flags. If anything, the shoe is on the other foot with foreign yards and foreign shipping more modern than ours. Putting seamen out of work is no answer.

The State Department dismisses tramp shipping airily by saying it is not "essential" although tramps carry a heavy share of defense supplies and overseas commercial and aid commitments. If any Government spokesman were to imply that commercial plants should close down because they are "not important" or that a few thousand farmers should stop working, the thunderclaps would be heard across the land. Yet that is just what State is saying about tramp ships.

The Department's position on shipping adds up to this: "Get rid of all ships except a mere handful, turn over cargoes to other nations and do away with the jobs of thousands of US seamen"—all because a strong merchant marine supposedly irritates relations with other countries.

What it really means is that the State Department finds the merchant marine a convenient scapegoat for international troubles. When dozens of foreign countries charge the US is "dumping" farm products the Department remains discreetly silent. But let there be one complaint against the merchant marine and it not only airs it fully but accepts it at face value.

Bienville Boys



Basking in the sunlight before sailing to the Far East recently, Henry Lopez (right) and an unidentified crewman relax on Bienville.

Nixing Odds, Designer MM To Race Backwards

The medics have yet to come up with a cure to that mysterious ailment known as "channel fever," but the crew on the Steel Designer is manfully bearing up under the strain.

A few days out of Manila, for example, two crewmembers stirred up some excitement with a bet on a footrace to run off on arrival. The wager, according to ship's reporter Herman Rogge, will be decided in a race to see whether Harold Eddy, the reefer, can run 100 yards faster than Sam the messman can cover 75 yards going backwards.

"Both men are keeping in good shape but Sam is confidently taking all bets, although it's a two to one bet against him," Rogge noted. Meanwhile, crewmembers are

soaking up sunshine during daylight hours and enjoying movies after dark. Before leaving California for their 'round-the-world trip, the captain, officers and crewmembers chipped in to rent a movie projector and almost a



Movie night on Steel Designer finds Joe Falasca, 4-8 oiler, manning the projector.

dozen films for twice-weekly screenings on number 4 hatch.

"This has added much to the trip, and promoted a lot of goodwill and understanding among the passengers and personnel," said Rogge.

Oldtimer's Faith Secure In SIU

To the Editor: Often during a period of reminiscing, I try to think back just what we in the SIU would have done without the leadership of our past and present officials.

It's more than one man's opinion that the prospects of our getting anywhere back in 1938-39 would have been pretty slim without the stick-to-itiveness, guts, brains and the philosophy of looking both to the

the same if their steward department was supervised as efficiently as Ray Ringo does the job on here. His broad knowledge of food quality and variety of cooking know-how has promoted this ship into one of the best feeders we have been on in a long, long time.

He is a good shipmate, and his pleasing personality enhances our trip and makes for an all-around happy ship. Hats off to an excellent steward department and Ray Ringo.

Jack Nelson Deck delegate

Says 'Duke' Has Found New Home

To the Editor: News has come down through the grapevine that Tony Pisano, "the Duke of Bourbon Street," has moved to new stomping grounds.

Brother Pisano has made the old ladies' home in New Orleans his new headquarters, in a move from the French Quarter to the 8th ward.

He says he's having a good time visiting the place every Friday, Saturday and Sunday. He says they have a lively band, with girls from 40 to 70 doing jitterbug dances.

'Spider' Korolla

Mourns Passing Of A Seafarer

To the Editor: I would like to take the opportunity at this time to express my deep sympathy on their loss to the family of the late Frank Roberts. His sudden death aboard the SS Charles Dunaif was a great shock to every one.

Those who knew Frank will agree that he was a wonderful person, cheerful, sincere, understanding, a good seaman and a good man to sail with.

I'm sure the crew of the Charles Dunaif mourn his passing and wish he was making the Far East run with them. Knowing Frank, I'm sure also that he is wishing them a good trip and a safe one.

To many, Frank will not be considered dead, but simply as one who has "sailed away" and will be remembered in their prayers.

M. Dwyer

Lauds Kindness Of Emery Crew

To the Editor: I would like to publicly thank the crew of this vessel, the SS Lewis Emery, Jr., for the condolences sent to my home after my wife met with a fatal accident.

My daughter also wishes to express her thanks. She says the spray sent by the crew was really beautiful.

Again thanks from all of us. It is sailing with crews like this one that makes going to sea a pleasure.

D. B. Martin Chief Engineer

Crew Mourns Engineer's Death

To the Editor: Everything is going along fine on the Trojan Trader, and with no beefs.

The only bad note was the death of our 3rd assistant engineer from a heart attack. Everyone was around the number 4 hatch to pay his last respects as he was taken ashore the morning after he died.

Raymond Hodges Ship's delegate

Letters To The Editor

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

future and the present of these men.

Respected Position

They led the Union through its growing stages, to the point where today we are the most respected people in the maritime industry, and enjoy a respect that up to a decade or so ago was never accorded a seaman.

To be sure, someone will say that some old goat is writing this so that he can see his name in print, and how true this is, brothers. We oldtimers are very conceited when it comes to telling people we belong to the SIU, as many of us remember the days of cheap blue linen, straw mattresses and rotten food seven days a week, especially on Sundays.

Gonna Relax

Now that we can take it easy, we plan on going to Snug Harbor, to the chicken ranch some of us have purchased or to light up our old pipes, put on our house slippers and just watch the traffic go by. We can rest much easier because we know that our place in the SIU will be taken by an above-average youngster who will carry on the SIU tradition as well as we did, if not better.

We also know that the young fellow who has taken our place will see to it that our Union (and it will always be our Union) remains intact in every respect. Can anyone hope for more for his organization?

One Job Remains

There just remains one job for us oldtimers, and that is to instruct the up and coming kids in the art of real trade unionism and organizing, and not just sit back on our haunches and say "let George do it."

What we have seen is a magnificent dream come true for all of us and our loved ones.

Now, since no one has ever been able to find Ponce de Leon's fountain of youth, I must say adios and vaya con Dios to the oldtimers, and good luck to those youngsters who will carry on for us.

David E. Jones

Lauds Steward On Ocean Dinny

To the Editor:

We take great pride in writing this letter about the steward department on the Ocean Dinny, because we have a gang of well-pleased seamen on here who are enjoying a wholesome menu and excellent tasting food.

Every ship could really report

LOG-A-RHYTHM:

Quest

By James Kerrigan

Impulsive, erratic, the lover, The lissome, illumining sea, Still searches the world to recover The sailor of her memory.

His name is—ah, name almost any; His home, if he has one at all, Is either in Lisbon, Kilkenny, New York, or some lost port of call.

His eyes when he saw her grew brighter With reverence giants attain; His presence alone would delight her, Their parting was mutual pain.

Their love was a picture to snap then, No sadness could burden their glee; That's why the sea still sets her cap, men, For the sailor that used to be.

SEAFARERS IN THE HOSPITALS

- USPHS HOSPITAL BALTIMORE, MD. Mack J. Acosta, Joseph Gill, Francisco Bueno, Gorman T. Glaze, Jessie A. Clarke, William Goff, Victor B. Cooper, Burl Haire, John D. Cummins, Albert Hawkins, Frank G. Delgado, John Hill, John C. Drake, Edward Huizenga, Thomas Drzewicki, Joseph Naurocki, Donald Forrest, Fred Pittman, Hugh Fouché, Wm. E. Roberts, George Gass, H. Shartzler, Stanley Gelak

- Martin Kelly, E. G. Knapp, Norman L. Krumm, Louis D. Lae, Leo H. Lang, Karl V. Larsen, Theodore Lawson, Michele Liuzza, Minzioni Marioni, James M. Mason, Robert R. Merritt, Alfonso Olaguibel, Michael Papusha, Jerry Pontiff

- Eladio Aris, Fortunato Bacomo, William C. Baldwin, Frank W. Bemrick, Robert L. Booker, Frank T. Campbell, William J. Connors, E. T. Cunningham, Walter L. Davis, Emilio Delgado, Robert M. Douglas, John J. Driscoll, Robert E. Gilbert, William Guenther, Bart E. Guranick, Taib Hassen, Thomas Isakson, Ludwig Kristiansen, Frank J. Kubek, James J. Lawlor, Leonard Leidig, Anthony D. Leva, Mike Lubas, Archibald McGuigan, David McIlreath

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- USPHS HOSPITAL STATEN ISLAND, NY. John Abraham, Terrell Adams, Dollah Ben, George Carlson, John J. Cook, Juan Denopra, Lorenzo Diana, Alvaro Dos Santos, James H. Fisher, Rufus Freeman, James B. Gardner, Estell Godfrey, Alfred Kaju, John Klepadlo, Frank Lillie, Endel Loosaar, Fidel Lukban, Loyd McGee, John McWilliams, Jose L. Marrero, G. Mihalopoulos, Alonzo W. Morris

- USPHS HOSPITAL NORFOLK, VA. Francis J. Boner, W. G. Butterton, Isaac Duncan

- USPHS HOSPITAL SAN FRANCISCO, CALIF. Robert H. Ahearn, Toledo A. Bean, Marcelo B. Belen, Charles Dwyer, Max Felix, M. M. Hammond

- USPHS HOSPITAL SEATTLE, WASH. L. Bosley, E. M. Goddard, Leonard E. Hodges, James H. Maxey

- USPHS HOSPITAL SAVANNAH, GA. James Daytop, Herman Killstrom

- USPHS HOSPITAL DETROIT, MICH. E. Zaniewski

OCEAN ULLA (Maritime Overseas), April 10—Chairman, none; Secretary, none. Headquarters report carried unanimously. Nothing to report.

WINTER HILL (Cities Service), April 7—Chairman, none; Secretary, none. Headquarters report accepted. Nothing to report.

STEEL FLYER (Isthmian), April 9—Chairman, none; Secretary, none. Headquarters reports accepted.

ALCOA ROAMER (Alcoa), April 1—Chairman, none; Secretary, none. No beefs. One man left behind in San Juan Marine Hospital. Motion carried to accept communication from headquarters. Ship's fund \$13. Also 60 letters sent to Senators. Two hours disputed overtime. Communications read

side slopchest arrived in Sasebo but it is not SIU. Rusty water and tanks will be taken care of in Japan. Stove parts expected in Singapore. No beefs. Wire to Senators requested on 50-50.

NATIONAL LIBERTY (Nation Shipping & Trading), February 26—Chairman, B. Lawson; Secretary, W. Murphy. Ship's delegate reports that all minor beefs were taken care of. No beefs. Some disputed overtime. Resolution submitted and accepted 100 percent.

OCEAN NORA (Maritime Overseas), February 25—Chairman, Vanderburg; Secretary, H. Kennedy. Charges against one member for being drunk. Suggestion made to build up ship's fund. No beefs. Motion carried to concur in communications from headquarters. Crew was advised to return ship's iron to steward.

OCEAN ROSE (Ocean Transportation), March 21—Chairman, C. Hall; Secretary, E. Gretskey. All rooms painted. Telegram sent to Senators regarding 50-50. No beefs. Motion carried to concur in communications from headquarters. Vote of thanks to steward department.

RION (Admarthos Shipping), March 25—Chairman, J. Reinos; Secretary, M. Levine. Bosun was ill this trip. No beefs. Sanitary work not being done properly, matter was referred to

STEEL APPRENTICE (Isthmian), March 25—Chairman, J. O'Hannasian; Secretary, F. Johnson. Communication's delegate. Repair list to be turned in. Vote of thanks given to steward department. New washing machine needed aboard. Rooms to be sougeed.

SEATRAN TEXAS (Seatrain), March 18—Chairman, J. Allen; Secretary, A. Whitmer. Two minor beefs. Ship's fund—\$131.05. Motion carried to concur in communications from headquarters. Ship's delegate and secretary-reporter elected. Men requested to keep place cleaner. Tens read and accepted unanimously. No beefs. Repair list to be checked.

STEEL FLYER (Isthmian), February 11—Chairman, T. Hirsh; Secretary, B. Feely. One man missed ship in NY. No beefs. All repairs to be put on list.

STEEL SURVEYOR (Isthmian), February 11—Chairman, J. Swiderski; Secretary, A. Tolan. Washing machine was repaired. Ship's secretary-reporter elected. No beefs. Motion carried to concur in all communications from headquarters. Steward to contact company for automatic timer. Each department to take turns in cleaning laundry.

ALCOA PLANTER (Alcoa), April 15—Chairman, G. Fargo; Secretary, W. D. Johns. Variety of cigarettes improved. No beefs. Headquarters report accepted. Discussion on cleanliness of laundry room agreed to satisfaction of all hands.

EVELYN (Bull), April 16—Chairman, W. D. Thiemong; Secretary, W. F. Baritt. No beefs. Ship's fund—\$13.00. Discussion on repair of TV. Crew asked to return coffee cups to pantry.

LAWRENCE VICTORY (Mississippi), April 20—Chairman, none; Secretary, none. Headquarters report read and accepted.

OCEAN JOYCE (Maritime Overseas), Nov. 6, 1955—Chairman, Ronald Stough; Secretary, R. Hernandez. Repair list to be ready before getting into port. \$8 in ship's fund. Circular No. 114 read and discussed. Discussion on SUP agreement. Flowers to be sent to family of deceased brother Frederick Piper.

OCEAN JOYCE (Ocean Transportation), April 8—Chairman, W. Blanco; Secretary, R. Hernandez. No beefs. Some disputed overtime on delayed sailing. Courtney Rooks elected new ship's delegate. Old man complimented crew. Ship should be properly secured before sailing. Lifeboats are not properly secured for sea duty. Staples should be replaced instead of wire holders.

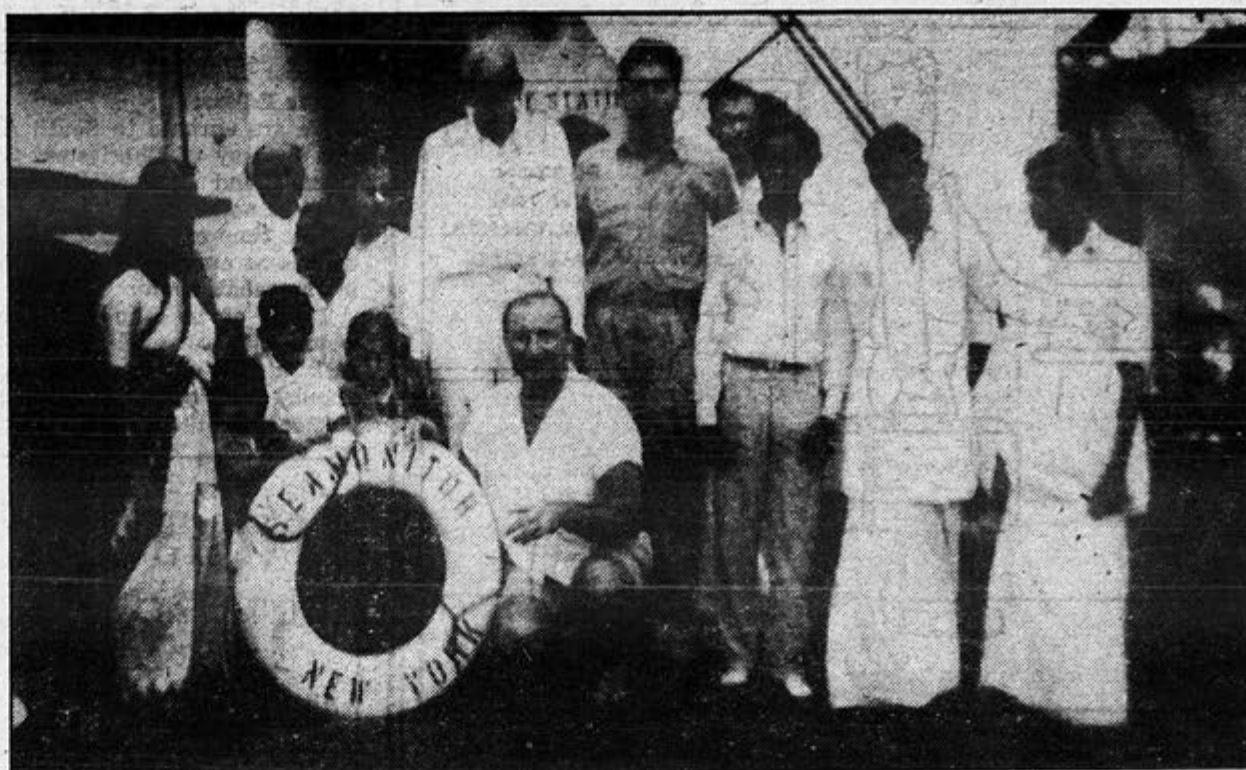
RAPHAEL SEMMES (Waterman), April 15—Chairman, C. Christensen; Secretary, H. Johnson. Ship's fund—\$18.45. Treasurer elected. Poles to be checked for fans and repairing or replacing of same. Engineer to see about icebox doors and sanitary pumps.

ALCOA PATRIOT (Alcoa), April 15—Chairman, J. Bathen; Secretary, J. McCastan. Good trip, no beefs. Wiper missed ship in Mayaguez and also Guanica. He returned to ship in Ponce after ship was cleared foreign. Was taken off articles by commissioner. Returned to ship too late to be replaced on articles. Ship's fund—\$11.75. Treasurer replaced by H. Wilkerson. Headquarters report accepted and posted.

SEA COMET II (Ocean Carriers), April 1—Chairman, G. Ruff; Secretary, R. Masters. Ship's delegate elected. Ship's reporter elected. Ship's fund—\$50. No beefs. Each crewmember to write to Senator regarding "50-50." Repair list posted. General discussion held about cleanliness.

STEEL ROVER (Isthmian), April 14—Chairman, C. Bush; Secretary, W. Walker. No beefs. One man left in hospital. Ship's fund—\$15.25. Motion carried to concur in communications from headquarters. Discussion held on having Union put out working rules for engine department as they have for steward department.

Seamonitor Makes Friends In India



Bringing good will as well as rice to India, the Seamonitor hosts an Indian family group which visited the ship in Madras. Seafarer Victor Doca, MM (holding lifering), provided the guided tour. Harry Kaufman, AB and deck delegate, who submitted the photo, said the five-month voyage, which also took in Japan, was a fine trip for all hands. Danny Giordano took the photo.

Stony Creek Wows 'Em; Easter Menu A Topper

A good feeder all year 'round and a diner's delight on holidays, the Stony Creek came through in style once again on Easter Sunday, with a menu well suited to the season.

Lacking only an Easter bunny to fill out the program, Seafarer Paulos Vourderis, steward, made sure his charges had just about everything else, however.

Stony Creek will be missed. All the boys have to look forward to now is good eating every day and lots of holidays.

Easter morning welcomed them with a beribboned menu garnished with a lacy Easter greeting card and a selection of 23 assorted items for breakfast, including traditional hot cross buns. Dinner followed the holiday motif, offering "assorted colored Easter eggs" as one among 14 appetizers and condiments to be washed down, appropriately enough, with eggnog.

A special "Easter layer cake" was featured among the dessert possibilities, and in between the start and finish of the meal, roast turkey, ham, prime ribs and a selection of eight vegetables held the floor.

The Stony Creek has been famous for years for offering elaborate holiday menus and meals to match. Crewmembers report she's a good day-to-day feeder as well. All in all, Easter Sunday on the

Del Sud Wins Cup!

Duplicating his 1952 triumph by no-hit pitching the Del Sud "Rebels" to a 6-1 victory over the Gimnasia y Esgrima in Buenos Aires, Johnny "Fireball" Mitchell again clinched the 1956 "Friendship Trophy" for the SIU squad.

The "Rebels" will be presented with a team trophy and medals for all players next trip at a luncheon in the Argentine capital on May 10. They won the first game of the three-game title series in February by 7-2 on a one-hitter by Mitchell, and an earlier non-title contest, 5-1.

Proud of their undefeated record for the season, the following Seafarers are slated to receive medals: Mitchell, pitcher; Anthony Novak, 1B; Vic Romolo, 2B; Willie Kikuchi, SS; Jimmy Noonan, team captain, 3B; Eaton, RF; Joe Saurez, CF; Justin Wolfe, LF; Maurice "Duke" Duet, team manager, catcher; utilitymen Pete Valentine and Trasher; Sam Marinello, coach, and Richard Chalson and Bill Strunk, who missed the final game.

Besides Mitchell, team captain Noonan was also on the 1952 squad.

The inter-hemispheric competition started a few years ago with



Mitchell Romolo

all three Delta Line passenger ships participating. The Gimnasia is a world-famous sporting club in the Argentine which fields its own teams in several sports each year.

In the latest game, an infield error again marred a shutout for Mitchell, the same as it did in the previous encounter. However, he provided his own game insurance by walloping a triple and a double, as every member of the "Rebels" drew at least one hit. Romolo, star



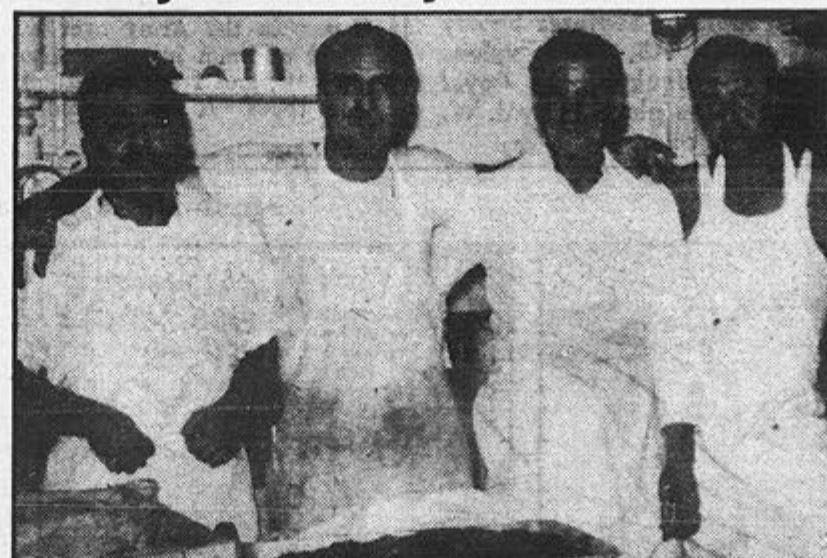
Noonan Valentine

batsman of the previous contest, got two doubles this trip.

Pete Valentine, sidelined for several years, came back with a line drive single to drive in run number five and then did some fancy sliding home with the final run of the game. Bill Smith called balls and strikes.

Details of the victory were provided by Noonan and Charles W. M. Dowling, ship's reporter.

Galley In Harmony On Marie Hamil



Four of the reasons why the Marie Hamil rates as a clean ship and a top feeder, according to H. B. Thomas, ship's delegate, are (l to r) A. Pedrosa, chief cook; F. Burley, galleyman; D. Paugh, 3rd cook, and W. Kalolynski, baker. Wesley Young (not shown) is the steward.

Digest Of SIU Ship Meetings

and accepted. Headquarters report accepted. New ship's delegate elected.

ROBIN KETTERING (Seas Shipping), April 1—Chairman, M. Machel; Secretary, R. T. Whitley. Insulation of section through electrician's room done last voyage in San Francisco. Fan in galley taken care of. Each department to make up repair list soon as possible. Ship still not getting communications or LOGS regularly. None received except in States since ship went on charter. Fund, \$27.15. Headquarters report accepted. New washing machine to be ordered this trip. Discussion on lunch service. Vote of thanks for good chow.

ROBIN MOWBRAY (Robin Line), March 25—Chairman, E. Poe; Secretary, A. Goncalves. Ship's fund—\$36. Some disputed overtime. New ship's delegate was elected—D. P. Carroll. Paul Buckley elected ship's reporter and photographer. Motion accepted that donation of \$1 or more be made to ship's fund at end of voyage. Bosun requested that radios be kept low at night. Also that garbage not be discarded on deck but placed in proper disposals provided for purpose.

DEL NORTE (Mississippi), April 8—Chairman, H. E. Crane; Secretary, George E. Annis. Questioned why steward department did not turn to for fire and boat drill in New Orleans. Delegate read clauses in Union agreement concerning punctuality aboard ship at sailing time. Minor beefs to be taken up by delegate; beefs concerning entire crew to be taken before committee. Members requested not to use washing machine more than 15 minutes. Check overtime with purser before arrival in N.O. Members should be fully dressed when entering messrooms. Safety suggestions to be given to ship's delegate who will relate them at safety meeting held by captain and officers. Total cash on hand, \$134.02. Cooperation requested in disposal of trash and garbage. Suggestion that delegate inquire about existing system of hiring relief jobs since men unable to get relief after signing on articles. Brother McFall elected new ship's delegate.

STONY CREEK (American Tramp), March 26—Chairman, W. Wentling; Secretary, K. P. Goldman. Delegate to make report concerning men who missed ship in Houston, and men returning later than scheduled sailing time. Vote of thanks to steward department for fine meals. Fan to be repaired in messhall and passageway lights to be replaced.

HURRICANE (Waterman), March 9—Chairman, W. Harrell; Secretary, P. Plascik. Discussion held on writing to Senators regarding 50-50.

IBERVILLE (Pan Atlantic), March 14—Chairman, W. Goff; Secretary, L. Strickland. No beefs. Ship's fund—\$12.26. Discussion held on shortage of room keys. Vote of thanks to steward department. Telegram to be sent to Washington regarding 50-50.

HURRICANE (Waterman), March 25—Chairman, W. Harrell; Secretary, P. Plascik. Balance of ship's fund—\$23.12. Some disputed overtime, no beefs. Motion carried to concur in communications from headquarters. Discussion held concerning repair on washing machine. Crew agreed to cooperate with cleaning ship.

JEAN (Bull Lines), March 25—Chairman, J. Buzelowski; Secretary, J. Merkel. Discussion held on new washing machine. Some disputed overtime. Motion carried to concur in communications from headquarters. Some discussion held on feeding. Painting and sougeeing messhall and crews quarters needed.

MONARCH OF THE SEAS, (Waterman), March 31—Chairman, W. Matthews; Secretary, Ian Wilson. New steward department rules to be discussed. Good results were reported on letter-writing campaign to Senators. No beefs.

MONTEBELLO HILLS (Western Tankers), March 24—Chairman, A. Isaac; Secretary, E. Harrison. State-

Shipping Line

—By John J. Adamaitis



Dressed for the part, "Seaweed," a cartoon character by John J. Adamaitis, waits his turn to ship out.

BOOKS ARE FINE AT SEA —NOW JAPAN IS CALLING

Keeping their good humor while riding their slow boat to Japan, Seafarers on the Arapahoe are getting their fill of intellectual diversion before sampling some of the shoreside pleasures of Nippon.

They've had ample opportunity for intellectual pursuits, deck delegate James M. Fuller points out, because the Arapahoe is no prizewinner when it comes to speed—a common complaint, it seems, from men who ride Liberty ships.

Writing enroute, Fuller commented: "We left Wilmington, Calif., 26 days ago for Japan and we aren't there yet!"

Must Have Made It

It can safely be assumed that they arrived there, however, since the letter was postmarked Moji, Japan. But the getting there was another matter altogether.

Nobody has heard from the ship since she arrived, so it can also be assumed that the letter-writing and quiet reflection have been put aside for other pursuits.

The main opportunity for relaxation from the tedium, Fuller reports, was books, all kinds of 'em.



Fuller

"This creeping old Liberty may not have much in the way of speed, but she does possess what is perhaps one of the most well-read crews afloat. "This situation stems from the fact that before we left Wilmington, we received books not only from our own organization, the SIU, but also from the American Merchant Marine Library Association and the Catholic Maritime Club in Wilmington. As a result, our ship's library contains a sufficient variety of books

to satisfy the most discriminating reader.

"I believe seamen everywhere will join me in expressing sincere thanks to our Union and the other organizations for providing us with such a lasting and satisfying diversion to wile away the long, monotonous days spent at sea.

"Of course, now is the time for the well-informed crewmen of the SS Arapahoe to close their books and concentrate on other diversions. There's a time and place for everything, but you can carry this 'reading' business only so far!"

A Good Turn



Busy on a job common to all tankers, Seafarer Scotty Ramsey, AB, twists valves on the deck of the Royal Oak. The photo is by J. W. Henry, oiler.

Kids Brighten Sherwood Trip

To the Editor:

We are enroute to South Africa by way of Charleston, Savannah and Jacksonville, and there is nothing much to report at this time except that the old man is as nervous as a "pansy" in the men's room.

Those of us who aren't on watch sit around listening to rock 'n' roll music and reading scandal magazines. Due to inclement weather, there is not

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.

much overtime parceled out at present aboard the Robin Sherwood.

The old man even chewed our deck delegate because he came to the wheel with a toothpick in his mouth, but he is only fooling himself because we all know his bark is worse than his bite, if you know what I mean. On my watch (4 to 8) we have a mate who is a good joe, incidentally. He is the navigation officer.

The president of Seas Shipping and his family are aboard right now for the coastwise trip, including a couple of nice polite youngsters. One, a little girl named Nancy, is cute as a kitten. The other, a boy named Bill, professes a love for the sea. Nancy is all over the ship and keeps Captain Scholders busy explaining the different mechanisms on the bridge.

Since most of us are family men, having the kids aboard breaks up the routine and brightens up the daily grind a bit. It's nice to have somebody around all the time to take an interest in our work.

Clarence "Bud" Cousins Ship's reporter

GI Misses Old Seagoing Days

To the Editor:

I would like to receive the SEAFARERS LOG at my overseas address, since at the present time it is going to my home in Greensboro, NC.

I haven't asked to have it sent to me here before, because prior to this several SIU men in my company received it. However, I've been transferred, and can no longer use their copies.

I have met quite a few Seafarers in the Army over here. Most of them have gone home by now, and I am impatient to join them. It seems sometimes

I'll never get out, but when I do, I'll be around the ports ready to get to sea again.

I never realized how good I had it in the SIU until I got here.

B. E. Clontz

(Ed. note: Your address has been changed as you requested.)

Scores Planning For US Shipping

To the Editor:

What is it with those bean-brains in Washington?

First they say we don't have enough officers, so they keep up Kings Point to make sailors out of landlubbers.

Then they say we have too many sailors, so let's ruin them by taking away their hospitals and ships. Nuts! Anyone with half a head could see that if the jobs are available, we would get the licenses. Show me a single 4th mate's job with enough security attached to it to support my family, and I'll get a license myself.

Somebody in Washington is obviously suffering from a frustrated childhood. Maybe his mother wouldn't let him sail his toy boats in the bathtub.

No Common Interest

Just remember this, brothers. That elephant represents a business man. I'm not the only man in this outfit who was born with a plow in his hands. As I remember it, the south end of that northbound animal pulling the plow did not belong to an elephant.

A working man can't afford to feed an elephant, especially one that eats money. They're just spending our money to educate men to handle jobs that they are destroying in the first place.

They say there are too many

ships, so they give them away. Then they discover they need more ships, so they boost up MSTs. Then they find there aren't enough men, so they set up Kings Point.

More jobs would cure it all, but nobody in Washington seems able to see it that way.

Daniel D. Backrak

Appreciates Aid For Ailing Uncle

To the Editor:

We, the Estwick family, wish to express our gratitude to the SIU, its members and officials for the help given us during Henry B. Estwick's illness.

We also wish to give our thanks for the lovely wreath sent by the Union and for the blood donated for him. The blood was not used, and is at the disposal of the SIU for members treated at Kings County Hospital, Brooklyn, in the future.

Thank you all once again. May the good Lord reward you for your kindness.

Dorothy Estwick Parker

Urges Prayers For Ailing Baby

To the Editor:

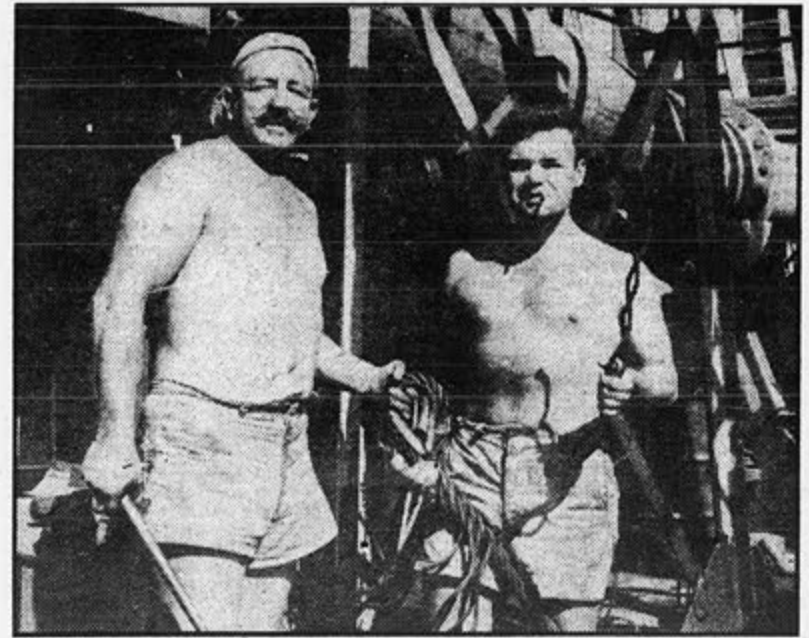
I would like to ask the men of the SIU and their families for one simple thing, and that is prayer.

Please, all of you, pray for my three-and-a-half-month-old son, John Clifford East. He is in the hospital now because he is unable to retain food and doesn't seem to have grown at all since birth.

Prayer is the only thing that will help him now. We want him well and home again soon.

Mrs. Harry K. East Lafayette, Calif.

Wire Act On Sandcaptain



Seafarers Andy Johnes (left) and George Johnston, both ABs, show off their work for a crew lensman after they finished putting a thimble in a piece of 1 1/4 inch wire and were winding up the job. They're on the Sandcaptain in Venezuela.

Burly

Must Be A Reason

By Bernard Seaman



REPUBLIC (Paragon), April 15—Chairman, C. Hartman; Secretary, J. Dedicofera. One man missed ship. Report made to boarding patrolman. Possible payoff on arrival. Ship's fund—\$4.02. Motion carried to concur in communications from headquarters. Ship's delegate wishes to be relieved of his duties because he is paying off. Vote of thanks to ship's delegate.

IDEAL X (Pan Atlantic), April 15—Chairman, V. Szymanski; Secretary, W. Bobalek. One man missed ship in Mexico. Ship's fund—\$17.70. No beefs. Motion carried to concur in communications from headquarters. To buy games out of ship's fund.

SEATRAN LOUISIANA (Seatrains Lines), April 14—Chairman, D. Gribble; Secretary, F. Nigro. Watertight

man to sign on in deck department. Few hours overtime disputed. Department delegates to try to iron out beefs before payoff; if not will be left to patrolman's discretion at payoff. Pantry should be painted. All hands to stay out of messhall 6:00 AM to 8:00 PM so paint can dry. All garbage to be dumped aft of housing. Engine foci'sle to be painted.

OCEAN EVA (Maritime Overseas), April 14—Chairman, W. Bilger; Secretary, A. Capote. Ship paid off in Galveston, Texas. Good, clean payoff. This trip in Mediterranean. Everything in good order. \$26.00 in ship's fund. Nos. 123 and 124 acted on. Crew to send telegram to senator in Washington upholding "50-50 bill." Crew agrees that this is a very fine ship. Everything okay.

JEAN (Bull), Jan. 22—Chairman, John Merke; Secretary, Thomas Moller; No beefs. Few hours disputed overtime. Headquarters report read. Steward asked about shortage of coffee in pantry which is missing on night watch.

CANTIGNY (Cities Service), April 10—Chairman, Frank Rowell; Secretary, Eddie Mishanski; Clerk, E. Callahan. No beefs. Old repairs taken care of. Necessary new repairs to be reported. Secretary to be elected. \$28.97 in treasury. Request that additional donations be given to treasurer or delegate. Communication No. 126 read. Headquarters report accepted. E. Callahan elected secretary-treasurer. Request that messhall and recreation room be kept cleaner.

CHILORE (Ore), April 8—Chairman, A. E. Diaz; Secretary, W. H. Shickland. No shore leave in Guayacan. Crew to put down overtime for off hours. \$17.20 in ship's fund. Delegate to instruct steward about night lunch; sardines, peanut butter, jam, cocoa, etc. Also fresh fruit. To send letter from Panama to Baltimore about restriction to ship in Guayacan.

ANNISTON (Ace), March 25—Chairman, C. Barry; Secretary, W. Clegg. Everything in good order. No beefs. Post communications. Dave Barry elected ship's delegate. Delegate to see captain about painting passageways, foci'sles and galley.

SEATRAN SAVANNAH (Seatrains), April 15—Chairman, E. Martin; Secretary, E. Hansen. Minutes read and accepted. Brother Wells taken off sick in New York. Ship's fund—\$73.75. Communications concurred. Elected N. Voskian ship's delegate. E. Hansen elected treasurer. Discussion on "50-50" bill and other Union matters. Overhead aft should be fixed before hot weather. Sink should be installed in steward department. Television set to be moved or get a loud speaker.

STEEL MAKER (Isthmian), April 8—Chairman, John Santos; Secretary, H. Biss. No beefs, everything running smoothly. Eric Auers to forward photos of ship aground in Houston Ship Channel. \$18.29 in ship's fund. Chief Engineer to fix shower heads and drinking fountain. Mention not to slam doors late in the evening.

TROJAN TRADER (Traders), April 8—Chairman, R. McNeill; Secretary, B. Amsberry. Repair list has been turned in. No beefs. Ship's delegate elected.

WINTER HILL (Cities Service), April 17—Chairman, A. Mander; Secretary, D. Sheehan. Repair list turned in to captain. Motion carried to concur in communications from headquarters. Motion carried to elect committee aboard ship to welfare plan—concerning death benefits. Poor grade of fish aboard. Ship to be fumigated and painted.

YORKMAR (Calmar), April 1—Chairman, C. Ramsay; Secretary, H. Reese. No beefs, everything running okay. No mail received. Motion carried to concur in communications from headquarters. Everything okay.

DESOTO (Pan Atlantic), April 15—Chairman, T. Sosa; Secretary, R. Lourenco. Everything running okay. Ship's fund—\$31.22. No beefs. Letter from headquarters read, it clarified beefs. Motion carried to concur in communications from headquarters. Laundry room to be cleaned after using.

CHIWAHA (Cities Service), April 4—Chairman, W. R. Thompson; Secretary, H. Sihrs. Ship to be paid off in April at Lake Charles. No beefs. Motion carried to concur in communications from headquarters. Discussion held regarding repairs. Ship's delegate to see about this matter.

FELTORE (Ore), March 18—Chairman, B. Searingen; Secretary, J. Ellis. Crew to take care of new washing machine. One man missed ship in Baltimore. No beefs. Motion carried to concur in communications from headquarters. Cups to be returned to pantry. More night lunch to be put out.

MAIDEN CREEK (Waterman), April 8—Chairman, H. Meacham; Secretary, G. Wright. No beefs. Water is very rusty and salty. No beefs. Motion carried to concur in recent communication from headquarters. Motion carried to ask Union to have company furnish 1 1/2 gallon percolators for crew's use. Discussion held on making coffee in urn for breakfast.

Money Exchange Rates Listed

The following is the latest available listing of official exchange rates for foreign currencies. Listings are as of April 26, 1956, and are subject to change without notice.

- England, New Zealand, South Africa: \$2.80 per pound sterling.
- Australia: \$2.24 per pound sterling.
- Belgium: 50 francs to the dollar.
- Denmark: 14.45 cents per krone.
- France: 350 francs to the dollar.
- Germany: 4.2 marks to the dollar.
- Holland: 3.7-3.8 guilders to the dollar.
- Italy: 624.8 lire to the dollar.
- Norway: 14 cents per krone.
- Portugal: 28.75 escudos to the dollar.
- Sweden: 19.33 cents per krona.
- India: 21 cents per rupee.
- Pakistan: 21 cents per rupee.
- Argentina: 18 pesos to the dollar.
- Brazil: 5.4 cents per cruzeiro.
- Uruguay: 52.63 cents per peso.
- Venezuela: 29.85 cents per bolivar.

Digest Of SIU Ship Meetings

door was repaired. Lifejacket brackets were installed. Porthole screens have been ordered. Ship's fund—\$91. Some disputed overtime. Motion carried to concur in communications from headquarters. Name brand soap powder wanted aboard. General discussions held under Good and Welfare.

ALCOA RANGER (Alcoa), April 15—Chairman, A. Carpenter; Secretary, V. Douglas. Ship to be fumigated. Few hours disputed overtime. Motion carried to concur in communications from headquarters. Motion carried to paint laundry room. Discussion held on food.

ALCOA PARTNER (Alcoa), March 4—Chairman, none; Secretary, J. Tarrant. No beefs, repair list taken care of. One man was sent to hospital. Motion carried to concur in communications from headquarters. Motion carried to have watch rooms for engine department. To check and see why we have to pick meat up in Trinidad.

ELIZABETH (Bull Lines), April 8—Chairman, S. Barnes; Secretary, S. Bernstein. Motion carried to concur in communications from headquarters. Vote of thanks to steward department. Ship's delegate elected.

KATHRYN (Bull Lines), April 11—Chairman, W. Elkins; Secretary, L. Vila. Everything running okay. Ship's fund—\$5. No beefs. Motion carried to concur in communications from headquarters. Discussion held regarding longshoremen going into pantry. Keys to be made for the pantry.

ORION PLANET (Colonial), April 9—Chairman, J. Davis; Secretary, R. Burned. No beefs. One man sent to hospital in Panama. Discussion held regarding early supper while in port.

ALCOA ROAMER (Alcoa), April 19—Chairman, none; Secretary, none. Clerk, none. Headquarters report accepted.

ALCOA ROAMER (Alcoa), April 15—Chairman, Paul Calebaugh; Secretary, John Bowdon. Repair list will be made up by delegates so it may be turned in before reaching port. \$14.00 in ship's fund. Request to have more rice put on menu. Discussion held on crew renting films for crew to see. Steward asked that linen be changed piece for piece.

ALCOA PIONEER (Alcoa), March 24—Chairman, J. R. Thompson; Secretary, James Pursell. Messhall is being kept cleaner. Repair list to be made up. Discussion concerning relief crews while in port of Mobile for bauxite ships. Discussion on keeping fans clean.

CHARLES C. GUNAIK (Colonial), March 25—Chairman, John A. Ziereis; Secretary, Clifford Nelson. Reading of No. 123 on safety questionnaire and steward department report. Men to donate 25 cents to ship's fund for mail and stamps. Messmen to take care of recreation room and deck and engine. Take care of laundry. Everyone to cooperate in keeping place clean.

ALCOA PIONEER (Alcoa), April 8—Chairman, John G. Brady; Secretary, James K. Pursell. No beefs. Headquarters report accepted. Discussion on having messroom sougeed. A guard to be placed on capstan back aft as safety measure. A good grade of pillows to be placed on board. Repair list to be made up. Laundry chute door to be cushioned to eliminate noise for men sleeping. Crewmembers to study relief crews for bauxite ships.

JOHN C (Atlantic), April 16—Chairman, R. Blake; Secretary, A. G. Espada. Discussion on ration water. In Goa, launch service very bad. Only two boats in service and schedule all mixed up. Talks on "50-50" law and urges all to write or wire to Senators from Ceylon. One man hospitalized in Singapore. One man missed ship in Yokohama. Captain turned down

Personals

Joseph Collins
Get in touch with Alvin J. Dunn, Obery Heights, Plymouth, Mass.

William R. Dixon
Emergency. Urgent you contact your wife at 1502 SW 30, Oklahoma City, Okla., or call Melrose 4-4511.

John G. Gregory
Contact your daughter, Mrs. W. E. Christian, HMR 161, Mag. 13, Air FMF Pac., Navy No. 990, c/o FPO, San Francisco, Calif.

Truman Patriquin
Martin W. Badger
Send LOG office the name of the Paula establishment in Santos.

Raymond Hassan
Contact me immediately and let me know where you are. James Copeland, 212 Greene Ave., Brooklyn, NY.

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

Thomas Henry
Please contact Roland Roxbury, 6437 - 79th Street, Middle Village, NY.

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:

Glenda Denise Crabtree, born March 13, 1956, to Seafarer and Mrs. Claude Crabtree, Mobile, Ala.

Bonnie Jane Brinson, born March 12, 1956, to Seafarer and Mrs. Benny W. Brinson, Savannah, Ga.

Elizabeth Vega, born Feb. 17, 1956, to Seafarer and Mrs. Ramon C. Vega, Brooklyn, NY.

Ronald Napolis, born March 20, 1956, to Seafarer and Mrs. Raymond J. Napolis, San Francisco, Calif.

John Frederick Higgins, born March 20, 1956, to Seafarer and Mrs. John F. Higgins, Boston, Mass.

Lourdes Figueroa, born March 27, 1956, to Seafarer and Mrs. Brigido Figueroa, New York, NY.

Donald Joseph Galardi, born March 7, 1956, to Seafarer and Mrs. Joseph Galardi, Hammoncton, NJ.

Edgar Leon Baker, born Febru-

ary 10, 1956, to Seafarer and Mrs. Edgar L. Baker, New Orleans, La.

William Nixon Ballance, born March 23, 1956, to Seafarer and Mrs. Winfred N. Ballance, Norfolk, Va.

Paul Ackerman, born March 20, 1956, to Seafarer and Mrs. Arnold Ackerman, Bronx, NY.

Joe Keith Mitchell, born April 1, 1956, to Seafarer and Mrs. John E. Mitchell, Lake Charles, La.

Robert Earl Hommel II, born March 25, 1956, to Seafarer and Mrs. Robert E. Hommel, Mobile, Ala.

Norma Olvera, born March 8, 1956, to Seafarer and Mrs. Manuel L. Olvera, Brownsville, Texas.

Lisa Marie Knaflich, born March 12, 1956, to Seafarer and Mrs. Hanly V. Knaflich, Seattle, Wash.

William Raymond Parks III, born February 6, 1956, to Seafarer and Mrs. William R. Parks, Jr., Springfield, Mass.

FINAL DISPATCH

James H. Hand, 45: An automobile accident was the cause of Brother Hand's death on June 21, 1955. Cemetery is not known. He had been a member of the deck department since joining the Union in Mobile in 1951. He is survived by his mother, Annie Hand, of Hopewell, Virginia.

Francis P. Roberts, 33: Brother Roberts died in the Albany Hospital in Albany, New York, on March 15, 1956, as a result of a ship-board accident. Brother Roberts had been a member of the Union since 1951. He joined in the Port of New York and had been sailing in the deck department. He is survived by his brother, Leo Roberts, of East Braintree, Mass.

James E. Small, 56: Brother Small died on January 17, 1956, in the explosion of the Salem Maritime. One of the first members

to join the Union in 1939 in the Port of Boston. Brother Small had been sailing in the steward department. He is survived by his wife, Eunice, of Cambridge, Massachusetts.

Harvey H. Guenther, 45: On March 25, 1956, Brother Guenther died of a heart ailment in Brooklyn, New York. He had been a member of the SIU since 1947, joining in the Port of New York, and had been sailing as a member of the black gang since that time. He is survived by his wife Gwen Guenther, of New Orleans, La.

Stanley Lesko, 58: Brother Lesko died on February 8, 1956, in Gray's Harbor, Washington. Brother Lesko joined the Union in Baltimore in 1939 and had been sailing in the engine department. He leaves a son, Edward Lesko, of Allentown, Pa.



DIRECTORY OF SIU BRANCHES

SIU, A&G District		WILMINGTON, Calif 505 Marine Ave. Reed Humphries, Agent. Terminal 4-2874	PORT COLBORNE Ontario 103 Durham St. Phone: 5591	
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SEATTLE 2505 1st Ave. Jeff Gillette, Agent Elhott 4334	TAMPA 1809 1811 N. Franklin St. Tom Banning, Agent Phone 2-1323	SAN FRANCISCO 450 Harrison St. Douglas 2-8363	QUEBEC Quebec 85 St. Pierre St. Phone: 3-1569	
		SEATTLE 2505 1st Ave. Main 0290	SAINT JOHN NB 85 Germain St. Phone: 2-5233	
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		NEW YORK 675 4th Ave., Brooklyn HYacinth 9-6165	ALPENA 1215 N. Second Ave. Phone: 713-J	BUFFALO, NY 180 Main St. Phone: Cleveland 7391
			CLEVELAND 734 Lakeside Ave., NE Phone: Main 1-0147	DETROIT 1038 3rd St. Headquarters Phone: Woodward 1-6857
		Canadian District	DULUTH 531 W. Michigan St. Phone: Randolph 2-4110	SOUTH CHICAGO 3261 E. 92nd St. Phone: Essex 5-2410
		HALIFAX, N.S. 128 1/2 Hollis St. Phone 3-8911		
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What's all this talk about . . .

The recent labor merger gave newspapers a new criticism: "labor bigness"—a thinly-veiled pretext to continue sniping at unions in general. Strangely missing are any stories critical of the big business associations in this country. These associations—3,000 in all areas of commerce—maintain a powerful influence over much of what you eat, drink, wear and use. You are their game, their victim, and unless you belong to a trade union you stand alone.

The American workingman has nothing to fear from "labor bigness"—this merely means more people like himself are uniting for a better way of life. The big worry is whether unions can keep pace against the ever-growing giant associations. Here are the names and policies of a few of the big associations lined up against you:

"LABOR BIGNESS"?

NATIONAL ASSOCIATION OF MANUFACTURERS • US CHAMBER OF COMMERCE
The best known industry groups are themselves federations of industry and trade associations. The NAM was founded way back in 1895 and represents 350 industry associations and 15,000 major businesses. The Chamber contains 540 national and local associations as well as 2,300 local chambers. Both organizations, represent-



ing billions in wealth and vast economic power, have traditionally opposed the trade union movement and its national and local objectives.

This has meant through the years that they opposed any and all social legislation—minimum wages, child labor laws, unemployment insurance, old age pensions, union welfare plans. Government-aided housing, price controls in emergencies and a host of other proposals generally supported by unions. Of course, the NAM and the Chambers have been the leading proponents of state "right to work" laws which outlaw all forms of union security. They support a host of front organizations to promote individual objectives.

Industry associations do a great many things: They conduct technical research and report on same, maintain standards, give out credit information, advertise on behalf of the industry, publish literature to promote the industry's interests and lobby in Washington.

AMERICAN IRON AND STEEL INSTITUTE is a typical large industry association. In a 1954 statement on its objectives the institute said that it was out to "promote the interests of the iron and steel industry," collect statistics and information, conduct research, promote the use of iron and steel and "provide a forum for the exchange of information and discussions of problems . . ."

The Institute has a special Committee on Public Relations which prepares "hundreds of thousands of copies" of booklets for dis-

tribution to schools, as well as issuing news releases "educational advertising," and "publication of booklets and background memoranda for the use of editorial writers, columnists, radio commentators and the like . . ."

How does this work in practice? For example, if the major steel companies decide this year to oppose the steel union's contract demands, all this machinery is available to provide an unceasing flow of pro-industry arguments for newspapers, radio and television stations, schools, members of Congress and the like.

The Iron and Steel Institute is only one of a great many potent and influential organizations operating in this manner, each going to bat for their particular industry and opposing labor objectives where it is in their interest to do so.

Here are some typical samples:

The **AMERICAN MEAT PACKERS INSTITUTE** and the **NATIONAL DAIRY COUNCIL** both were influential in putting an end to wartime price controls on the food basket. The Dairy Council was successful for years in



keeping colored margarine out of circulation in many states because it sold far more cheaply than butter.

The **NATIONAL ASSOCIATION OF REAL ESTATE BOARDS** and various "Fair Rent" leagues and landlord groups conduct an incessant campaign against Federal aid to housing and helped knock the props out from under rent control laws.

The **ELECTRIC LIGHT AND POWER COMPANIES** and the **EDISON ELECTRIC INSTITUTE** have long fought public power projects such as TVA and opposed Government regulation of utilities.

The **AMERICAN PETROLEUM INSTITUTE**, the **OIL INDUSTRY INFORMATION COMMITTEE** and other oil industry groups fought for the release of tideland oil lands. Of course, the recent natural gas bill battle in Congress was set off by the activities of gas and oil industry groups.

The **AMERICAN NEWSPAPER PUBLISHERS ASSOCIATION** has virtually made a career out of fighting unions in the newspaper field. One of its pet projects has been to deny minimum wage and union coverage for newsboys on the ground that they are "independent contractors."

FAIR TRADE COUNCILS and committees in various industries promoted the fair trade laws which compelled all retailers to sell products at fixed high list prices and made price discounting a violation of the laws.

And so it goes, from industry to industry—banking, insurance, trade and manufacturing.

Professional associations, are enormously influential through the influence of their members and the tight-knit controls they maintain over their membership.

The **AMERICAN MEDICAL ASSOCIATION** is almost legendary in power. It has single-handedly defeated any and every effort to provide some form of low-cost medical care for workers and other low income groups, even though these programs have been endorsed by both Democratic and Republican presidents. The AMA is undoubtedly a driving force in the campaign to close the Public Health Service hospitals. Through its state and county medical societies it has time and again restricted and blocked low-cost group medical practice and clinic services.

In one section of New Jersey recently, the medical society decided it was against free Salk polio shots for children. Such is its power over doctors that only two physicians in the whole county were bold enough to defy the edict. The AMA mem-



ber groups have power to deny doctors access to hospitals and facilities.

The **AMERICAN BAR ASSOCIATION** is similarly influential because it can virtually decide whether or not a lawyer can practice. Since so many members of Congress, state legislatures, administrators, judges and government officials are ABA members, the Bar Association enjoys an influ-



ence which is envied by all other groups. Recently a local bar association in California was able to keep a lawyer from practicing his profession because he had not paid his dues to the ABA.

The above illustrations are only a sampling of the money, influence, control and goals of the various associations in this country. Stacked up against the above groups the merger of the AFL and CIO presents a picture far from big.

When faced with the tremendous influence placed on legislators, teachers, editors and educators by the associations it is all the more amazing that the trade unions in this country have managed to survive and grow. So, don't let the editorial writers bully you.

"Labor bigness" is a smokescreen in a never-ending campaign to weaken unions—your only defense against a concerted attack on you and your way of life.

SEAFARERS INTERNATIONAL UNION A&G DISTRICT AFL-CIO

