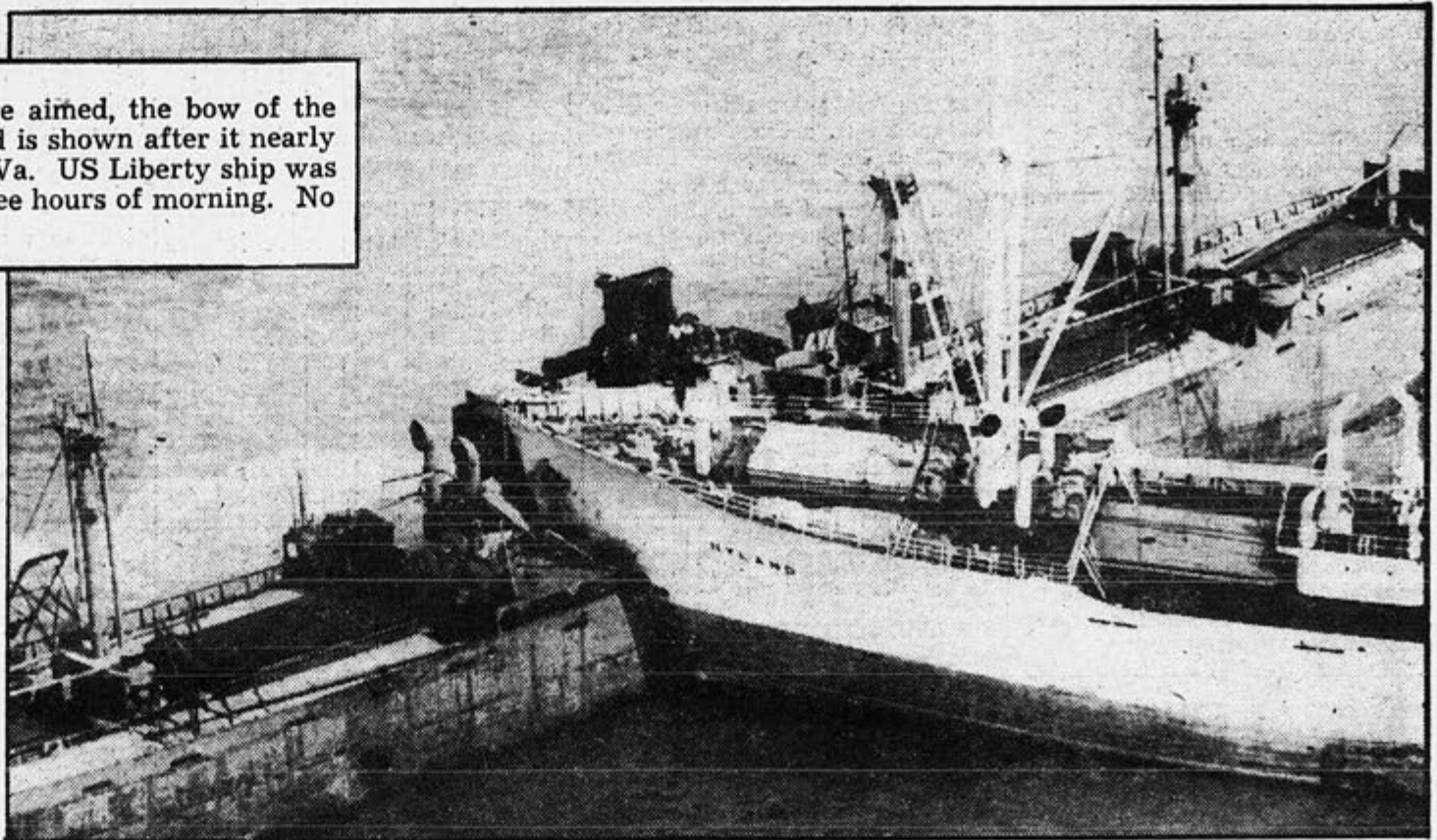


50-50 WINS!

Senate Kills Cargo Law Threat —Opponents Attempt New Drive

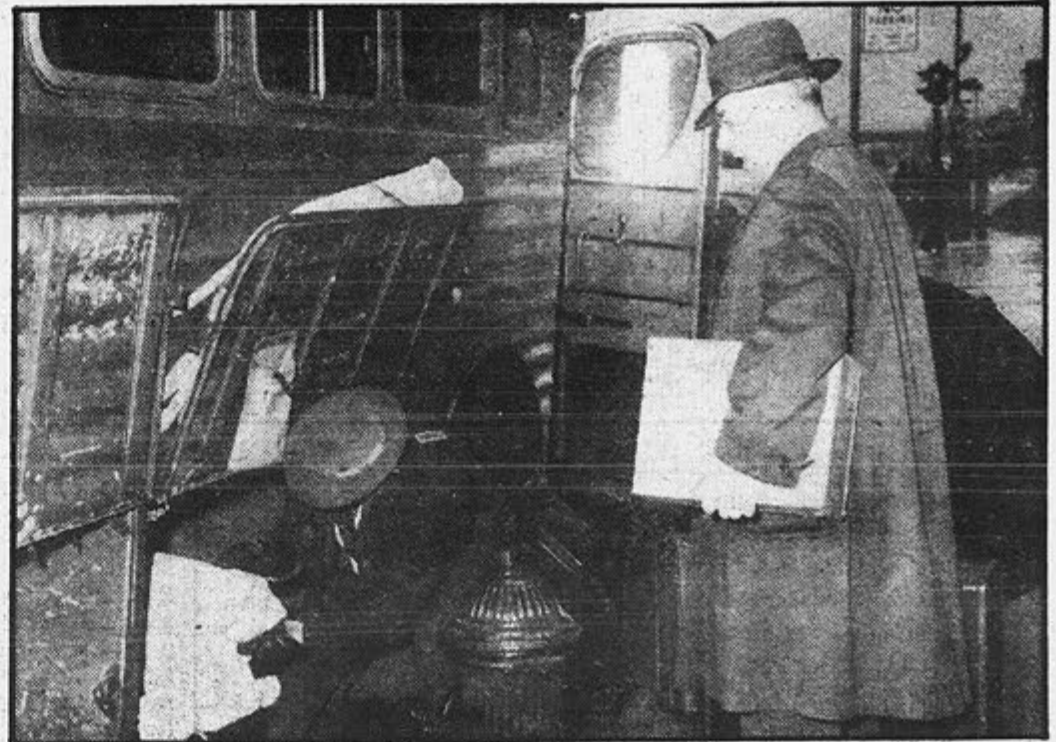
Story On Page 3

On Target. As precisely as if it were aimed, the bow of the Swedish freighter Nyland is shown after it nearly cut the E. Kirby Smith in two near Norfolk, Va. US Liberty ship was at anchor when Nyland plowed into her in wee hours of morning. No one was injured in the collision.



'Dear Senators...'

Seafarer Patrick Foy, FOW, gets set to write Senators from his home state on behalf of "50-50" cargo act while Robert "Frenchy" Landry, AB, checks list of legislators in LOG. Supporters of "50-50" later won smashing victory. (Story on page 3.)



Heading Upstream. Bosun John Ziereis stows his gear in bus as Al Betz waits his turn, before taking off for Albany to crew the SS Charles Dunaif there. Entire crew was shipped from New York hall to take over vessel recently purchased by an SIU company.

SIU Birth Cash Tops \$500,000 On 4th Birthday

Celebrating its fourth birthday this coming April 1, the SIU maternity benefit has paid out a total of over \$500,000 in benefits to Seafarers. As of last Friday, 2,323 payments of \$200 each had been made to Seafarers for the birth of one or more of their children. The Union has chipped in an additional \$25 defense bond for each of the 2,323 children covered by the program. Total benefits by that date amounted to \$464,600 plus \$58,075 worth of bonds.

All payments under the maternity benefit, like other SIU welfare benefits, are financed completely by employer contributions

to the Seafarers Welfare Plan as required under the Union's contract. Seafarers do not have to pay anything towards the cost of these and other welfare benefits.

Unique Provisions

The maternity benefit program of the SIU is unique both in the size of the benefit paid and in the payment of multiple benefits for multiple births. Most maternity benefits under insurance company plans are a limited payment and do not make allowance for twins. The SIU plan pays \$200 to the Seafarer for each child. Two sets of triplets have been born under the plan, Robert R. Long becoming the father of two girls and a boy in December 14, 1953, and Lars Nielsen getting three boys in one package on December 31, 1955. In each case, the fathers received \$600 plus three \$25 bonds.

Since triplets are supposed to average out to one set for every 10,000 births, future Seafarers find the odds heavily stacked against triplets for years to come.

In the four years since the plan got underway, a large number of Seafarers have collected benefits more than once under the plan, which has been one of the most applauded features of the Union's welfare program.

The SIU was the first unlicensed union in the maritime industry to institute a maternity benefit, a feature which has since been copied by other unions in the field.

Meany Kills ILA's Hopes For 400 G's

HONOLULU — The projected \$400,000 loan from the International Brotherhood of Teamsters to the International Longshoremen's Association has been killed by the Teamsters executive board meeting here.

The loan was originally touted by the ILA after it reached a mutual aid pact with the midwest conference of the Teamsters designed to help the Teamsters organize in certain ports. However it was withheld by the Teamsters when AFL-CIO President George Meany warned that the Teamsters risked violation of the AFL-CIO constitution by lending money to an expelled organization.

While the mutual aid pact still exists on paper, most observers agree that the \$400,000 was the be-all and end-all as far as the ILA was concerned, in its efforts to beat back the challenge of the International Brotherhood of Longshoremen, AFL-CIO.

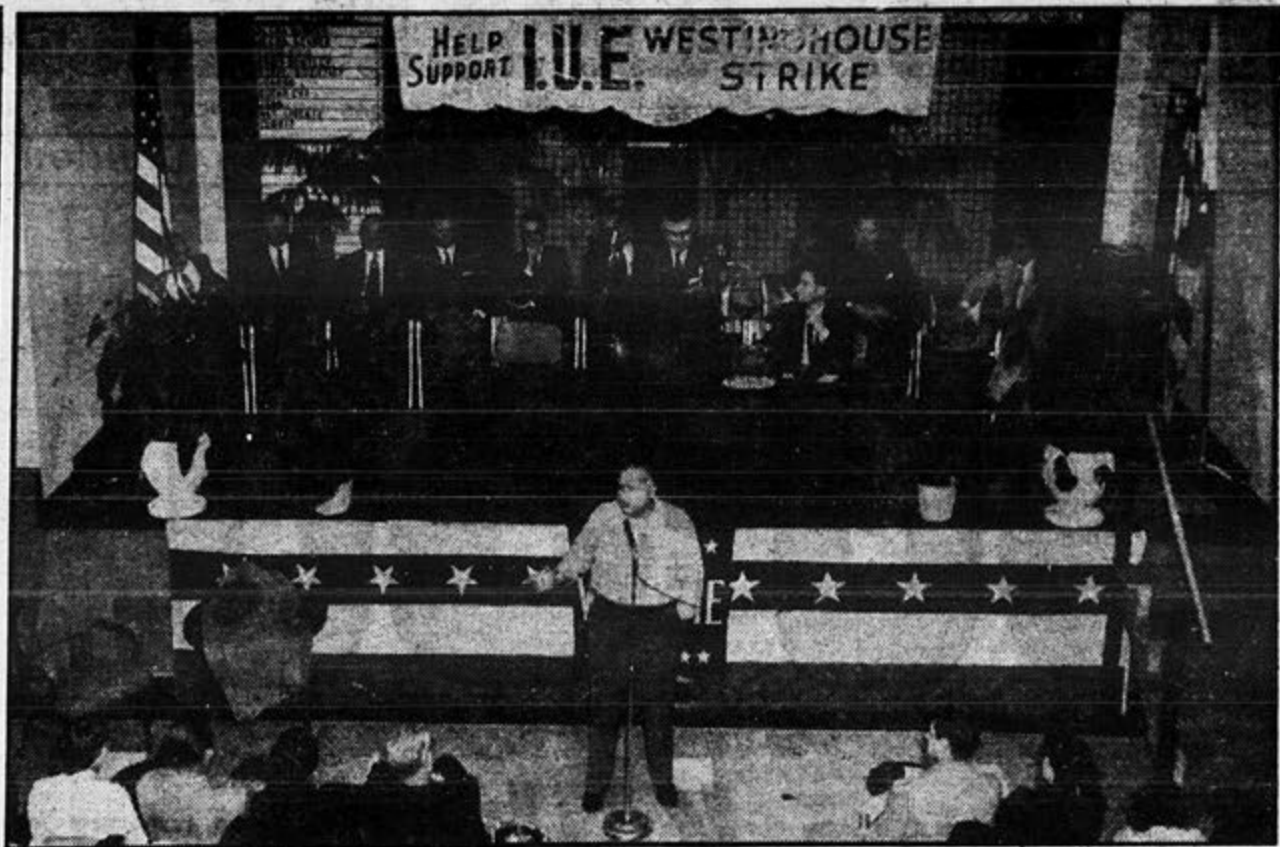
Mexico Seeks US Ship Sale

WASHINGTON — Another bill has been dropped into the Congressional hopper to reopen the 1946 Ship Sales Act. Senator Alan Bible (Dem., Nev.) has introduced a measure which would clear the sale of 15 ships to Mexico.

Another bill pending would sell US surplus ships to Trieste ship-owners, a project which has been hanging fire for some time. Approval of either bill is expected to open the floodgates to a torrent of similar actions.

The Mexican sale bill contemplates the transfer of Liberties or C-1s to "contribute to the economic development of Mexico," and "assist a friendly neighbor to build an active merchant marine."

At present Mexico has very few ships, most of them operating on a Gulf coastwise service. Sale of the ships would give the country status in the offshore trades.



During height of company-fostered "back-to-work" movement in Baltimore area, SIU Secretary-Treasurer Paul Hall addressed AFL-CIO "pep" rally in support of striking Westinghouse electrical workers at the Baltimore SIU hall. SIU sparked aid of several maritime unions to the striking IUE-AFL-CIO. The joint aid was one of the first instances of cooperation between AFL and CIO unions following completion of the merger agreement last December.

Westinghouse Workers Win Demands; End 156-Day Strike

After 156 days, the longest major strike battle in 20 years ended in a victory last week for members of the International Union of Electrical Workers, AFL-CIO, at Westinghouse plants across the nation. The 50,000 strikers ended their walkout with their picketlines intact and a new contract, in

which key issues were in the union's favor.

The union's success came after what was widely regarded as an open company attempt to destroy it. The company effort was concentrated in back-to-work moves in several cities, all of which ended in failure. Other AFL-CIO unions, realizing the threat, rallied to IUE's support, with Seafarers playing a major role on the picket lines in Baltimore, scene of some

right to demand arbitration over standards it thinks are unfair. The union maintained from the start that the time and motion studies would have involved wage cuts and downgrading for the 20,000 workers involved unless the union had a say.

Free To Call Strike

For its part, Westinghouse was salved with a five year contract, but in actuality, the IUE is free to strike in 1957 over fringe issues and in 1958 on lay-off pay. Local reopenings on wages are also free of restrictions on strike rights. Originally the company sought a blanket five-year contract.

The union also won reinstatement for 57 men fired during the strike and suspension instead of

discharge for 36 others, with the suspensions to be subject to arbitration. The contract calls for wage increases averaging about three percent a year.

'Back To Work' Failed

The back to work effort by the company, first by any major corporation since 1941, was centered in a few plants where the company thought the union was most susceptible. Two Baltimore plants were among those chosen for this experiment. However, the company's efforts were balked as Seafarers and other union members in Baltimore rallied to the strikers' cause. The SIU hall became the center of resistance to the company move, and the strike-breaking drive failed there as in other cities.

The SIU congratulates the officers and members of the International Union of Electrical Workers on the successful conclusion of the 156-day strike at the Westinghouse Electric Corp.

The 50,000 strikers and their families withstood tremendous pressure through 22 weeks and refused to cave in. Instead they went back with their ranks unbroken and a settlement in their favor.

The SIU believes that the fight waged by the Westinghouse strikers has been crucial to the entire AFL-CIO, as it has shown that no corporation, no matter how big or powerful, is able to destroy a militant union.

of the company's heaviest strike-breaking artillery.

Major issues of the strike did not involve wage rates at any time. Rather they concerned the company's demand for the right to impose time and motion studies on 20,000 hourly-rated workers; its refusal to arbitrate grievances and its insistence on tearing up the old contract and writing a new one to run for five years.

Victory On Study

The settlement as proposed by a group of mediators limits the time and motion study to just 1,500 workers with the union having the

Ship Prices Zoom — Especially Runaways

Prices of Liberty ships have reached a new post-Korea high in the ship market, with runaway-flag Libertys hard to find at as much as \$1¼ million each. American-flag Libertys have followed the trend, with ship brokers reporting few owners willing to sell.

The boom in Liberty ship prices reflects active business for tramp ships in grain, coal and other bulk cargoes. Bulk space is so tight that 150,000 tons of ore have piled up in Stockton, California, because there are no ships available. There is talk of breaking out reserve fleet ships for the ore trade. Observers attribute the situation to the Maritime Administration policy of allowing wholesale ship transfers with the loss of thousands of jobs by US seamen.

The current situation points up the fact that if runaway Libertys were still under the American flag they would be fully-employed and their owners would be making profits. More than half of the US tramp fleet went foreign in 1954

and 1955, with the Maritime Administration approving the transfers on the grounds that they couldn't possibly make money under the US flag.

US-Flag No Bargain

Boom or not, the ship sale figures show that there is plenty of return operating under a runaway flag. While foreign Libertys are virtually unobtainable at the \$1¼ million figure, US-flag Libertys have been sold for about half that price, in the vicinity of \$650,000. This is still a good \$150,000 over the price of the same ships last year.

High prices in excess of a million are also being paid for World War II T-2 tankers, with some of these being converted to bulk carriers.

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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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.

Senate Kills Cargo Law Threat

US Skips Appeal On CG Screening

WASHINGTON—The future of the Coast Guard system of screening merchant seamen is uncertain today as a result of a Department of Justice decision not to appeal a court ruling against the system. The 9th Circuit Court of Appeals in San Francisco had ruled last October that the use of anonymous witnesses against accused seamen and longshoremen was illegal. The Justice Department let last week's deadline for a Supreme Court appeal pass without taking any action.

Seamen Denied Rights

The original ruling said in substance that the seaman, being employed in a private industry, was denied his rights under law if he could not confront witnesses and informants and cross-examine them. The Coast Guard screening program had included an appeals system, but confrontation of witnesses was ruled out because the Federal Bureau of Investigation

and other agencies have consistently refused to make their sources of information public.

Open To Claim

In effect then, the court decision means that any seaman or longshoreman who was denied validated papers or a port security pass can now get his papers if he can claim that witnesses against him were hidden from him.

The impact of the ruling on the future of the program is not clear. Apparently, the Coast Guard can still require seamen to carry validated papers, but if it seeks to challenge a seaman's right to sail it will have to produce all witnesses and information and give the seaman the full right of cross-examination.

May Protest Informants

It will then be up to the Coast Guard and the FBI to decide whether it is worth their while to produce a witness or whether to drop the whole thing in the interest of protecting their informant.

The screening procedure has been in effect since Korean War days. Most seamen and longshoremen who were denied clearance by the Coast Guard were members of the now defunct National Union of Marine Cooks and Stewards or of the International Longshoremen and Warehousemen's Union on the West Coast.

Only In-Patients Get 30-Day Cards

Seafarers who have to enter a hospital from a ship are entitled to get a shipping card dated the day of entry to the hospital, up to 30 days, provided they report to a Union dispatcher within 48 hours of leaving the hospital. However, men who go to the hospital only for outpatient treatment are not entitled to these cards.

Seafarers already registered at SIU halls who have to be hospitalized for over 30 days, can get a new card for 30 days only, from the dispatcher.

WASHINGTON—US merchant seamen and the maritime industry completely overpowered the opposition to the "50-50" cargo preference law as the US Senate voted 57 to 23 for the Magnuson amendment to restore "50-50" to agricultural surplus shipments. The lopsided "yes" vote was reinforced by the announcement of eight absent Senators that they were in favor of "50-50." The result was a crushing defeat for foreign shipping lobbyists and their farm bloc allies who sought to use food surplus as a lever to destroy "50-50" and with it a large part of the US merchant fleet.

The last faint hope of the anti "50-50" crowd at this session rests with the Case-Anderson bill which again seeks to remove "50-50" from the farm program. However, this bill will come under the jurisdiction of the Senate Interstate and Foreign Commerce Committee, taking the matter out of the hands of the Agriculture Committee.

See '50-50' Safe

In light of the overwhelming sentiment of the Senate, the strong report of the House Merchant Marine Committee in favor of "50-50" and the concern of the Commerce Committee for the well-being of maritime, it is highly unlikely that the Case-Anderson bill will make any headway.

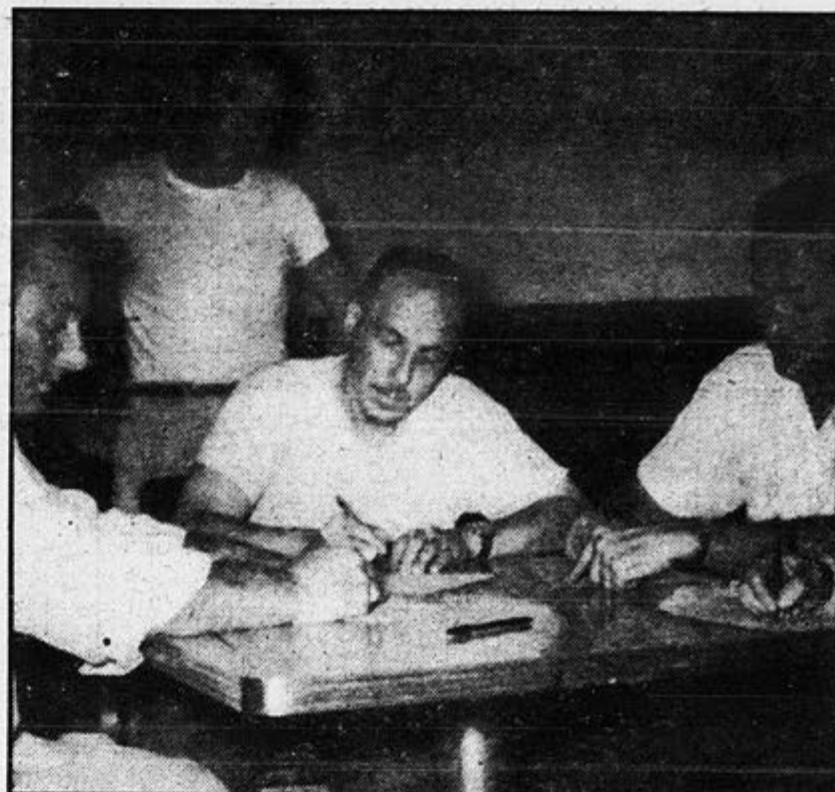
Contributing to the success of the "50-50" fight was the strong support it received from the SIU and other maritime unions. All 96 Senators received a letter from SIU Secretary-Treasurer Paul Hall outlining the Union's position and Seafarers on the ships and ashore wrote to their Senators in response to the Union's request for mass support on this issue.

Will Report Bill

Senator Warren Magnuson (Dem.-Wash.), who led the fight on behalf of "50-50," is chairman of the committee which will now take up the new bill. He pledged that his committee would bring in a report on the Case-Anderson measure, but all indications are that the committee will uphold "50-50" with some minor changes.

These alterations involve perishable cargoes and other minor items which are expected to have only a slight effect on US-flag shipping, if at all.

Indicative of the rout of "50-50" foes was the fact that Senator Allen Ellender (Dem.La.), chairman of the Senate Agriculture Committee, voted for the Magnuson amendment. Senator Ellender admitted that his committee should not have taken jurisdiction over "50-50" in the first instance and



Taking time out to let their Senators know how they feel on the 50-50 clause in the farm bill, Seafarers at recent Tampa branch meeting write Washington lawmakers to urge protection of 50-50 law. Pictured (seated, l to r) are Raymond Kaduck, Vincent Yates, Armando Leon. Seafarer in background was unidentified.

that hearings on the subject belonged properly in the province of Magnuson's group.

Union and maritime spokesmen were jubilant at the turn of events. The feeling in the industry was that the foreign lobbyists had far overplayed their hand by blaming "50-50" for the woes of US farmers. The contrived nature of foreign attacks, based on the reported refusal of some foreign maritime nations to purchase limited amounts of surplus, backfired when it became obvious that many countries were out to scuttle the entire agricultural surplus disposal program.

Hit Surplus Program

Many foreign nations have protested vigorously each time the US Agriculture Department has announced intentions to dispose of a portion of US-held farm products.

A breakdown of the "50-50" vote shows that opposition was limited almost entirely to Senators from the Middle West corn and wheat

belts. By contrast, Senators from seaboard states were solid for the bill with two exceptions, Eastland of Mississippi and Holland of Florida.

Rollcall Vote On Amendment To Farm Bill

VOTING FOR "50-50"

- | | |
|------------------|------------------|
| Barkley (Ky) | Kerr (Okla) |
| Beall (Del) | Knowland (Calif) |
| Bender (Ohio) | Kuchel (Calif) |
| Bible (Nev) | Laird (W Va) |
| Bridges (NH) | Lehman (NY) |
| Bush (Conn) | Magnuson (Wash) |
| Butler (Md) | Malone (Nev) |
| Case (NJ) | Martin (Pa) |
| Clements (Ky) | McCarthy (Wis) |
| Cotton (NH) | Millikin (Colo) |
| Curtis (Neb) | Monroney (Okla) |
| Dirksen (Ill) | Morse (Ore) |
| Duff (Pa) | Murray (Mont) |
| Ellender (La) | Neely (W Va) |
| Ervin (NC) | Neuberger (Ore) |
| Frear (Del) | Pastore (RI) |
| Goldwater (Ariz) | Payne (Me) |
| Green (RI) | Peterson (Mich) |
| Hayden (Ariz) | Purtell (Conn) |
| Hennings (Mo) | Saltzman (Mass) |
| Hill (Ala) | Scott (NC) |
| Hruska (Neb) | Smathers (Fla) |
| Humphrey (Minn) | Smith (Me) |
| Ives (NY) | Smith (NJ) |
| Jackson (Wash) | Sparkman (Ala) |
| Jenner (Ind) | Stennis (Miss) |
| Johnson (Tex) | Thurmond (SC) |
| Johnston (SC) | Williams (Del) |
| Kennedy (Mass) | |

ANNOUNCED FOR "50-50"

- | | |
|----------------|------------------|
| Allott (Colo) | Long (La) |
| Bricker (Ohio) | Mansfield (Mont) |
| Daniel (Tex) | McNamara (Mich) |
| George (Ga) | Symington (Mo) |

VOTING AGAINST "50-50"

- | | |
|---------------------|-----------------|
| Aiken (Vt) | Holland (Fla) |
| Anderson (N Mex) | Langer (N Dak) |
| Barrett (Wyo) | Martin (Iowa) |
| Bennett (Utah) | McClellan (Ark) |
| Case (S Dak) | Mundt (S Dak) |
| Douglas (Ill) | Schoeppl (Kan) |
| Dworshak (Idaho) | Thye (Minn) |
| Eastland (Miss) | Watkins (Utah) |
| Flanders (Vt) | Walker (Idaho) |
| Fulbright (Ark) | Wiley (Wisc) |
| Gore (Tenn) | Young (N Dak) |
| Hickenlooper (Iowa) | |

MA Asks Okay For 2 Atom Ships, Gets Bids On Tanker

WASHINGTON—New legislation authorizing the Maritime Administration to build two atom-powered ships will be requested in Congress. Bids have already been received from four companies to build the power plant for a proposed \$22½ million atom-powered tanker to be completed by 1959.

Maritime Administrator Clarence Morse said he would ask for legislation after the House Merchant Marine Committee chairman, Rep. Herbert Bonner (Dem. NC), said Congress had never authorized the vessels.

Meanwhile, rapid progress is being made on nuclear power plants by the US Navy which is working on six more nuclear subs and planning another eight. The Navy is also designing a nuclear-driven surface ship to be finished by 1959.

Seek 'Practical' Ship

Construction of an atom-powered merchant ship has been bogged

down for over a year in a dispute over the type of ship to be built. The administration has been urging an "atom peace ship" which would be a floating display of atomic energy progress, while Bonner and others in Congress have insisted on developing a prototype merchant vessel for practical use.

There is no longer any question about the feasibility of an atom-powered merchant ship. Costs of such a ship are now twice the cost of a conventional ship of the same size, but authorities believe that these costs will come down a great deal before long.

Make Checks To 'SIU-A&G'

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

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

•••••

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THE STORY OF THE SIU IN 1955

SEAFARERS LOG JAN.-DEC. 1955

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— SHIPPING ROUND-UP AND FORECAST —

March 7 Through March 20

Port	Registered						Shipped												
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C	Stew. A	Stew. B	Stew. C	Total A	Total B	Total C	Total Ship.
Boston	7	7	5	3	2	2	4	4	4	3	3	2	5	0	2	12	7	8	27
New York	57	13	33	12	46	21	136	46	182	63	22	26	49	23	16	29	15	9	252
Philadelphia	14	3	8	3	6	3	28	9	37	7	1	0	6	0	0	19	7	0	26
Baltimore	39	13	31	18	23	14	93	45	138	31	16	7	17	9	10	13	8	33	113
Norfolk	12	7	8	16	8	3	28	26	54	5	1	2	3	2	4	5	6	13	29
Savannah	6	5	6	3	3	2	15	10	25	7	4	0	7	2	1	21	10	1	32
Tampa	8	4	7	1	12	3	27	8	35	4	2	1	5	4	0	6	2	0	24
Mobile	13	5	15	5	15	2	43	12	55	6	1	0	6	3	0	15	1	0	32
New Orleans	45	8	34	6	41	9	120	23	143	41	8	0	26	10	2	36	6	0	129
Lake Charles	14	12	12	16	3	10	29	38	67	15	13	1	13	19	1	6	7	3	78
Houston	22	13	15	12	14	2	51	27	78	17	14	2	17	13	7	13	11	4	98
Wilmington	11	4	7	3	9	1	27	8	35	9	4	1	4	6	7	7	4	20	49
San Francisco	9	10	12	9	12	6	33	25	58	15	3	0	7	10	0	11	2	1	49
Seattle	7	13	9	7	7	4	23	24	47	14	9	0	13	11	4	4	3	2	60
TOTALS	264	117	202	114	201	82	667	313	980	238	102	44	176	123	53	163	70	29	998



Disabled Seafarer Thomas Maynes (with cane) chats with other disability benefit pensioners before SIU headquarters meeting. Men in front row, all recent additions to the benefits list, are (l to r) Robert M. Ellis, Henry S. Bonitto, J. A. Axelsson, Maynes, Morris Schapiro. In rear are Burton Frazer and H. L. Gillot.

Just 45, He Gets SIU Pension

One of the many disabled Seafarers who have not yet reached age 65, Thomas Maynes can appreciate the value of a disability pension. The 45-year-old Seafarer would have no source of income at all were it not for the \$35 a week the Seafarers Welfare Plan provides him.

Maynes' major problem is approaching blindness which is a side-effect of a long siege of diabetes. While he is receiving the benefit he is also getting training from a school for the blind which is preparing him for eventual complete loss of sight.

"The sight in one eye is completely gone," he reports, "and the other one is going fast. I would really be in rough shape if the Union hadn't come through for me."

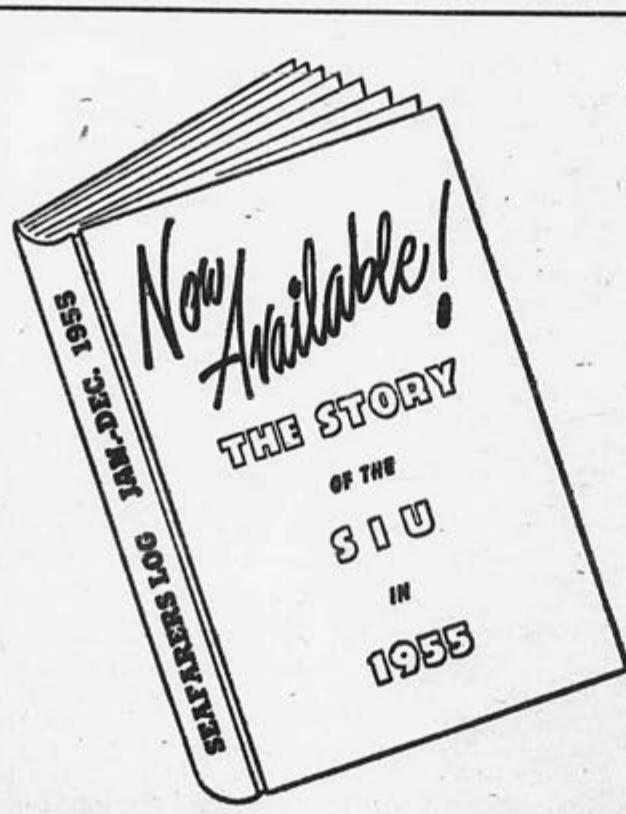
Maynes, who sailed as cook and chief steward, first started shipping in 1940 out of the old Stone Street hall. "My brothers were in the Army, but I was rejected so I headed for the merchant marine."

His first ship was a Calmar Line vessel and from there on he sailed steadily with SIU companies taking

"whatever was up on the board." He had to call it quits last year after he was hospitalized off the Robin Sherwood.

"The people at the school for

the blind believe that they will be able to train me for some occupation and maybe I'll be able to work something out. But at least I have the SIU to count on."



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Keep Draft Board Posted
SIU headquarters urges all draft-eligible seamen to be sure they keep their local Selective Service boards posted on all changes of address through the use of the post cards furnished at all SIU halls and aboard ships.

Crews Keep Baltimore Ships Clean

BALTIMORE—Continuing to head the good news here is the fact that SIU crews and delegates are still bringing in clean ships free of all major beefs.

Earl Sheppard, SIU port agent, said the ships were not only clean beef-wise, but were in first-rate shape physically as well. He voiced the hope that this would continue to be the case in this port in the months to come.

Building Jumping

The SIU building here is also in top condition, with all of its facilities getting full play from the membership. The only sour note is the number of Japanese "pennies" turning up in place of quarters in the cigarette vending machines, since these coins often jam up the machines in addition to eating up any profits.

On the shipping side, meanwhile, storms in and around the Atlantic seaboard curtailed all shipping to some extent, as job activity here quieted down a bit. During the past two weeks the port handled 12 payoffs, 11 sign-ons and 14 ships in transit. The crews on all of them are doing a fine job, Sheppard reiterated.

He also offered the congratulations of the local port membership to the IUE-AFL-CIO on its victory at Westinghouse. Seafarers assisted the strikers for many weeks.

Snow, ice and storms throughout the East and over the Atlantic seaboard put a crimp in shipping schedules and job activity generally during the past two weeks.

Despite the effects of the weather, however, shipping in the Atlantic and Gulf District held virtually the same pace as the previous period, and ran ahead of registration in the process. Total number of jobs dispatched was 998; registration lagged at 980.

Spring Didn't Help

The coming of Spring was expected to boost shipping somewhat, but with New York under 13½ inches of snow and Boston buried under two and a half times that amount, shipping slowed to a crawl in some areas.

The snowstorm didn't set any records in New York, but New England suffered its worst blizzard in 40 years.

Through it all, New York managed to continue its steady upward climb and Boston, Savannah, Tampa and Mobile showed some slight improvement. Houston and Lake Charles did very well and should continue to do so.

West Coast Busy

On the opposite side of the ledger, seven ports declined in varying degrees, although Baltimore, New Orleans and all three West Coast ports still were busy. In Philadelphia and Norfolk, however, the decline was more evident.

The two-week period also saw class A shipping hold to the status quo, recording the same 58 percent of the total jobs it showed last period, while class B dropped to 29½ percent and class C, which has no seniority in the SIU, rose slightly to 12½ percent. New York dispatched about 40 percent of the class C men, as class A and B men seemed inclined (or forced) to stay away from the hall because of the heavy snowfall.

Class A Job Ratio Holds

Even so, class B shipping ran neck and neck with the class B registration for the period, and class A shipped two men to every one dispatched from class B to maintain its usual ratio of jobs.

The following is the forecast port by port:

BOSTON: Unpredictable; depends on tanker movements . . .
NEW YORK: Still climbing . . .
PHILADELPHIA: Fair; two Calmar payoffs due . . .
BALTIMORE: Fair . . .
NORFOLK: Quiet . . .
SAVANNAH: Fair; shipped more than it registered last period . . .
TAMPA: Slow . . .
MOBILE: Continues slow . . .
NEW ORLEANS: Fair . . .
LAKE CHARLES: Busy; needed men from Houston . . .
HOUSTON: Should be okay, but generally unpredictable . . .
WILMINGTON: Good . . .
SAN FRANCISCO: Good . . .
SEATTLE: Good . . .

INQUIRING SEAFARER

Question: What do you find to be the biggest beef at SIU shipboard meetings? Do you have any suggestions for a solution?

Clarence L. Cousins, AB: Who is going to clean the laundry is the standard bone of contention at a meeting. Some ships make up schedules but nobody ever follows them. The best way to handle it is for men who use the laundry to clean up when they get done.



Al Yarbrough, BR: A big beef at meetings is that the chairman doesn't know his meeting procedure and the meeting gets all balled up. Before the crew elects a chairman they should make sure he has a little knowledge of parliamentary procedure so he knows what he's doing.



Edmund K. W. Eriksen, MM: The night watch is always complaining that there's not enough night lunch with the day workers eating all the food and dirtying the cups and silver. Half a dozen cups should be plenty if the men who use them at night would rinse them out when finished.



Vito D'Angelo, DM: My personal beef which I've heard at many meetings is that it's about time our living quarters compared with topside and quarters on foreign ships. A man off watch can't sleep while his bunkmates read or make noise. If topside can have individual rooms, so can we.



Gus Liakos, OS: There are three or four things you get all the time, like taking cups out of the messroom; whose job it is to clean the laundry; who ate the night lunch and who took the books out of the library. The only way to stop these beefs is to be considerate of shipmates.



Marty Stalle, bosun: A beef I've heard many times at meetings is from ordinaries and messmen who feel they should get more dough. They often lose weekend overtime in port, especially on freighters. The entry ratings also complain about their OT rates not being up to par.



List Vacation \$ On Tax Return

Under a US Government ruling, vacation payments received by Seafarers are treated as income for the purposes of US income tax and must be reported when filing a Federal income tax return. Taxes on vacation pay are withheld by the Seafarers Vacation Plan office at the time of payment. Many thousands of W-2 withholding tax forms have been mailed out by the Plan. These forms have to be attached to the Seafarer's tax return. Any Seafarer who has not received his W-2 form on his 1955 vacation pay should check with the Vacation Plan office in SIU headquarters.

Slop Abuses Led Way To Sea Chest

In operation for more than four years, the Seafarers Sea Chest Corporation is one of many services established by the SIU to meet a specific need of merchant seamen. It was the outgrowth of long years of beefs by seamen over the kind of gear they were forced to buy in ship's slop chests.

Slop chests have long been one of the seamen's major grievances because the private ship chandlery industry has been riddled through with unscrupulous business practices. Slop chest dealers themselves admit to many abuses. With a section of the industry obtaining preference on purchases by payment of kickbacks, the wholesale prices of ships' slops ran very high and quality also suffered. The unscrupulous slop chest dealer simply passed on the cost of his under-the-table operations to the seaman and, as is often the case, they set the pace for the rest of the industry which would not compete with them on equal terms. Price and quality of merchandise offered to purchasing agents was secondary to private arrangements between the agents and the dealers.

Seconds And Irregulars

The result was that seamen were stuck with high-priced seconds and irregulars and even reject merchandise. Shoes would come apart after a few weeks wear, socks

would be mismatched, shirts, pants and underwear would be misfits or shrink so badly as to be useless. Unbranded or off-brand merchandise was the rule, rather than the exception.

Beefs to the slop chest dealer did no good, since they generally couldn't be made until months later when a ship returned to port.

The seaman on the high seas who needed an item of personal gear had to buy in the slop chest or do without until he came to port.

The Union had long been concerned over this situation and came to the conclusion that the only way to deal with it was by the formation of a Union-owned corporation which could do what individual legitimate dealers were unable to do—that is, supply quality branded merchandise at a fair price and so bring the rest of the industry in line.

Competitive Buying

The Seafarers Sea Chest Corporation was formed accordingly and began sales of slops to the ships in December, 1952. It oper-

ated under a provision in the SIU contract in which the operators agreed to purchase from the Sea Chest on a competitive basis. In other words, where in the opinion of the shipowners a private dealer could compete with the Sea Chest quality-wise and price-wise, the shipowner was free to purchase from him.

Goods Now Better Quality

One result of the Sea Chest's activities was an upgrading in quality of work gear and other merchandise put aboard ship both on vessels where the companies purchased from the Sea Chest and on other ships as well. Equally rapid was the formation of the Slop Chest Dealers Association, a grouping of ship chandlers whose stated objective was to block the operation of the Sea Chest and possibly put it out of business. It was on the urging and complaint of this association that the Justice Department initiated its action against the Sea Chest in August, 1954.

Under the terms of the consent



Still conducting business as usual at the old stand, a Sea Chest employee is shown filling a slop chest order for an SIU-contracted ship. Settlement with Government did not affect Sea Chest's right to continue sale of high quality slop chests to ships.

SIU Sea Chest Biz Continues As Dealer-Inspired Suit Ends

Following agreement between the Seafarers Sea Chest Corporation and the US Anti-Trust Division the SIU has removed a clause from its contract which provided for the Sea Chest to bid for steamship company slop chest business on a competitive basis. Meanwhile, the SIU-owned Sea Chest is

continuing in business, maintaining its program of supplying ships with low-cost, high quality work gear and other necessities in free and unrestricted competition with other dealers.

On the Government's side, the agreement involves settlement of an anti-trust suit filed August 20, 1954, accusing the Sea Chest of monopolistic practices. Signing of the agreement did not involve any admission by the Sea Chest of any part of the Government's accusations but represented the Union's agreement to drop the contract clause.

Dealer-Inspired

The Union believes that the anti-trust action was undertaken at the initiative of the Slop Chest Deal-

ers of America, representing private ship chandlers. The dealers saw the Union's program of providing high-quality slops at low cost as a threat to their lucrative exploitation of the slop chest field.

The terms of the settlement permit the Sea Chest to continue its services without interference, for a minimum of five years. They also allow the Union-owned corporation to go to court after three years with evidence that its operations in no way conflict with the purposes of the anti-trust law.

The Sea Chest began servicing ship's slop chests in December, 1952, in efforts to improve the standards of an industry shot through with shoddy merchandise, high prices and kickback practices.

It succeeded in placing quality slop chests aboard many SIU ships, although many contracted companies continued to purchase from private ship chandlers.

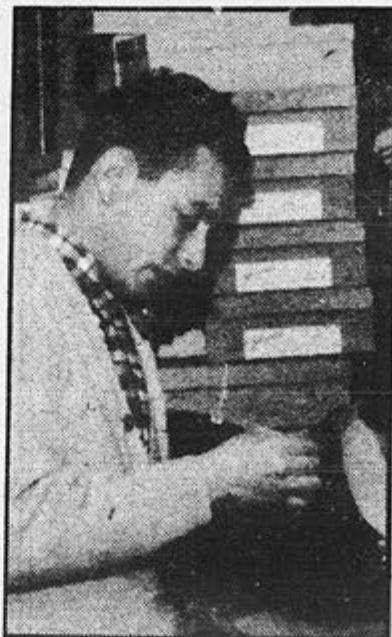
\$s Left On Ship 'Float' Back Home

TAMPA—A Seafarer who left a \$50 bill in his locker got his 50 smacks back thanks to some fast teamwork between the New Orleans and Tampa SIU halls. Seafarer Frank Myatt had the misfortune of being fired off the Iberville in New Orleans. To top it off, he left the \$50 note in his locker under some newspapers. He went disconsolately to New Orleans port agent Lindsey Williams with his tale of woe.

Williams immediately teletyped the Tampa SIU hall informing them to check for the bill when the ship arrived there. Tampa patrolman Bennie Gonzalez went aboard, checked the locker, and sure enough, there was the money undisturbed.

As Gonzalez describes it, "when I told the crew the story and why I wanted to check the locker they had a good laugh, but just as sure as it was described the minute I lifted the corner of the newspapers on the shelf there was the half C-note."

Myatt now has his \$50 back, and the Iberville crew is willing to believe anything now.



No seconds or rejects here as Sea Chest employee examines newly-arrived stock. Top-quality name brands are Sea Chest standards.

decree reached with the Government, the Sea Chest will continue to function as before, without the contractual provision.

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: April 4, April 18, May 2.

Blizzard No Bar to NY Job Upturn

NEW YORK—A near-record snowfall here last week failed to cool off the steady upward climb of shipping during the past two months. Spring arrived in town amid 13½ inches of snow.

The storm kept many men from the hall and barred access to many piers for nearly 48 hours.

More job activity, it is hoped, will arrive with warmer weather. Shipping slowed up after Christmas and has not fully recovered yet.

Meanwhile, Assistant Secretary-Treasurer Claude Simmons continued to urge all ships' crews to act on the safety questionnaires air-mailed to all SIU-contracted vessels in a move to get the Union's recently-won joint medical and safety program underway. A set of ground rules for the safety program will be formulated on the basis of responses from the crews.

Although many ships have returned their questionnaires, action is being withheld until additional information comes in to headquarters from the remainder of the SIU-contracted fleet.

Copies of the safety questionnaire have been supplied for each department on the ship, and delegates are urged to call special meetings of crewmembers to study the problem and suggest ideas based on their individual experiences. Ships which may not have received any of these forms can obtain them through any SIU hall.

New Ship Crewed Up

The increased shipping of the past two weeks was sparked by the crewing of the Liberty ship Charles Dunaf, one of five ships brought under SIU contract recently through a purchase by the Colonial Steamship Company. One of six ships signed on by headquarters officials during this period, she was supplied with a full crew which traveled to Albany, NY, to join her.

In addition, 18 ships paid off and 13 called in transit to the port. All beefs were easily handled, Simmons reported.

Laughtime On The Kathryn



Members of the deck gang on the Kathryn share a joke before recent payoff in New York after run to Puerto Rico. Pictured (l to r) are A. DeLaPaz, AB; E. Arroyo, AB; R. Zaragoza, bosun, and L. Hernandez, OS. It must have been a good gag.

SF Expects Sharp Upturn In Shipping

SAN FRANCISCO—A fair amount of activity continues in store for deck and engine department men, with shipping in the steward department still on the slow bell here.

Job calls for galley gang replacements, especially chief stewards, are limited right now, although men registered in the other two departments are having no difficulty moving out.

Future Bright

While shipping slipped a bit during the past two weeks, the future looks good, Port Agent Leon Johnson pointed out. Quite a few in-transit ships and at least one payoff are due in, he added.

One payoff, the Anniston (Ace), and seven in-transit vessels provided the activity of the last period. The other visitors included the Fairland, John B. Waterman, Maiden Creek, Fairport (Waterman); Steel Designer (Isthmian); Yorkmar (Calmar) and Alice Brown (Bloomfield). Beefs were at a minimum on all of them.

Howe Of ROU Dies, Was 67

Fred Howe, general secretary-treasurer of the Radio Operators Union and veteran of trade union maritime affairs, died on Saturday, March 17, in St. Vincent's Hospital, New York, after a lengthy illness. He was 67 years of age.

Howe had been active in the ROU since the early 1940's. Previously he worked as a radio operator on US ships for many years and had been an officer of the American Communications Association, Local 2, until he was ousted because of his bitter opposition to Communist penetration of that union.

He was one of those who participated in the establishment of the Maritime Trades Department and took an active part in MTD affairs in the succeeding years.

Howe was a native of Warner, New Hampshire. A sister, Mrs. Sadie Greer of New Britain, Connecticut, survives him.

Money Exchange Rates Listed

The following is the latest available listing of official exchange rates for foreign currencies. Listings are as of March 28, 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: 20.75 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.

Newlyweds Alabama Bound



Seafarer George Kasprzyk, electrician, and his bride enjoy a coffee break in the SIU headquarters cafeteria on a visit to the hall before heading home to Mobile. Kasprzyk met his wife, Margaret, a nurse, while he was hospitalized in Germany last year, and flew back there recently for the wedding. They both returned to the States on the America.

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

Buying Encyclopedias? Look Out!

Judging from our mail, encyclopedias are one of the items most wanted by American families, but also one of the most troublesome purchases. You don't have to be a detective to see why many families get into costly scrapes over this widely-wanted item. Encyclopedias are mostly sold on the installment plan, and by canvassers (two of the reasons why they are so expensive). If folks had to pay out \$200-\$300 in one lump sum instead of regarding this as a \$10 a month purchase, they would undoubtedly do more shopping among the various encyclopedias to make sure the investment was worthwhile. Too, if families weren't subject to the high-pressure personal salesmanship and emotional appeals about the children and the neighbors that characterize the encyclopedia business, they would comparison-shop as carefully as they generally do in buying a washing machine.

Buy To Fit Your Needs

One reader recently signed up for one of the best encyclopedias at a price of \$300 which he undertook to pay off at the rate of \$13 a month. He wanted one to follow quiz programs. But when it arrived he found, after examination, he had bought a far more elaborate and detailed set than his purpose required. Naturally he was upset about the heavy investment he had undertaken. He wrote the company about his disappointment and asked that they take back the books. After several letters they agreed, although indicating this was against their policy. To their great credit, and our mutual surprise, they even returned the payments to date. He got off lucky. Now he's buying one of those supermarket sets at 99 cents a volume and he says it seems to have a little information about a lot of things, not as thorough as one of the major encyclopedias, of course, but he thinks it's good enough for his purpose. For that matter, one can buy one-volume encyclopedias for \$3 to \$6 if the desire is only for occasional casual and limited use, or if your interest runs in a particular direction, as science and nature. These, of course, do not have the extensive educational and reference value of the major encyclopedias.

Recommendations of Libraries

This department asked four libraries in different cities for their recommendations. Here are their experiences:

CHILDREN'S ENCYCLOPEDIAS: Most of the libraries found World Book and Compton's Pictured Encyclopedias most suitable. Two specialists in children's books indicated preference for the World Book as containing more of the things children want to know and possessing a livelier format. But one preferred Compton's because it "talks down less" and lasts longer as a reference book. But all agreed both are good, and are used interchangeably by the libraries.

The basic difference is that World Book has short articles at various grade levels, and these are written at the level at which the child is studying the subject (for example, the story of Indians is written in fourth grade language), while Compton's has fewer but longer articles. The librarians are all generally agreed that both World Book and Compton's will serve a child from the fifth grade through junior high school at least.

Fewer libraries carry Britannica Jr. One librarian commented... "it appeals more to very young children." Nor do many carry the Book of Knowledge, because it is found in many homes. The Book of Knowledge, according to one major library expert, is arranged more to encourage browsing and general reading than for use as a reference tool.

Don't Pay For Fancy Bindings

Prices of encyclopedias jump alarmingly for costlier bindings. It's unwise to pay extra for a deluxe set, as with leather binding, since children outgrow encyclopedias and they get out of date anyway, even though supplements are available.

World Book Encyclopedia for Children: Blue fabricoid, \$109 (\$105 for cash), up to as much as \$169 for deluxe editions, plus transportation charges of \$2.40. Published by Field Enterprises Inc., Box 3585, Chicago.

Compton's Pictured Encyclopedia: Blue fabricoid, \$124.50, up to \$139.50 for white deluxe; \$5 discount for cash within 30 days. Published by F. E. Compton Company, 1001 N. Dearborn St., Chicago.

Book of Knowledge: Standard, \$124.50; fabricoid, \$204.50. Extra charge of 75 cents to \$1 a month for time payments. Published by Grolier Society, 2 West 45th St., New York.

Britannica Jr. Encyclopedia: \$200 up depending on associated services bought, such as supplementary material, home reading courses, research services, etc. Published by Encyclopedia Britannica, Inc., 425 N. Michigan Ave., Chicago.

ADULT ENCYCLOPEDIAS: The librarians reported Britannica and Americana most frequently used of the adult encyclopedias; Britannica because it is the most complete, or advanced, and Americana because it is the most recent (1955) edition. Among high school students, one librarian reported Collier's most used because it is simplified, with Americana also popular, but Britannica a little more difficult except for teen-agers with especially-developed interests in science and mathematics, and college and older ages.

What'll It Cost Me?

Here are the costs of adult encyclopedias in ascending order: Collier's: \$189 on time payments. (During March Collier's has a special offer at \$199.50 including a set of children's classics or four additional adult reference books). Published by Crowell-Collier Publishing Co., 640 Fifth Ave., New York.

Americana: \$300 in fabricoid, ranging up to \$600 in leather. Published by Encyclopedia Americana, 4606 East-West Highway, Washington, DC.

Britannica: \$400 up to \$1,200, depending on binding and extra services bought. Published by Encyclopedia Britannica Inc., 425 N. Michigan Ave., Chicago.

Also note that the one-volume Columbia Encyclopedia is available at \$35 in bookstores, and sometimes less at a discount. It contains 2,263 pages, plus a supplement, and is usable for high school ages and up. Published by Columbia University Press, 2960 Broadway, NY.

Seafarers In Action

When the crew of the Arlyn heard that attempts were being made to undermine the "50-50" law, ship's delegate Gene Dakin and ship's reporter Guy Walker went to work immediately. They drafted a letter on behalf of the crew and saw to it that copies of the letter were mailed to every member of the US Senate, 96 letters in all. No question here about the Senators knowing where the Arlyn gang stood on the issue.

Chief steward W. Young on the Marie Hamill takes the "to order" cooking system seriously because he asked the crew at a recent shipboard meeting to give him their requests for special dishes of their own liking and his gang would do their best to fill them.



Guzzi

With this kind of service, there shouldn't be any problem keeping the crew fed to its heart's content.

All the favorite programs are on tap in the Ines crew messroom, thanks to Louis J. Guzzi, chief electrician, and Edgar Vaher, carpenter. The two men installed a television set in the messhall where it can be watched by all hands at their convenience.

Ship's reporter Robert T. McNeill of the Trojan Trader got a vote of thanks from the gang for keeping headquarters and the SEAFARERS LOG informed of all that happened during the ship's last voyage. Other expressions of appreciation were voted to ship's delegate Newel Merrick on the Camp Namanu for his handling of the job and to George Brazil, bosun on the Steel Recorder, for the "excellent" way he handled his chores.



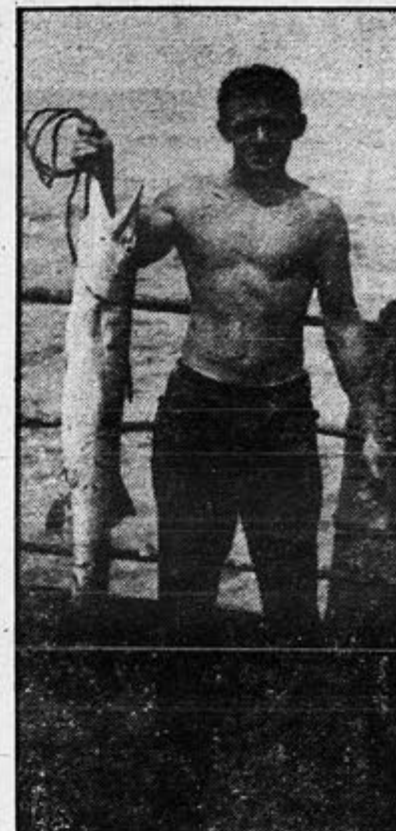
Brazil



Tops in fishing keeps 'em happy on the Massmar run. E. Thompson, chief engineer, and Seafarer James Eichenberg, steward, show off the latest catch.



A festive fish fry seems to be in the offing for the gang on the Alcoa Cavalier, as Seafarers John W. Faircloth, oiler (left) and Richie McCall display part of the menu. This catch was made in the British West Indies, where the anglers in the crew always find good luck. Paul Capo, bellman, sent in the photo.



"This is fishermen's luck after 5,000 miles of trolling," says Seafarer Alex Hoag, deck engineer on the Cecil N. Bean. Pete Wolfrum is the fisherman.

Saigon Curbs \$s, Smokes

Authorities in the port city of Saigon, Indo-China, are clamping down once again on the circulation of travelers checks, and US and other foreign currency, in an all-out effort to lick the flourishing black market. All such currency must be declared and secured with the master of the vessel before crewmembers go ashore. Failure to do so means seamen not only run the risk of having their money confiscated, but also face possible fines or additional penalties. The amount of local currency that can be taken ashore at any time is 400 piastres, equivalent to \$11.20 in American money. In addition, the cigarette issue to crewmembers during the entire stay in Saigon must be limited to one carton (200 cigarettes).

Son Missing, Co. Lax In Duty

BOSTON—A casual reading of the SEAFARERS LOG recently brought tragedy into the life of Myles Kane of South Boston, when it revealed the first hint of the disappearance of his Seafarer son at sea aboard the Ocean Deborah (Ocean Trans).

An abbreviated reference to the incident appeared in the meeting minutes of the Deborah digested in the March 2, 1956, issue of the LOG, and led the elder Kane to inquire at the SIU hall here.

His worst fears were confirmed when a check with SIU Welfare Services in New York disclosed that the James Kane missing from the Deborah was his son. Although several weeks had passed since the mishap, the company had not yet notified Kane's family of his disappearance from the ship.

Meanwhile, shipping started building up somewhat during the past period, although it continues unpredictable from week to week. The harsh winter weather of the past two weeks, which shrouded the Boston area with an estimated 30 inches of snow over one weekend, complicated branch activities for a while, but Port Agent James Sheehan was able to find six replacements for the Almena (Pan Atlantic) through it all.

Replacements Make Ship
Docked at Providence, Rhode Island, during what was considered

the worst blizzard in 40 years, the ship eventually got its replacements after Sheehan spent quite a bit of time on the phone. Due to the weather, the hall was empty at the time and local transportation was thoroughly snarled.

Also in port for the period were the Bents Fort and Bradford Island (Cities Service) and the Chryss Jane (Colonial), all of which paid off and signed on again.

The Algonkin (Algonkin); Hilton (Bull); Robin Wentley and Robin Sherwood (Seas Shipping), along with the Almena, were in transit.

ALCOA PEGASUS (Alcoa), March 1—Chairman, none; Secretary, L. Phillips. No beefs. Ship's fund, \$60. One man missed ship. Motion carried to concur in communications from headquarters.

ALCOA POINTER (Alcoa), February 24—Chairman, J. Flanagan; Secretary, J. Hannay. Did not receive milk until arrival in San Juan. Repair list to be turned over to delegates. No beefs. Motion carried to concur in communications from headquarters. New ship's library needed. Clarification wanted on overtime rate.

ARLYN (Bull Lines), March 11—Chairman, E. Dakin; Secretary, G. Walter. Immediate action taken on communication from headquarters on the 50-50 law. All members signed enrollment cards. Some disputed overtime. Repairs being made. Motion carried to concur in recent communications from headquarters. Ship's treasurer elected. General discussion held on things needed aboard this vessel.

CHICKASAW (Pan Atlantic), March 10—Chairman, P. Robertson; Secretary, D. Mitchell. Everything is running okay. No beefs. Motion carried to concur in communication from headquarters. Ship's delegate urged all crewmembers to write their senators on the 50-50 law.

CITRUS PACKER (Waterman), March 4—Chairman, H. Thomas; Secretary, J. Mansell. Repair list to be turned in upon arrival. Ship's fund—\$127. Some disputed overtime. Motion carried to concur in communications from headquarters. Ship's reporter elected and also ship's treasurer.

DE SOTO (Pan Atlantic), March 4—Chairman, G. Hago; Secretary, E. Oppel. No beefs. Repair list was made up; safety list made up. Ship's delegate elected. Ship's fund—\$31.22. Some disputed overtime—penalty meal hours. No other beefs. Motion carried to concur in communications from headquarters. Discussion held on fans for foci'sles.

FORT HOSKINS (Cities Service), March 11—Chairman, J. Tanner; Secretary, B. Porter. All hands have launch service coming to them. Two men missed ship in Bridgport, Mo-

tion carried to concur in communications from headquarters. Ship's reporter elected. Repair list to be made up.

INES (Bull Lines), February 29—Chairman, J. Slaven; Secretary, M. Savoy. Recreation room painted and locked so shore workers cannot use it. Ship's fund—\$97.53. No beefs. Ship's reporter elected. Safety list to be made up.

MARGARET BROWN (Bloomfield), March 11—Chairman, W. T. Devrnny; Secretary, F. Cain. One man left in Rotterdam due to illness. Ship's fund—\$20.60. Balance of ship's fund is \$12.56. Everything running okay, no

Digest Of SIU Ship Meetings

beefs. Some disputed overtime. Discussion held on medical bills. Vote of thanks to delegates. Ship's treasurer elected. Discussion held on crew's washing machine. New percolator to be put aboard.

MARIE HAMIL (Bloomfield), March 4—Chairman, Knapp; Secretary, A. Bokan. Ship's delegate elected. Ship's fund—\$3. No beefs, everything running smooth. All crewmembers to keep laundry clean and no garbage to be dumped on deck at anytime. Vote of thanks to steward department.

OCEAN NIMET (Maritime Overseas), February 25—Chairman, W. Kenny; Secretary, F. Sawyer. New lee box and coffee urn needed. More fans needed

due to next trip destined to tropical zone. Ship's fund—\$1.23. No beefs. Everything in good order. Motion carried to report to patrolman about tardiness.

RAPHAEL SEMMES (Waterman), February 2—Chairman, H. Hutchins; Secretary, K. Hansen. Ship's fund—\$17.45. Discussion held on repair list. Ship's delegate elected.

SAND CAPTAIN (Construction Aggregates), March 11—Chairman, F. Cemashko; Secretary, C. Gilbert. All men to report to mate if they have an accident. Report made on federal income tax. One beef relative to lack of hot water for deck department's foci'sles for seven days. Motion carried to concur in communications from headquarters. No new regarding slopchest and American cigarettes. Vote of thanks to steward department.

WESTPORT (Arthur), February 22—Chairman, G. Schmidt; Secretary, F. Thommen. All repair lists to be turned in as soon as possible. No beefs. Motion carried to have patrolman see engineer about a relief for fireman on weekends in foreign countries.

ARIZPA (Pan Atlantic), March 1—Chairman, J. Kennedy; Secretary, W. Warmack. Ship running okay. Motion carried to accept communications from headquarters. Motion carried not to sign on until coffee urn and icebox in pantry are repaired. Galley range to be repaired. Also, not to sign on until patrolman clears beefs and gives okay. First aid kit needed in galley.

CHESTER HARDING (Construction Aggregates), March 7—Chairman, E. Tirelli; Secretary, P. Arthurs. Motion carried that all delegates and recording secretary get together and compose a letter regarding crewmember to be sent to headquarters. Discussion held on slopchest; list of replacements to be taken by department head.

TROJAN TRADER (Trojan), February 5—Chairman, D. Martin; Secretary, R. McNeil. Ship's delegate, secretary-reporter, treasurer elected. No beefs. Motion carried to concur in communications from headquarters. Cleaning schedule was worked out.

THESE ARE YOUR FAMILY'S BENEFITS:

- \$ HOSPITAL ROOM & BOARD
- \$ SURGICAL EXPENSES
- \$ DOCTOR VISITS IN HOSP.
- \$ EXTRA EXPENSES

DO YOU KNOW HOW TO COLLECT THEM?

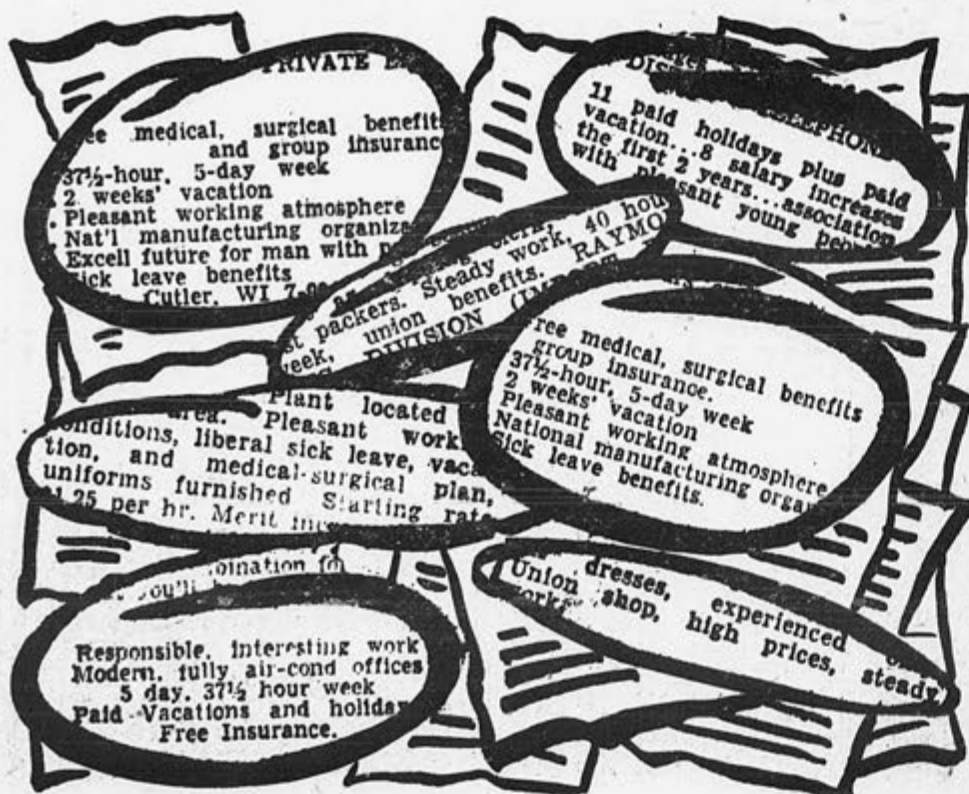
GET YOUR COPY OF THE NEW WELFARE PLAN AT ANY SIU HALL !!!

Blood, Sweat, and Tears

The former head of big business' US Chamber of Commerce stated recently: "Without unions, current benefits to workers would no doubt have come more slowly, if at all." He could have added that these benefits came despite the year-by-year opposition of his organization and all that the employers could muster, including paid thugs, strike-breakers, vigilante committees, controlled police and courts. He could have also cited some of the obstacles, such as the beatings, false arrests, kidnappings and murders that befell many workers who dared to stand up for their rights.

The history of trade unionism on a large scale in the United States is relatively short. Less than 20 years have passed since the mid-thirties when the Federal government officially intervened to provide the American workingman with some guarantee of his rights to join a union and be protected by a union contract. In 1935 Congress passed the National Labor Relations Act (Wagner Act) which required employers to "bargain in good faith." The law cleared the way for the growth of hundreds of unions and set off bitter fights by the bosses in such industries as coal, steel, rubber, auto, maritime and oil.

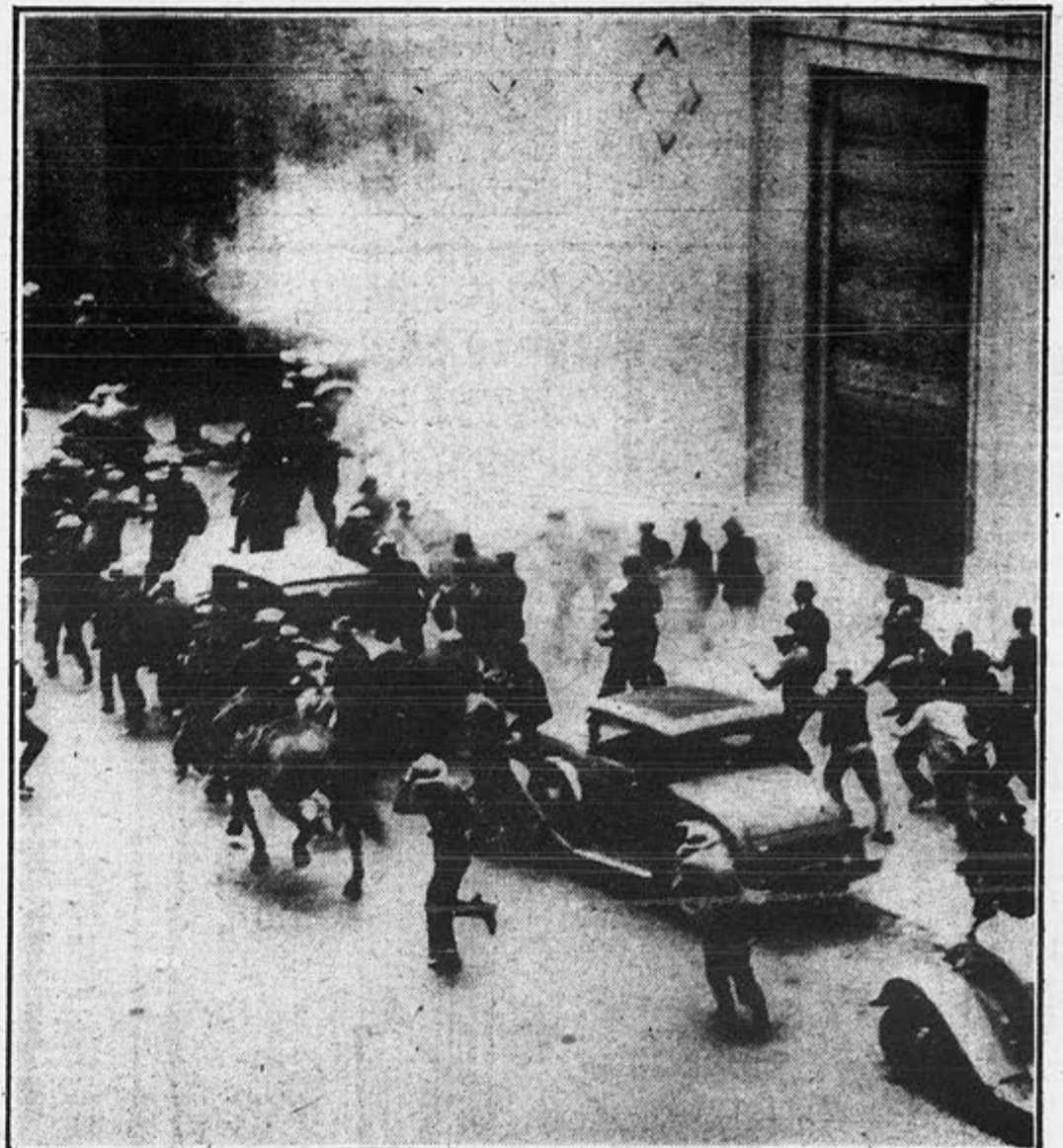
Gradually over the years many employers have come to accept the principle of unionism and many Americans attribute the tremendous upsurge in our standard of living to the presence of unions. There are, however, still some employers who live in the past, as the recently-ended Westinghouse strike proves. One note on the change on union-employer relations is below: many employers now brag of the benefits wrung from them and the fact that they offer union conditions to prospective employees.



The Trade Unions' Fight For Rights In The Mid-Thirties



The year 1937 first saw the use of the "staydown" strike. Here miners in Wilsonville, Illinois, pit of the Superior Coal Company listen to guitar music while awaiting action on their demand that work be shared with 800 other miners of the United Mine Workers Union.



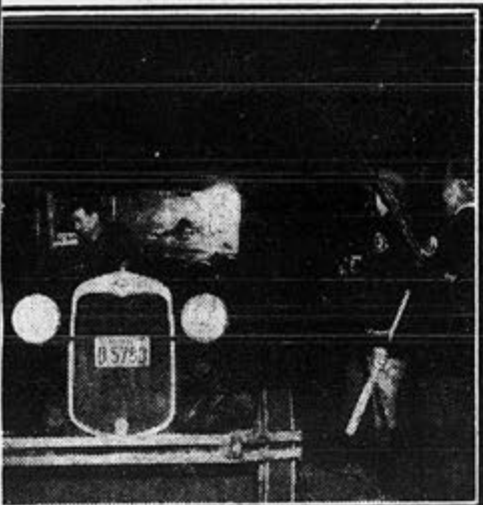
Well-remembered by SIU oldtimers is the 1934 Maritime Strike. Here police attempt to disperse San Francisco seamen and longshoremen by use of tear gas and clubs. Cops were attempting to clear way for delivery of hot cargo to warehouses.



National Recovery Act of 1933 was an attempt to revitalize depression economy. The NRA's famous clause 7a recognized labor's rights to organize, setting off nationwide drives in major industries. The NRA was later declared unconstitutional, but served as forerunner to Wagner Act.



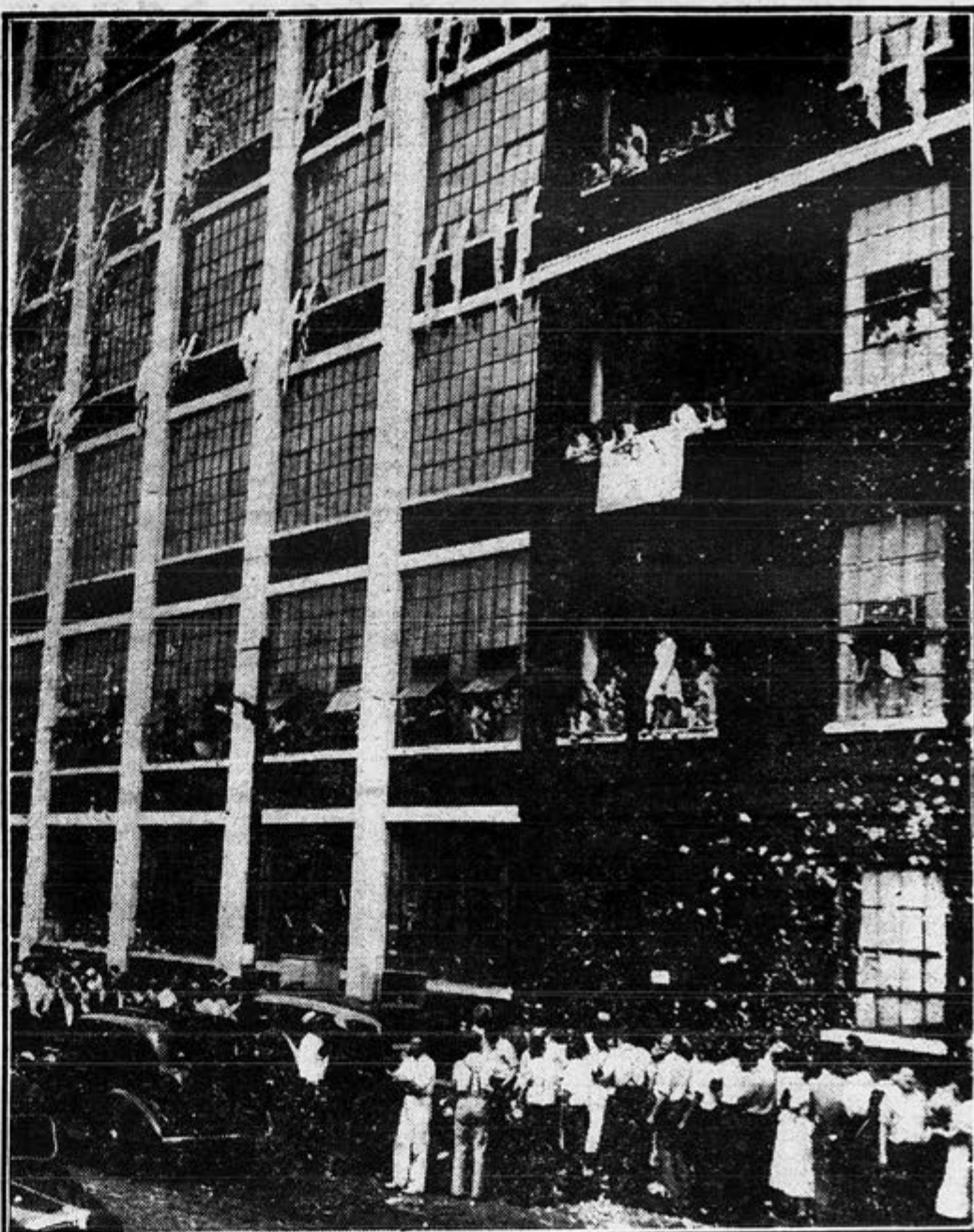
Attempts to organize workers were met by company thugs at many plants, such as at Ford Motor Company. Here in famous "Battle of the Overpass" company goons rough up UAW organizer Richard Frankenstein. He's shown in inset with UAW president Walter Reuther after the battle.



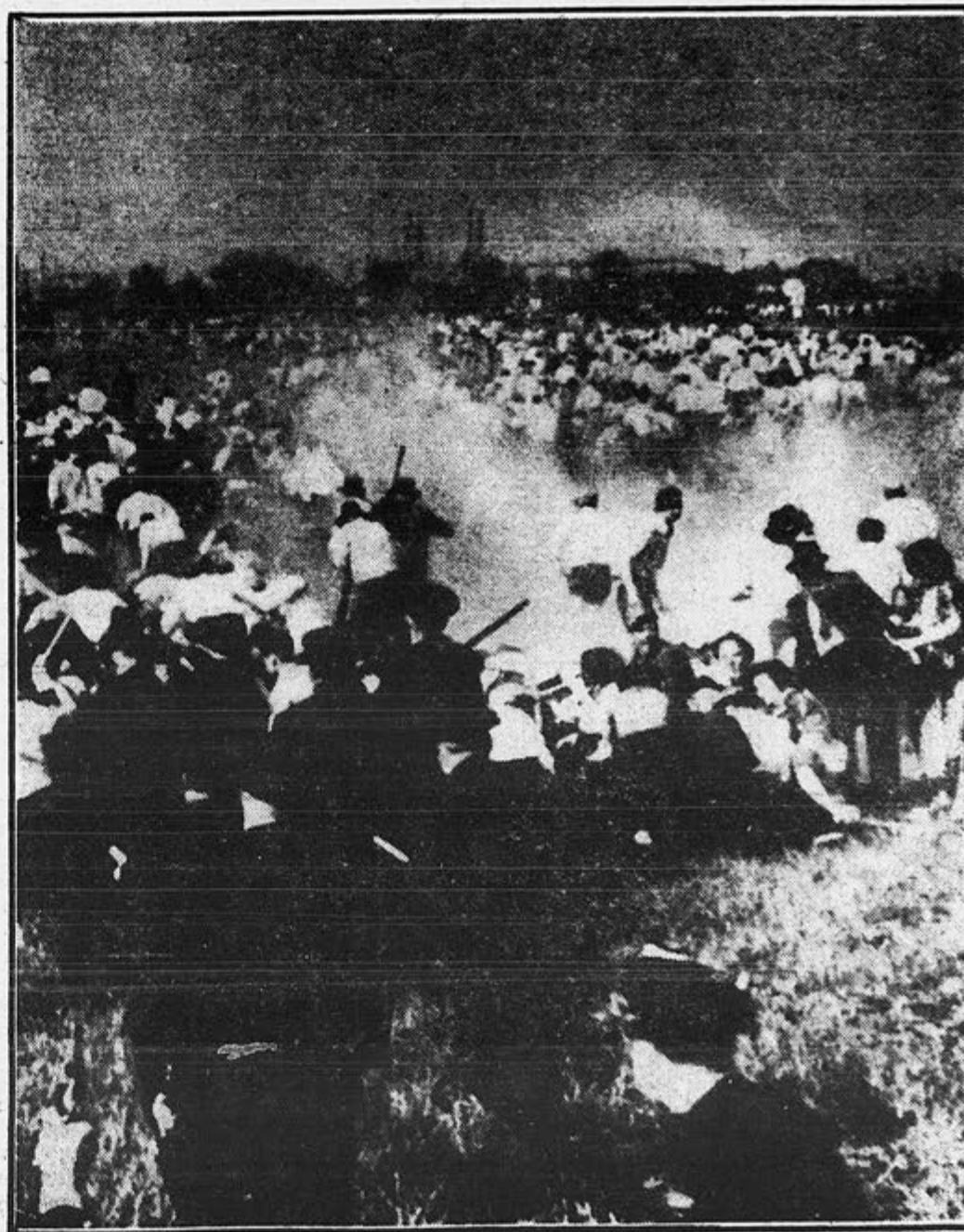
Employer-sponsored vigilante groups were often used against unions. Here American legionnaires stop union sympathizers near Monroe, Michigan, steel plant. Also in 1937, injured striker at right is led off by Johnstown, Pa., police. Non-strikers were used as deputies in this strike.



In addition to police, deputies, vigilantes and company thugs, strikers often faced the National Guard. California National Guard tanks stand by as 4,000 armed guardsmen patrol San Francisco streets during the 1934 maritime strike. Strike victory led to establishment of union hiring halls.



Textile workers celebrate third week of sitdown strike at Apex Knitting Mills in Philadelphia. The year was 1937 and sitdown strikes won union contracts for workers in steel, rubber, auto, and other industries until court orders forbid this type of strike.



One of the bloodiest strikes of '30's was that at the South Chicago plant of Republic Steel. Known as the "Memorial Day Massacre" police broke up a march of strikers by using guns, tear gas and clubs. Ten strikers were killed. Note police pistol at bottom left in photo pointed at strikers.

MDs Move To Set Fee Schedule

SAN FRANCISCO—The first step towards standardizing and specifying medical fees has been made here with the California Medical Association working out a set of relative charges for medical services. The action was taken as a result of the widespread existence of health insurance plans, such as the Seafarers Welfare Plan, which provide specific payments for certain medical services.

The Seafarers Welfare Plan, under its dependents' benefits program, set up a scale of payments for hospital costs, operations and

doctor's visits to hospitals which was designed to be more than ample in meeting average medical costs. For this purpose the plan surveyed medical costs in major port cities.

However, up until now, the general public has had no way of judging medical costs and physicians have been reluctant to disclose the figures.

No Rhyme Or Reason

A recent survey by the national magazine "Redbook" disclosed that medical costs were a blind item which varied widely from doctor to doctor and town to town. Most patients never have any idea in advance what they are going to pay with "charge what the traffic will bear" being the rule.

This would be changed under

the plan worked out by the California Medical Society. While no effort is made to fix a standard fee, the society proposes a relative scale of costs.

Sliding Scale

For example, if a physician charges \$200 for an appendectomy, the society figures a tonsillitis operation should cost \$86. If his appendectomy price is \$150, the tonsillitis should cost \$64.20. Similar scales of cost are figured for home and office visits, hospital visits and the like.

Up until now medical societies have bitterly resisted any attempts to standardize fees, with the result that people covered by health insurance plans still had no idea of what medical services would cost them.

All Is Quiet In Lake Charles

LAKE CHARLES — All is well on the labor scene in this area, with all unions reporting their men on the job and no beefs outstanding.

Shipping is also doing very well here, and has recovered from its slight decline of two weeks ago. Things are so good, Port Agent Leroy Clarke reported, that he had to send for some men from Houston, as shipping here out-paced registration once again.

Eight Cities Service tankers called during the period, in addition to the Val Chem (Valentine), a regular caller, in Port Neches, Texas, and a West Coast tanker, the Cowanesque, here in Lake Charles. All the vessels contacted were in good shape, Clarke added.

Warn Of Mines Adrift Near Japan And Korea

TOKYO—New reports of floating mines between Japan and Korea are causing mariners to keep a sharp lookout in the area between the 40th and 42nd parallels. Several hundred mines have been picked up by US and Japanese naval units in recent months and all of them have been found to be Russian-manufactured.

The mines found apparently originate from the coasts of North Korea where Communists sowed heavy minefields during the Korean War. The minefields were not swept after the war so that the mines break loose in the winter and float southward. Nor do the mines found usually have mechanisms which would sink them if they broke loose. These mechanisms are required under the Geneva convention.

Five Varieties

Five different types of mines have been found, the largest carrying 550 pounds of TNT which is enough to sink a freighter.

No ships have been sunk by mines in the area since 1953, but Japanese fishing fleets restrict their movements at night, and night ferry service between northern Japanese islands has been suspended because of the mines.

Unless the North Koreans sweep the minefields, it is believed the danger will persist for many years to come, particularly in the winter months.

LABOR ROUND-UP

Now 11 months old, the strike of Miami hotel employees has scored two more successes recently. The Shelborne and Eden Roc hotels have signed with the Hotel and Restaurant Employees Union, bringing to eight the total number of establishments signed. The Union originally struck 22 Miami Beach hotels last April.

The country's Univaacs will receive uninterrupted service as 1,000 mechanics employed by Sperry-Rand Corporation voted to accept a two year agreement with an immediate \$4 wage increase. The mechanics service the electronic brains, one of which attracted national attention when it wrongly predicted the outcome of the 1954 elections on the basis of early returns. The men are members of the International Union of Electrical Workers.

A strike call has been approved by drivers and station agents employed by Pacific Greyhound, which operates Greyhound bus lines in seven western states. The

strike authorization received an overwhelming vote from 95 percent of the membership. Union demands put forth by the Amalgamated Motor Coach Employees call for a 10 percent wage increase and other benefits. The union said no counter-proposal has been received from the company.

Union organizers were beaten and run out of town in Gaffney, South Carolina, in the course of organizing attempts at a local mill by four representatives of the United Textile Workers Union. The union has charged that the local sheriff refused protection to the men and ordered the beaten quartet to leave town or face arrest.

Government efforts to mediate the Kohler Company strike, now nearing the end of its second year, ended in failure as the company again refused to rehire strikers. The United Auto workers have been on strike against the company since April, 1954. The company manufactures bathroom fixtures.

NEWS OF OUR SIU AFFILIATES

The Quebec Labor Relations Board has upheld the certification of the SIU Canadian District on tugs of the Davie Shipbuilding Company. Company efforts to cancel the certification for four tugs on the grounds that the ships were "public service vessels" were overruled by the Labor Board. Negotiations are expected to begin shortly.

West Coast fish and cannery workers won a partial victory this week when President Eisenhower ordered an increase in tariffs on Japanese tuna if imports amount to 20 percent of American tuna production. The SIU-affiliated fish and cannery unions have been fighting for a quota on tuna imports which would cut them back

below present levels which are still under the 20 percent figure.

Marine Cooks and Stewards are hailing the performance under fire of John Scribner, passenger waiter on the Washington Mail, and MC&S member, when the ship broke in two in the Gulf of Alaska. Scribner collected the passengers in a stateroom after the ship broke up, made them sandwiches and coffee, joked and told stories to keep everybody calm until rescue arrived.

The starting date for payment of pensions by the Brotherhood of Marine Engineers pension plan has been tentatively set for January 1, 1957. The plan has already received necessary approval from the

US Treasury Department for its tax-exempt status and is now accumulating a reserve toward payment of pensions.

Welfare, vacation and pension benefits to members of the Sailors Union of the Pacific are now past the \$2 million mark since the funds were started. Welfare and vacation payments are both well over \$800,000 each with pension payments amounting to \$350,000.

Sandboat operators on the Great Lakes have agreed to wage increases of \$35.67 to \$47.15 per month for unlicensed men, members of the SIU Great Lakes District. The one year contract provides for a September 15 wage reopener if the union desires to act then.

MARITIME TRADES DEPARTMENT

NEWS-REPORT

DIRECT-TO-SHIPS



SHIPS' WIRELESS

ROUND-THE-WORLD

EVERY
SUNDAY
1915 GMT

EVERY
MONDAY
0315 GMT

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

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

MEET THE SEAFARERS

MAURICE A. GILLESPIE, ch. cook

Music's loss proved the SIU's gain when Maurice A. Gillespie gave up the fiddle and started concocting culinary delights instead. Rated by many Baltimore chow-hounds as one of the best cooks ever to sail with the SIU, his original intentions were as remote as can be from the business side of a galley range.

He first came to Baltimore back in 1925, enrolling at the famed Peabody Institute to study violin, harmony and composing. To help pay the tuition he took a part time job in a local coffee shop. When he found the financial outlook uncertain for budding musicians, he stayed in the restaurant business.

Through the years he was promoted to restaurant manager and learned the business inside and out, so that he was well-prepared for the job of ship's cook when he finally headed for sea.

In 1942 when he was 36, Gillespie enlisted in the Navy as a cook.

He spent the next three years in the Aleutian Islands where it took a good cook to lighten the boredom of bleak Aleutian service.

Returning to Baltimore at the war's end he found shoreside life was not for him and he started going to sea. In 1949 he became an SIU member and has been riding SIU ships steadily since then.

Loves The Work

His boosters say the secret of his success as a cook lies in his enthusiasm for the job. Cooking at sea every day for the same customers, he finds, is a challenging task and one he loves to undertake as a test of his skills.

Although he is now crowding his 54th birthday, he has no intention of calling it quits for some time to come. Union conditions are too attractive, he finds, and he would miss the friendship and stimulation of sailing. But if he has to pile off some day he feels he will be well-fixed, thanks to his earnings as a Seafarer.

LOU CIRIGNANO, MM

When Seafarer Louis Cirignano graduates from Montclair State Teachers College in May it will be a toss-up who learned more — Cirignano in his courses or his classmates and teachers about the SIU and US seamen. An enthusiastic SIU booster, Cirignano hasn't spared the horse in making the school SIU-conscious. He's shown SIU movies in the classroom and has made sure that copies of the SEAFARERS LOG are available in the school library where, he reports, they find many interested readers.

Cirignano's SIU background has helped considerably in his chosen field—economic geography. He is already student-teaching in this subject at a nearby New Jersey high school, and intends to go on with his studies and make teaching a career.

Joined SIU In '45

He started sailing with the SIU back in World War II, joining the Union in 1945 and spending the next five years on SIU ships. In 1950 the Army tapped him for military service. He returned to sea when the Army discharged him and subsequently started taking courses at Montclair. Now he is attending school full time to finish up his studies.

Cirignano is active in veterans' affairs and divides his spare time between working for veterans' organizations and boosting the SIU.

The versatile Seafarer also plays the piano and is adept enough at the keyboard to perform professionally at school dances and other functions.

Last Aboard Ines

Cirignano's last ship was the Ines on which he served as ship's delegate. She had a little unscheduled excitement on that particular trip when she collided with a Dutch vessel outside of Rotterdam. Fortunately, damage was minor.



'The Life Of A Salesman!'



Anything can happen in an election year, so they say, and the current foolishness passing under the name of the Case-Anderson bill is a good illustration of a long quoted saying. After the US Senate for the umpteenth time — and more convincingly than ever — voted its confidence in "50-50," now comes still another bill to eliminate the "50-50" provision from the farm surplus disposal program. It is presented in all seriousness despite the fact that no less than 57 Senators voted for "50-50" and another eight Senators were declared for the measure, better than two-thirds of the upper house.

The introduction of the Case-Anderson bill at this time has all the elements of a comic turn in vaudeville were it not for the fact that it is going to waste the time of the industry, the unions and the Senate when all of them have more pressing matters to be

concerned about than a dead issue.

From the looks of things, the Case-Anderson bill is not going to get very far, something the sponsors are well aware of. The only reason they have for introducing it is to show the farm organizations that they will do anything to help the farmer. By now though, it should be pretty obvious to the farmer and his organizations that the Case-Anderson bill and the other proposals rejected by the Senate shape up as a pretty rag-tag bag of goods. A more useless cure-all for the farmers' headaches has yet to be proposed.

Fortunately, a majority of the Senate is taking a more responsible and realistic attitude on the subject. They know that the farmers' problems cannot possibly be affected by taking cargoes from American ship-owners and giving them to foreign operators.

Looking Back

A glance through the pages of this issue of the SEAFARERS LOG discloses a number of stories about the various fringe benefits of the Union contract — the maternity benefit to cover the extra costs of new arrivals, the hospital plan and death benefit for emergency needs, the disability-pensions for men unable to work. By contrast, the centerfold of this same issue shows some aspects of the back-to-wall struggles unions faced in their fight for survival 20 years ago.

Today the SIU and other unions are concerned with expansion of the area of personal security on or off the job, to build cushions against personal disaster and help the members obtain the extra comforts and conveniences which make life much more pleasant. It was a different story in the 1930s when the unions' one concern was to hang on by the fingertips and hold together so that some day positive steps could be taken to ease the lot of the working man.

Twenty years ago unions had to struggle for their very existence against an array of company thugs, organized vigilante groups, hired strikebreakers, "detective" agencies and other forces bent on crushing workers'

organizations for all time. There are still some companies today, like Westinghouse, which are willing to war to the death against unions. There are undoubtedly others which dream of doing so but wouldn't try it. But by and large major industries which have dealings with unions have accepted them as here to stay and are willing to do business accordingly.

The millions of workers who have come into unions in the 1940s and 1950s may find it difficult to grasp the mood and circumstance under which unions lived during depression days. Their difficulty is the measure of the vast change which has taken place in a relatively brief number of years.

That change can best be described this way: If anybody had gotten up in 1938 when the SIU was founded and read off a document containing the terms of the present day SIU contract, he would have had a free ambulance ride to the nearest marine hospital and probably had his seaman's papers lifted as unfit for duty. What would have been preposterous yesterday is accepted today as matter-of-fact and old hat—but it all came the hard way.

Late Payoffs Stall Seattle Job Boom

SEATTLE—The job rush predicted for the past two weeks failed to materialize here, as only one of five expected pay-offs lumbered into port.

Hot Fishing Peps Tampa

TAMPA—Shipping is making its way at a fair pace once again here, although the anglers are still a lot busier than the dispatcher.

Good fishing is keeping all hands active, said Port Agent Tom Banning, with lots of warm weather in the offing now.

Six in-transit ships and one payoff accounted for the job activity of the period, with most of them taking a few replacements off the beach. The Arizpa (Waterman) was the lone payoff, followed by the Ocean Dinny (Ocean Trans); Chickasaw, Iberville, DeSoto (Pan Atlantic); Robin Hood (Seas Shipping) and Chiwawa (Cities Service) in transit.

However, Jeff Gillette, SIU port agent, said the other four will be in port during this current period, so things should be booming.

He listed the latecomers as the Mankato Victory and Coeur d'Alene Victory (Victory Carriers), City of Alma (Waterman) and the Sea Comet II (Ocean Carriers). These plus a batch of Waterman and Calmar in-transits should stir up quite a few jobs, he noted.

Dispatcher Busy
In the interim, the arrival of the Longview Victory (Victory Carriers) for payoff and sign-on, plus the appearance of nine in-transit vessels kept the dispatcher busy. Ships on the in-transit roster were the Ocean Ulla (Ocean Trans); Fomar, Pennmar, Portmar (Calmar), and the Kyska, Afoundria, Citrus Packer, John B. Waterman and Fairland (Waterman).

FINAL DISPATCH

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

Joe Morgan, 41: Brother Morgan died in the explosion of the SS Salem Maritime on January 17, 1956. Burial took place in the City Cemetery in Wilson, NC. Brother Morgan had been a longtime member of the Union, joining in the Port of Norfolk in 1939 and was sailing in the deck department when the accident occurred. He is survived by a brother, L. B. Morgan of Holland, Virginia.

Gilbert W. Viner, 57: Uremia caused the death of Seafarer Viner on October 5, 1955 in the US Army Hospital, 8169th Army Unit. Place of burial is not known. He had been sailing with the SIU since 1941.

Fred Fall, 58: Brother Fall died in the explosion of the Salem Maritime on January 17, 1956, while working in the deck department. Brother Fall joined the Union in 1945 in Philadelphia.

Jan Sidor, 42: Brother Sidor died in the explosion of the Salem Maritime on January 17, 1956. He held ratings in the engine department. He is survived by his wife, Marie, of Columbus, Ohio.

Harry L. Parrott, 57: A heart ailment was the cause of Brother Parrott's death on January 29, 1956. Brother Parrott had been a long-time member of the Union, joining in Norfolk in 1939. He had been sailing in the steward department.

Carl E. Barber, 57: Heart disease proved fatal to Brother Barber who died in the USPHS Hospital in San Francisco, California, on February 22, 1956. Place of burial is not known. Brother Barber had been sailing in the black gang since 1955. He joined the Union in the Port of San Francisco, California. He is survived by his wife, Agnes T. Barber, of Sebastopol, California.

Richard J. Mason, 74: A resident of New York City, Brother Mason died in the USPHS Hospital in Staten Island, NY, on March 14, 1956, of natural causes. Burial took place in Mount Holiness Cemetery of Butler, NJ. He has been a member of the SIU since 1942, joining in New York and shipping out in the steward department. He is survived by his wife, Lillian Mason, of New York City.

Reed Griffith, 34: On October 5, 1955, Brother Griffith died of an abdominal ailment in New York City. He was buried in Baltimore Cemetery. Brother Griffith had been sailing in the SIU since 1952 in the deck department. He joined in the Port of Wilmington. He is survived by his mother, Mrs. Ursula Griffith, of Baltimore, Md.

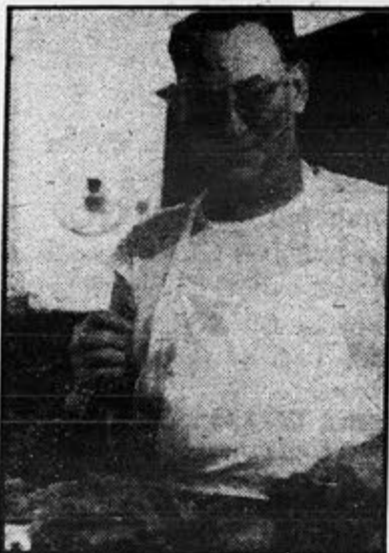
Wilmer Clark, 42: Brother Clark died in the explosion of the SS Salem Maritime on January 17, 1956. Place of burial not known. He had been sailing in the deck department since joining the Union in 1955 in New York. Brother Clark is survived by his sister, Mrs. T. A. Schanbeav, of Mobile, Alabama.

Edgar R. Hay, 57: Rheumatic heart disease was the cause of Brother Hay's death on January 20, 1956, in Philadelphia. He joined the Union in 1951 in New York and had been sailing in the steward department. He is survived by his sister, Mrs. Lillian Wetzel, of Philadelphia, Pa.

William C. Cuthran, 57: Brother Cuthran died in the County Hospital in Mobile, Alabama, on December 12, 1955 of a liver condition. Place of burial is not known.

Franklin E. Robbins, 54: A heart attack proved fatal to Brother Robbins who died in Cambridge, Massachusetts, on February 19, 1956. He was buried in Lubec Cemetery in Lubec, Maine. He had been sailing in the deck department since 1947 and joined the SIU in the Port of Boston.

Auburn Cut-Up



It's corned beef and cabbage coming up on the Auburn, as Boyd Amsberry, chief cook and steward delegate, cuts off portion for crewmember's dinner. Jake Malenke took the photo.

Sees Skin-Diving Rig Useful In Sea Mishap

An enthusiastic fan of underwater sports, Seafarer Fred Boyne on the Seatrain Savannah has come up with an idea for reducing casualties in shipboard disasters such as the recent explosion of the Salem Mari-

time. "I came close to passing up the idea of putting this suggestion forward," Boyne says, "like many guys with apparently good ideas do all the time. But during the war it might have been the means of saving so many lives that I try not to dwell on it. It might have meant an escape from hell for many guys, particularly on tankers that were hit in narrow, mined channels."

The device Boyne has in mind, of course, is any one of the many skin diving outfits now on the market. "These take just a few seconds to put on. A tank with an hour's supply of oxygen is small and easily handled and takes up

no more space than one lifejacket.

"In an emergency like a tanker fire, it would enable a man to go a few feet below the oil and flames and propel himself along to safety. It would be a considerable aid to a non-swimmer as well as any seaman forced to stay in the water for a long time."

Boyne recalled that the first time he tried the skin diving gear "it was so easy and comfortable to handle that I stayed 50 minutes in a 30-foot depth... Fish underwater accept you among them. It has been proved that objects on the surface attract fish most."

Devoted to the sport, Boyne says he carries his skin-diving outfit with him right on the ship. "With care, I think I would make it ashore if I had to," he asserted. "An hour's supply of air, in use only when needed, can last a long time."



Boyne

LOG-A-RHYTHM:

Saga Of The Bethcoaster

By Bud Cousins

The times were out of joint As we left Sparrows Point, And headed 'cross the Bay To old New Haven The ship rode like lead, She was down by the head; You could hear the Old Man Just a-ravin'.

Then we hit the Narrows And she began to shiver, It was all we could do To keep her in the river.

We were called at 7:30 And Brown took first guide, It took hard wheel both ways To keep from hitting the side.

Then up loomed Hell Gate, The Old Man barked an order; Brown gave it all he had -Too little and too late.

A week in the drydock Welding and burning plates, Now once more afloat Thanks to the Fates.

Loaded just as heavy And strong at a fort.

She's now as good as ever, As we steam from port to port.

Sea Comet II Has New Sailing Board



A handy man with a paint brush, Seafarer Rickie Lourenco, OS, is shown with the sailing board he designed on the Sea Comet II, one of several SIU ships for which he's put this hobby to work. The board has the SIU emblem in the left corner and the company house flag at the right. George Pierre took the photo.

Lauds Massmar For Help To Son

To the Editor:

I am writing to you to let you know how grateful I am to each and every one of the men on the SS Massmar who contributed to the fund that was taken up in behalf of my son, Kenneth S. Krienke, who was hurt on the ship.

I know this money was a sacrifice on their part and could only be given in a spirit of brotherly love. If we have love

Letters To The Editor

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

one for the other God abides in us.

Again I want to thank them. May God direct their paths into righteousness, keep them and protect them, and give them a safe journey to and from their destination.

Kenneth is in the hospital at San Diego with a head injury. We do not know as yet how badly he is hurt. He has no memory of what we say to him.

Mrs. L. Krienke

Appreciates SIU Disability Cash

To the Editor:

It is my wish and desire to express my sincere thanks and appreciation to our officials and to the trustees of the Seafarers Welfare Plan for the disability benefits I am now receiving.

Please convey by best wishes for the future of the SIU Brotherhood of the Sea and to my fellow SIU members. God bless all of you.

Morris M. Schaplo

Sends Thanks For Floral Tribute

To the Editor:

I would like to thank the SIU for the flowers received on the death of my husband, Harry Campton.

It was very kind of the men in Baltimore to do this.

Virginia Camplon

Asks Same Rules For Delta Ships

To the Editor:

I have just finished reading the new steward department working rules and wish to use this medium to say that the new rules are a big step forward in securing for crewmembers the best in preparation, serving and utilizing of food.

The breakdown of the working rules for each steward department member leaves no ifs, ands or buts. However, I believe it is about time to have such a set of rules applying to passenger ships particularly.

Need Uniform Rules

For instance, the three Delta Line passenger ships, Del Mar, Del Norte and Del Sud, have had no revision of steward department rules since the ships were put into operation almost nine years ago. Many ratings and their duties differ from ship to ship.

An AB can go from ship to ship and from company to company and still know that his duties will be the same. The

same goes for wipers, oilers, ordinaries, etc. But a passenger pantryman or smoke room steward or deck steward, for example, find that when they change ships the working rules that apply on one ship may not apply on another, and the above is only a sample list of ratings whose duties differ from one Delta Line ship to another.

A uniform set of working rules is very much needed for the steward departments on these three ships. The ships in question are of the same build, are on the same schedule and should operate with the same set of working rules, at least that is the opinion of at least one Delta Line homesteader, yours truly.

Incidentally, the present policy of mailing only three copies of each LOG to a ship with an SIU crew of 100 is hardly adequate, and many members never see a LOG for the entire trip.

George H. McFall

Asks Wandering \$ To Come Home

To the Editor:

I am now in the marine hospital in San Francisco. In about two more months, my wife and I expect to collect the SIU maternity benefit again.

Most of you know how important it is to a woman to have her husband standing by while she is in the delivery room. I even neglected to report an injury, choosing instead to keep quiet and ride the ship home with a broken jaw, just to be sure of being here. It wasn't fun, but at last Waterman missed a chance to quibble over transportation money.

Now I find that, in spite of everything, unless I get out of this drydock and ship before the baby is born, I will have a pantry at home that will make

Old Mother Hubbard's cupboard look like a supermarket.

During my nine years of sailing SIU ships, I have loaned out a lot of cabbage, mostly to men

on the beach when they needed it.

Well, gentlemen, I am now forced to depend on my friends for a little show of appreciation for past favors. I'm not shaking a tin cup or asking for a loan, only trying to round up some of my own loose simoleons that have been galloping all over the world, bouncing between barstools, bangtails and baby sans, but not back to Backrak.

In other words, if I loaned you something to drive the wolf from your door, now would be a nice time to return it so I can use it to pry his teeth loose from the seat of my pants. That loot is now needed at home, and needed just as much as it was when I shelled it out.

While I'm at it, I might as well sound off. This is my first time in a marine hospital and I couldn't ask for anything better. In fact, without this treatment I would be up the proverbial tributary without adequate means of propulsion.

By the way, for Brother D. T. Morrison, whom I have been unable to locate, I've left a money order for \$55 at the home of J. B. Collins in Grand Bay, Alabama. My own address is 307 E. 129th St., Los Angeles 61, Calif. I hope I hear from some of the boys soon.

Daniel D. Backrak

SEAFARERS IN THE HOSPITALS

- USPHS HOSPITAL NEW ORLEANS, LA. Merton Baxter, Carl W. Berg, Claude F. Blanks, R. Brown, J. L. Buckelew, Gaetano Busciglio, S. C. Carregal, Arthur M. Caruso, Theodore Cieslak, Cloise Coats, Albert T. Cooper, C. F. Dorough, Jaime Fernandez, J. Fitzpatrick, J. T. Gehringer, John C. George, Henry C. Gerdes, Clarence Graham, Kristian Gunderson, Martin Kelly, Charles Jeffers, E. G. Knapp, Antoine Landry, Leo H. Lang, Earl McCollam, Minzioni Marion, Robert Mitchell, Alfonso Olaguibel, John H. Overton, Michael Papusha, Orville Payne, Randolph Ratcliff, Edwin Ritchie, Mitchell Rodriguez, Edward Samrock, Harold P. Scott, West Spencer, Charles Summerell, Lonnie Tickle, Luciano Toribio, James E. Ward, James R. Williams, Luther E. Wing, David A. Wright

- William J. Conners, E. T. Cunningham, Walter L. Davis, Emilio Delgado, Walter W. Denley, John J. Driscoll, Robert E. Gilbert, Bart E. Guranick, Joseph Isits, Thomas Isaksen, John W. Keenan, Ludwig Kristiansen, Frank J. Kubek, Frederick Landry, James J. Lawlor, Leonard Leidig, Mike Lubas, Archibald McQuigan, David McCreath, H. F. MacDonald, Michael Machusky, Gorman T. Glaze, Albert Hawkins, Edward Huizenga, Albert G. Lee, Fred Pittman, J. T. Sigmon, Guilford D. Sims, Joseph Snyder, Edward Tresnick, Vyril E. Williams, Albert L. Willis

- USPHS HOSPITAL SAVANNAH, GA. Wm. B. Aycock, Maximino Bernes, James Dayton, Jimmie Littleton, Leslie F. Swegan, S. S. Harrison, John E. Markopolo, Edwin S. Parker, F. Regalado, D. F. Ruggiano, G. E. Shumaker, G. Wivertsen, Henry E. Smith, Karl Triemann, Harry S. Tuttle, Fred West, Norman West, Virgil E. Wilmoth, Pon P. Wing, Chee K. Zai, Robert M. Douglas, John E. Drynan, M. A. MacDonald, John Der

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

- USPHS HOSPITAL BALTIMORE, MD. John Abrams, Floyd G. Barnett, Harry C. Bennett, William Bruton, Francisco Bueno, Carl Chandler, Jessie A. Clarke, Victor B. Cooper, Rosario Copani, John C. Drake, Donald Forrest, Linus E. Twite, Michael Michalk, Finn Ostergaard, John S. Sweeney, Wm. F. Vaughan, Wm. L. Williams, Donald G. Hodge, Harry S. Murray, Jereriah O'Byrne

- USPHS HOSPITAL FORT WORTH, TEXAS. Frank Anderson, Benjamin Deibler, Joseph Fusella, Rosendo Serrano, Willie A. Young, VA HOSPITAL KERRVILLE, TEXAS. Billy R. Hill, VA HOSPITAL RICHMOND, VA. John P. Wilson, USPHS HOSPITAL STATEN ISLAND, NY. George Carlson, Esteban Cruz, Horacio DaSilva, Juan DeNopra, James H. Fisher, David Furman, Idelfonso Galindez, Estell Godfrey, Alfred Kaju, D. F. Kazukewicz, John Klepadlo, John McWilliams, Jose Maisonet, John R. Marshall, Alonzo W. Morris, Leon Reynolds, G. H. Robinson, Jose Rodriguez, Stanley C. Scott, Cirio P. Sudana, David Talbot, Thomas R. Tomlin, D. Trevisano, Samuel Vandal

Routine Rocks Steel Apprentice

Routine trip? It all depends on your viewpoint. As Seafarer E. N. McInis on the Steel Apprentice tells it, "we left Frisco in the usual way—about halfway secured—and then hit one helluva typhoon about three days from Manila."

"However, due to pressing priority jobs, such as scaling rust from the deck, the deck cargo had gone unattended. Thus, when the typhoon hit, our deck cargo was inclined to abandon ship... Reluctant heroes that we were, we managed to dissuade our cargo from this course of action."



McInis

"On arrival in Manila, the usual port routine went into effect—over the side with the guns. For some reason, the boys took a dim view of working weekends in port (over the side, no less), but the captain was equal to the occasion."

"He explained his disappointment at the failure of the boys to turn to at this task on a Saturday—it was the day before Christmas—to the ship's delegate. At the same time, he also regretted not being able to put out a draw he had promised, due to a local cur-

rency regulation, which he conveniently recalled."

All this began, McInis points out, because "having been with various characters in the way of skippers, such as K. O. Bornson, Morgan Hiles, etc., I let my curiosity get the better of me and took an AB's job on this scow, captained by none other than Sigurd Burnhard."

"Burnhard," he recalled, "thought 'big,' so he decreed the construction of a 'monster' float, with appropriate scaffolding. The fact that we already possessed a sizable float was irrelevant, and this thing just grew and grew."

"I could only think of another old tyrant, K. O. Bornson, now retired, who finally decided he would have nothing to do with one of those things."

"It seems two men once drifted out to sea on one—more than likely in an effort to escape—and the Coast Guard had to rescue them. Sigurd, on the other hand, goes in for them in a big way; the bigger the better. This one may pan out

to be a new addition for the Isthmain fleet—a C-3.2."

SIU SERVICE ON POINTER TOP-RATED

Proud of the SIU-style service provided on the Alcoa Pointer, ship's reporter Leo Bruce has passed on a commendation received by the crew during a recent voyage to the Islands with a full complement of passengers, including Congressman Isidore Dollinger of New York.

The run to Venezuela and the Islands was a festive one, marked by birthday celebrations for two of the passengers—everybody has at least one birthday on a sea voyage—one of which wound up so far into the morning that some over-exuberant soul hid the call bell so they wouldn't have to be disturbed for breakfast.



Dollinger

As it was, the saloon gang was just as glad this happened, since it was spared the ordeal of serving on that "morning after."

The trip came to an end in Mobile, where Rep. Dollinger, speaking for his wife, himself and the other paying guests, publicly thanked the steward department for its excellent service.

"The Congressman said 'it was a pleasure sailing with this crew from the SIU,'" Bruce reported, "because he knows the SIU is one of the best unions and this crew is typical of a fine Union."

Good Times At Sea 'n Ashore



At top, a happy quartet from the Raphael Semmes smiles for the crew lensman to typify smooth sailing encountered on the run to the Far East. The photo (l to r) shows Haik Alexanderian and Brown, AB, from the deck gang, with Fred Costello and "Scotty" representing the black gang, all enroute to Formosa. Ashore in New Orleans (above), old shipmates get together to swap tales over a few cool ones at Sgt. Hand's. They are (l to r) Stanley Ruzyski, Red Carol, Hand, Eric Gronberg, Roy Bell, Bill Murrell, L. Sweum, Granberg and Bell sent in the photo.

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

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CITY ZONE STATE

CUBORE (Ore), March 3—Chairman, R. Nicholson; Secretary, L. Flax. No beefs. Letter to be mailed to Baltimore to clarify overtime on working in tunnel below floor plates. Little disputed overtime. Vote of thanks to steward department. Motion carried to accept communication from headquarters.

KYSKA (Waterman), January 29—Chairman, J. Markham; Secretary, E. Newhall. Everything running well. Captain cooperates with crew. No beefs. Repair lists to be turned in. Welfare cards to be passed out. Slopchest does not carry ample supplies and more should be put aboard. February 24—Chairman, S. Zygarowski; Secretary, M. Krohn. No beefs. Everything seems to be running in good order. New lockers needed. Some disputed overtime. Motion carried to make out voucher for port

Digest Of SIU Ship Meetings

payoff and all future payoffs. Standard brand food and soap powder requested. Company to put sufficient slopchest aboard. Water tanks to be cleaned.

CECIL N. BEAN (Dry-Trans), January 22—Chairman, A. May; Secretary, P. Jakubek. Ship's delegate elected. Some disputed overtime. No beefs. Discussion on repairs.

LEWIS EMERY, JR. (Victory Carriers), December 28—Chairman, P. VanMillicon; Secretary, W. Mason. Everything is okay. Cut off washing machine when not in use. Help keep pantry clean.

MAE (Bull Lines), February 24—Chairman, J. Heacock; Secretary, T. Schultz. Everything in order. Ship's fund—\$14.58. Motion carried to concur in communications from headquarters. New radio to be purchased. Repairs are being completed.

NEVA WEST (Bloomfield), February 19—Chairman, E. Keagy; Secretary, D. Jones. Everything running okay. Good weather. Ship's fund—\$55. Few hours disputed overtime. Motion carried to take \$20 from ship's fund for magazines. It was suggested that new deck be laid in crew's passageway.

SANTORE (Ore), February 9—Chairman, F. Jeffonde; Secretary, P. DeWitte. Repairs being taken care of. Some disputed overtime. Vote of thanks to steward department. It was suggested that the Public Health Service check these vessels every trip. All rooms to be painted.

PENNMAR (Calmar), February 26—Chairman, M. Rossi; Secretary, V. Monte. Washing machine was repaired. Few minor repairs needed. Reminder made that all men leaving vessel to leave their bunks clean. Ship's fund—\$10.40. Some disputed time. Motion carried to accept communication from headquarters. Letter to be posted concerning gangway watches in such places as Philadelphia and Sparrows Point. Vote of thanks to steward department. Messhall to be locked at night so it will keep clean.

SEAMAR (Calmar), March 3—Chairman, S. Phillips; Secretary, G. Mays. Repair list was turned in. Ship's fund—\$15. Some disputed overtime. No beefs. Motion carried to concur in communications from headquarters. Motion carried that headquarters be notified as to the condition of meats aboard this vessel. Discussion held on ship's welfare fund, members agree to donate \$1 each.

STEEL DIRECTOR (Isthmian), March 1—Chairman, J. Rose; Secretary, J. Levin. Ship's delegate and secretary-reporter elected. Ship's fund—\$10. No beefs. Motion carried unanimously to concur in communication from headquarters. Motion carried that crew is not to sign on until the repair list is completed and okay is given by boarding patrolman. Vote of thanks to steward department.

STEEL SEAFARER (Isthmian), January 29—Chairman, R. DeVirgilio; Secretary, P. Ryan. Delegate contacted captain regarding painting. Ship's fund—\$22.07. Some disputed overtime, no beefs. Menu to be improved. Steward to turn copy of requisition over to ship's delegate and patrolman. Motion carried for Union to contact company to furnish movies to ships on Persian Gulf run. Discussion held on repairs needed.

TOPA TOPA (Waterman), February 10—Chairman, F. Oves; Secretary, W. Barth. Bad water system aboard. Some disputed overtime. No beefs. Motion carried to send letter to headquarters about inferior grade of coffee and soap powder. Vote of thanks to captain for cooperation. Steward requested better variety of menus.

CAMP NAMANU (US Petroleum Carriers), February 19—Chairman, D. Hartman; Secretary, V. Chavez. Discussion held on draws in US currency. Ship's fund—\$51. Some disputed overtime, no beefs. Motion carried to concur in communications from head-

quarters. More books and magazines to be purchased in Japan.

BENTS FORT (Cities Service), March 4—Chairman, S. Anderson; Secretary, B. Grice. No beefs, everything okay. One man hospitalized in the Azores. Communication from headquarters accepted.

CHRYSS JANE (Orion), March 4—Chairman, W. McKenna; Secretary, H. Ryan. This is first voyage under SIU, a two-week trip. Good crew and good cooks aboard. Repair list is to be completed soon and fans are to be ordered. No beefs. Motion carried to accept communication from headquarters. Motion carried to write senators regarding the 50-50 law. New chairs needed in crew's messroom. Tanks need cleaning, wash water is rusty. Vote of thanks to steward department.

DEL ORO (Mississippi), February 24—Chairman, W. Perry; Secretary, P. Whitlow. Trip ran okay, everything is in good order. Some men were logged. Ship's fund—\$51. Recreation gear and magazines to be purchased for crew. Some disputed overtime. Motion carried to concur in communications from headquarters. Shipboard safety program is being discussed, results will be sent to headquarters. Meeting to be held on return voyage to check stores. Vote of thanks to steward department especially for difficult job during West African run. Appreciation regarding the crew expressed as they are keeping the ship clean.

DEL SUD (Mississippi), February 18—Chairman, V. Romolo; Secretary, W. Perkins. Two men were logged. Few hours disputed overtime. More LOGS requested aboard. Ship's fund—\$119.07, Picnic Fund—\$497.20. No beefs. Motion carried to concur in communications from headquarters. Discussion held regarding 50-50 Law. Money to be taken from ship's fund for magazines.

GOVERNMENT CAMP (Cities Service), March 7—Chairman, G. Gillispie; Secretary, W. Hand. Safety meeting held. Ship's fund—\$15.29. No beefs. Motion carried that recent communication from headquarters be accepted as read. Ship's delegate elected.

HURRICANE (Waterman), March 4—Chairman, J. Thomas; Secretary, P. Plascik. Captain will not open slopchest until inventory has been taken. Ship's fund—\$16. No beefs. Motion carried to concur in communication from headquarters. Ship's delegate and treasurer were elected. Sinks in laundry room in very bad shape. Laundry room to be cleaned alternately by deck and engine departments. Steward department to keep recreation room in order. Discussion to be held with patrolman regarding additional refrigerator needed in crew's messroom.

LAKE GEORGE (US Petroleum Carriers), March 5—Chairman, H. Mady; Secretary, J. Garello. Everything going okay, all delayed sailing disputed. No beefs. Communications from headquarters accepted unanimously. Delegates have re-checked their repair list. Vote of thanks to steward department and to ship's delegate.

ALCOA CORSAIR (Alcoa), March 3—Chairman, M. T. Costello; Secretary, G. Clarke. Ship's gangway to be used at the bauxite dock, instead of makeshift wooden one used in the past. Everything okay. Ship's fund—\$183.90. Motion carried to concur in communications from headquarters. It was suggested that silverware be returned to messhall and water to be mopped up around basin in galley after washing silver.

CHESTER HARDING (Construction Aggregates), February 26—Chairman, E. Tirello; Secretary, P. Arthurs. Discussion held about extension of articles. No beefs. Motion carried that ship's delegate contact New York regarding question of articles, transportation and bonus for men staying aboard and also about men who came to the ship less than nine months ago with original crew. Discussion held on menu. Morning launch service was discussed.

January 29—Chairman, A. Shrimpton; Secretary, A. Bryant. Everything okay. No beefs. Motion carried that all department heads make a list of men leaving ship on March 16 and give same to master so that replacements may be down here in time when articles expire.

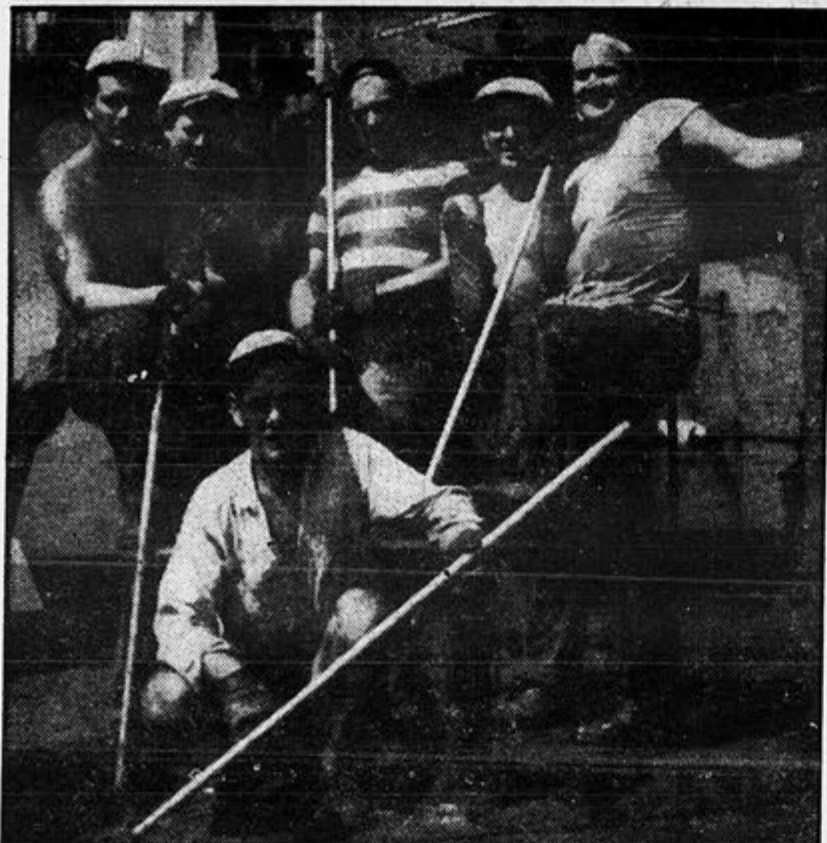
DEL ALBA (Mississippi), December 26—Chairman, E. Vorel; Secretary, W. Gels. No beefs. Most repairs were made in port. Messhalls and galley to be painted this voyage. Ship's delegate elected. Ship's fund—\$30.43. Motion carried to accept recent communication from headquarters. All beefs to be settled at once.

March 4—Chairman, E. Vorel; Secretary, W. Gels. This trip has been very good—no beefs to report. All painting has been done. Motion carried that union representative contact captain regarding ice water for longshoremen. Wringer needed on washing machine.

GATEWAY CITY (Waterman), February 15—Chairman, J. Gouge; Secretary, D. Collins. Everything going okay, no beefs. One man missed ship in New Orleans. Motion carried to concur in communication from headquarters. Ship's delegate elected. Letter to go to headquarters regarding water ration beef. Do not leave washing machine dirty.

STEEL KING (Isthmian), March 4—Chairman, R. Adams; Secretary, W. Nickelsen. Repairs being done. No beefs. Engine department footles need painting. Ship's fund—\$37.96. Ship's treasurer elected. Magazines to be purchased from ship's fund.

Clean-Up Time On Royal Oak



CUPID HITS THE MARK

Cupid clamped onto Seafarer Clyde O. Horten, 28, recently, and it was all over but the shouting on March 3.

Horten and his bride, the former Mrs. Rose Porter Powell of Deep Creek, Va., were married at the



Seafarer Clyde Horten and his bride join in cutting the wedding cake.

Deep Creek Methodist Church that Saturday at 4 PM, with reception festivities following in the evening.

A member of the SIU since 1947, Horten has been sailing in the deck department since that time. On hand for the celebration was his father, Charles V. Horten, who started sailing with the SIU last November out of the port of Norfolk. He is shipping in the engine department.

The SIU family announced the nuptials in a letter to the LOG this week.

Using mops as props, deck gang on Royal Oak makes like a real chorus line. Pictured (standing, l to r) are Tregembo, AB; Lee, OS; Jack Johnson, OS; Preacher Morris, AB; W. A. Palmer, AB; kneeling, Scotty Ramsey, AB. Photo by J. W. Henry, oiler.

Going Home? Trader Packs You A Lunch

Good food is a specialty aboard the Western Trader. The chow is so good, it seems, that some guys can't tear themselves away from it, even when they're paying off.

This created what has come to be known as the "Box Lunch Brigade," in honor of five old Trader hands who packed a man-sized lunch of fried chicken, ham, cheese and cake before they left the ship.

The boys had first-class transportation back to their port of sign-on, including meals, of course, but that "commercial" stuff just couldn't hold a candle to the "home cooking" they'd gotten used to while on the Trader.

Leroy Donald, Lester Burnett and Cleo Beasley were among the box lunch boys, and it made the steward and galley gang proud like mother hens to see 'em go, fondly clutching their lunches along with plenty of other gear, said reporter Joe Powers.



Powers

Rion Applauded As Good Feeder

To the Editor:

Luck has been pretty good with the crew here on the SS Rion (Actium).

Starting from the time we boarded the ship in New York, there was plenty of overtime to be made by all hands for the eight days it took to go to New Orleans, where we arrived in time for the Mardi Gras celebration.

This was quite a sight to see,

as it is not only up to date maritime union-wise, but is also full of unbiased reports on the maritime industry.

About a year ago, my father sent a poem to you which had to do with the sea. Now by some good luck he has made a shanty out of it, with music too. All he has to do is get it published.

It has six verses to it, and the music is similar to the one and only "Shanty In Old Shanty Town." He has renamed it "Kelly's Shanty."

When he has a few drinks down him (or rather a few gills) he kicks off singing it and it doesn't seem too bad, even if he is a bit "high." So if you know anybody who would like to publish a shanty, just let me know.

John Kelly

(Ed. note: We will revise our mailing list to make sure that you receive all future copies of the LOG.)

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.

Hotel Aids SIU In Lake Charles

To the Editor:

Seafarers on the beach in Lake Charles have a loyal and sincere friend in Mrs. Reeder, who runs the Lake Hotel here in town.

A mature and attractive lady, Mrs. Reeder has been the "helping hand" to many a Seafarer waiting to ship out and a little short of rent money. Many seamen have also enjoyed a free meal in her kitchen in the rear of the hotel, all willingly prepared for them free of charge.

Mrs. Reeder runs a clean, orderly and quiet place, with a very welcome homelike atmosphere and at very reasonable rates. The hotel has very comfortable lounge with a large screen TV set where, in the evening while we sit around watching a show or just shooting the breeze, Mrs. Reeder frequently serves delicious hot coffee or hot chocolate with some other delicacy occasionally added.



Mrs. Reeder

Again, may I add, this is done without any thought of personal reward beyond the pleasure of giving service to her guests who, of course, are primarily SIU men. By the way, the Lake Hotel is also a good place for the Seafarer who has his wife visiting him while he's in Lake Charles, for Mrs. Reeder will surely make her feel at home. In her long dealings with many Seafarers, she has assured me that she had yet to be dealt with really dishonestly by any seafaring man. And I can personally assure all seamen, and her, that if I should ever find anyone not giving this wonderful and kind lady a square deal, it will not be hard to know how to deal with him.

John F. Wunderlich

especially for the first time, and because of the port payoff we had plenty of cabbage to celebrate with. Though the rainy weather put a damper on the celebration, there were many out to see the Mardi Gras parade. But two days in New Orleans and the porkcrops and gravy of the previous eight were gone for most of the crew.

Top Holiday Menus

We celebrated Washington's Birthday at sea, and the menu brought back reminiscences of the Christmas and New Year holidays. The chief steward, Enrique R. Rosado, is tops as far as the crew is concerned. Enrique puts out a swell menu every day and the crew swears by God that she's a feeder.

Johnny Reinosa, the chief cook, is a well-known old timer who has been delighting crews for years, you can believe he's still the best in the culinary art.

It's a been a cold trip, but the brothers should warm up when we hit Ceuta, Spanish Morocco, our bunkering port before we arrive in Piraeus, Greece.

Incidentally, we have a graduate barber from a school in New York in Noel McLaughlin and the brothers appreciate his hair-cutting. We also have a camera fiend in Benedikt Smoljan and quite a few fishermen, though their luck has all been bad. According to them, all the fish have moved to the Pacific.

E. Pappas
Ship's reporter

Needs Publisher For Sea Shanty

To the Editor:

In January I sent you a change of address for the LOG and although I received one soon after telling you about my new address, they have suddenly stopped coming.

I miss the news in the LOG,

Citrus Packer Beefs On Mail

To the Editor:

At this time I would like to register a beef in regard to mail on this intercoastal Far East run for Waterman. I have been aboard the Citrus Packer for the past three months and have received just one letter. That was from someone in Yokohama while I was in that port. I could have talked to them in person.

What I want is to hear from someone at home.

I came aboard in San Francisco, and was told to have my mail sent to New York, which I did. We went as far as Norfolk and, while there, I was told there was no mail. I called San Francisco and my brother said he had sent me two letters to me to New York, but up to now I have not received them.

We went to the Gulf and I was told to give 310 Samson St., San Francisco, and C. F. Sharpe Co. in Yokohama as the addresses to send to my people. I still have not received one letter as yet. I suppose I will get them all at once when we get to San Francisco.

I don't know whether they realize the importance of getting mail from home when you are so far away, and hope this matter will get some attention as it has been the same on this run for the last four years and my shipmates feel the same as I do about it.

Our ship's delegate, who has done a fine job, made two long distance calls from New Orleans to the company, but they did no good either.

Frank B. McCollan

Has Safety Idea For Boiler Work

To the Editor:

Brother Francis L. Grissom is now in the hospital in Rotterdam for treatment of a brain concussion following an accident that occurred there while Grissom, a wiper on the Margaret Brown, was working on the boilers.

It seems the inspection door on the boiler kept swinging, so it was being held open by a line secured to the catwalk above. Then it became loose from the hooks holding it to the boiler and, although the line did not part, the door swung and struck Brother Grissom on the back part of his head. It gave him a severe concussion.

It is suggested that the members be informed of this hazard and that they should completely remove the boiler inspection doors instead of hanging them open when they are working around the boilers.

This small precaution may save someone a severe headache, if not their life.

L. Reinchuck
Ship's delegate

Burly



HEY, NUTSY - WOTCHA GOT THERE?

OH - AN INVENTION...

You Can't Please Everybody



LOOKS REAL INTERESTIN' - WOTS IT DO?

DO?

By Bernard Seaman



WOTSA MATTER WITH YOU - YOU WANT IT TO DO SOMETHIN', TOO?!!

IBERVILLE (Pan Atlantic), February 24—Chairman, Goff; Secretary, J. Sintes. No beefs. Ship's fund—\$13.17. Motion carried to accept communication from headquarters unanimously.

JOHN B. WATERMAN (Waterman), March 4—Chairman, R. Sanderlin; Secretary, J. Picou. Slopehead to be opened before ship reaches Oakland. Ship's fund—\$20.53. Secretary-reporter elected. Milk to be put out once a day. Vote of thanks to steward department.

ROBIN SHERWOOD (Seas Shipping), February 28—Chairman, W. Schlicht; Secretary, H. Kammet. Three brothers were hospitalized. Launch service and delayed sailing to be brought to New York. Ship's fund—\$30.79. Few hours disputed overtime. No beefs. Motion carried to concur in communication from headquarters.

Digest Of SIU Ship Meetings

Munications from headquarters. Steward requested to avoid repetition in menus. Steward requested to check cereals.

SEA GARDEN (Peninsular Navigation), February 26—Chairman, C. Kempinski; Secretary, J. Praux. New coats have been issued. Messhall, recreation room and pantry to be painted. Anyone making noise coming aboard to be reported to patrolman. Wider sheets and fans to be installed. Ship to be fumigated.

STEEL ADVOCATE (Isthmian), January 23—Chairman, O'Neill; Secretary, Strikewsky. Two men hospitalized. No beefs. Some disputed overtime. New washing machine needed. Repair list issued. Ship to be fumigated.

ALCOA ROAMER (Alcoa), March 4—Chairman, S. Holden; Secretary, R. Klenast. Discussion held on 50-50. No beefs. Motion carried to concur in communications from headquarters. Ship's delegate elected. If anyone wishes to leave ship because of illness, be sure to request sick pass.

ALMENA (Pan Atlantic), March 4—Chairman, J. Atchison; Secretary, R. Llauger. Some disputed overtime. Ship's fund—\$31.25. Motion carried to concur in communications from headquarters. Motion carried to hold a meeting with patrolman regarding poor cooking. Steam and electric iron to be purchased from ship's fund. Plenty of food aboard but poorly prepared.

BEATRICE (Bull Lines), February 26—Chairman, R. Ricci; Secretary, E. Reynolds. Good crew aboard. Few hours disputed overtime. New laundry machine needed. Good officers aboard. No beefs. Motion carried to concur in communications from headquarters.

FRANCES (Bull Lines), February 24—Chairman, E. O'Rourke; Secretary, S. Carr. New ice box to be put in crew's pantry. Ship's fund—\$21.60. Safety meeting to be held after this meeting. Motion carried to accept communications from headquarters unanimously. Motion carried that man on gangway remember each time that sailing board is charged. Discussion held regarding garbage being dumped on deck by midship house.

MASSMAR (Calmar), March 4—Chairman, J. Eichenberg; Secretary, G. Masterson. Ship's fund was paid out to injured seaman who was taken off to be hospitalized. Report on this matter was submitted to headquarters. No beefs. No disputed overtime. Motion carried to concur in communications from headquarters. Ship's treasurer elected. Enrollment cards were distributed. Each crewmember to donate \$1 to ship's fund.

ROBIN DONCASTER (Seas Shipping), March 7—Chairman, W. Wallace; Secretary, H. Morris. No beefs. Motion carried to concur in communications from headquarters. All crewmembers told to complete enrollment cards. Messroom to be kept clean at all times.

ROBIN KIRK (Seas Shipping), March 8—Chairman, J. Hanness; Secretary, K. Skenberg. Everything running smoothly. Ship's fund—\$15.70. Some disputed overtime. Roller needed for washing machine. Gangway watch to keep doors locked while in port.

AZALEA CITY (Waterman), March 4—Chairman, N. Flowers; Secretary, F. Fish. Everything running okay, no beefs. Some disputed overtime. Motion carried to concur in communications from headquarters. Hot wafer heater to be repaired. Crewmembers returning from ashore are asked not to hardtime gangway watch. Repair lists to be made out. Discussion held about steward department.

PORTMAR (Calmar), March 5—Chairman, K. Kiebert; Secretary, J. Straka. While in shipyard in Baltimore new washing machine was received. Everything okay. No beefs. Motion carried to accept communications from headquarters as read. Motion made to buy a steam iron, ironing board cover from ship's fund.

tion made to buy a steam iron, ironing board cover from ship's fund.

STEEL RECORDER (Isthmian), March 2—Chairman, A. Briggs; Secretary, E. McDavid. No beefs. Ship's fund—\$25.11. Discussion held on 50-50 law. Discussion held regarding steward department.

DEL SOL (Mississippi), February 25—Chairman, C. Kerrigan; Secretary, C. McLellan. Ship's delegate quit ship at payoff in New Orleans. Ship's fund—\$36. No beefs. Ship's delegate elected.

ARICKAREE (US Petroleum), March 4—Chairman, none; Secretary, none. No beefs, everything okay. Motion carried to make a requisition for a 60-day stores on arrival in next port. Discussion held on money draws. Situation was explained by ship's delegate. Suggestion made to order new coffee cream.

CAROLYN (Bull Lines), March 18—Chairman, J. Johns; Secretary, S. Zubovich. No beefs. Ship's fund—\$47. All new men coming aboard will be asked for \$2 for TV repair fund. General discussion held regarding steward department and consideration for utensils.

DOROTHY (Bull Lines), March 13—Chairman, F. Walker; Secretary, P. Magro. No beefs. One man taken off because of illness. Motion carried to concur in communications from headquarters. Discussion held regarding FWT.

EVELYN (Bull Lines), March 13—Chairman, Turkington; Secretary, C. A. Yacu. Washing machine to be turned off after use. Ship's fund—\$13. No beefs.

MADAKET (Waterman), E. Bell; Secretary, M. S. MacNeil. Captain does not have enough money for draw until we get in port. One man was logged. Motion carried to concur in communications from headquarters. Motion carried to increase the rate of boiler cleaning overtime to equal that of the deck department for tank cleaning. New washing machine needed. Lock to be placed on wash room door. Vote of thanks to men operating movie machine at night. Vote of thanks to baker and messman.

SEA CLOUD (Pogor), March 4—Chairman, L. Benelli; Secretary, A. Bernard. Messhall to be painted next trip. Ship's fund—\$7.50. Motion carried to contact patrolman regarding steward. Lights need new spare parts. It was suggested to buy a timer out of ship's fund for washing machine.

YORKMAR (Calmar), February 24—Chairman, S. Drury; Secretary, D. Coker. All passageways to be kept free from cargo block-offs at all times. No beefs. Motion carried to accept communication from headquarters. Letter to be written to headquarters regarding longshoremen. Need gangway watchman in port of Philadelphia.

YOUNG AMERICA (Waterman), March 4—Chairman, C. Demara; Secretary, C. Ridge. Motion carried to concur in communications from headquarters. Motion carried to send telegram to senators from Alabama to retain 50-50 shipping law. Ship's delegate elected.

MAIDEN CREEK (Waterman), March 16—Chairman, H. Meacham; Secretary, J. Widdle. Clean payoff, no beefs. Steward was able to get fresh but not frozen fruit. No beefs. Motion carried to concur in communications from headquarters. Ship's secretary-reporter elected.

OCEANSTAR (Trilon), March 18—Chairman, H. Gllick; Secretary, W. Sweet. No beefs. Everything going well. Recent communications from headquarters read and accepted unanimously. Screen doors were repaired.

OREMAR (Ore), March 18—Chairman, J. Jones; Secretary, M. Martin. Ship's fund—\$19.89. No beefs. Ship's delegate elected. Vote of thanks to steward department. Discussion held on men being quiet in passageways.

SEATRAN LOUISIANA (Seatrains), March 17—Chairman, V. Whitney; Secretary, F. Nigro. A large part of crew wrote to their senators regarding 50-50 law. Ship's treasury contains \$5.90. Motion carried to concur in communications from headquarters. Ship to be fumigated.

STEEL CHEMIST (Isthmian), March 18—Chairman, K. Sivestsen; Secretary, S. Piaga. Repair list turned in. Ship's fund—\$4.20. Motion carried to concur in communications from headquarters. The soup meats are not prepared properly.

TOPA TOPA (Waterman), March 18—Chairman, F. Kusura; Secretary, T. Greaney. Ship's delegate elected. No disputed overtime and no beefs. Motion carried to concur in communications from headquarters. Crewmembers were requested to be quiet in recreation room aft.

ALCOA PLANTER (Alcoa), March 4—Chairman, R. Swayne; Secretary, G. Gargo. No beefs. Motion carried to concur in communications from headquarters. Vote of thanks to steward department. Motion carried to endorse SIU stand on 50-50 bill.

LAKE GEORGE (US Petroleum), March 5—Chairman, H. Mady; Secretary, J. Garello. All delayed sailing disputed. No beefs. Motion carried to concur in communications from headquarters. All delegates to re-check repair list. Vote of thanks to steward department and ship's delegate.

Act Now On Safety Quiz

Headquarters urges all ship's crews who have not yet done so to meet on the shipboard safety program and send in their suggestions on the forms provided for that purpose.

Early response to the Union request will promote early action on the problems of shipboard safety. Each ship's department is provided with a separate form dealing with the safety problems involved in their work.

Those ships' crews who have not received the forms as yet should get in touch with headquarters or the nearest SIU port office to get their copies.

Personals

Elwood Read
Contact Newton Paine, RFD No. 2, Woonsocket, Rhode Island.

C. V. Strong
Get in touch with Mrs. Calista Christianslund, 3807 Catherine Ave., New Orleans 20, La., or call VE 5-4835. Mother is very worried about you.

James Walters
Alexander Kwatoff
Get in touch with Joseph Guttmann, 359 Deer Park Ave., Babylon, NY.

Mason Hall
Johnny Suchivits
Contact Benjamin F. Bond A/lc, 615th ACWRON Det No. 10, APO 26, c/o Postmaster, NY, NY.

Joseph Anthony DeJessa
Father critically ill. Urgent you get in touch with family in Bergen Pines, NJ. Pat.

Darwin Jessup
Contact your wife, Helen.

Oscar Kailep
Walter Nelson wants you to telephone him in New York at TA 3-9517.

William Davey
Your gear from the Arizpa has been left at the Mobile hall. Contact Jack Kuberski, 14B Pacific Drive, Winfield Park, Linden, New Jersey.

Harry E. Messick
Contact your wife immediately.

Tord Jentoft
Waterman Steamship Corp., 19 Rector Street, New York, NY, has check for your wages.

Color Transparencies
A box of 24 color transparencies showing family groups and views of a city have been forwarded to the LOG office. Slides were lost either at New York or Houston SIU halls.

Where You Can Find The SEAFARERS LOG

In... Belgium

Seafarers are urged to send the LOG the addresses of places throughout the world where SIU men congregate and copies of the LOG would be welcomed.

Belgian Transport Workers Union
Seamen's Section
66 Manche Aux Chevaux
Antwerp, Belgium

Jenny Brabants
Kappellestr 311 Hoboken
Antwerp, Belgium

Cafe Neptune
Kaai 10-B
Antwerp, Belgium

Charlie's Bar
Norderlaan 1000
Antwerp, Belgium

Jack Dempsey Bar
Londonstravt 29
Antwerp, Belgium

Gaarkenken
113 Albertdok
Antwerp, Belgium

Gamleanker Cafe
Schipper Straat
Antwerp, Belgium

The Flying Angel
13-Plaine Van Schoonbek
Antwerp, Belgium

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:

George F. Turner, Jr., born January 26, 1956. Parents, Mr. and Mrs. George F. Turner, Tampa, Fla.

Shannon Louise Meloon, born January 12, 1956. Parents, Mr. and Mrs. Charles W. Meloon, Somerville, Mass.

James Lawrence Monardo, born February 18, 1956. Parents, Mr. and Mrs. Sylvester Monardo, New Orleans, La.

Linda Joanne Armstrong, born January 1, 1956. Parents, Mr. and Mrs. James R. Armstrong, Jarvisburg, NC.

Sharon Lynn Robinson, born February 20, 1956. Parents, Mr. and Mrs. Daniel C. Robinson, Galveston, Texas.

Mary Felisita Vito, born January 27, 1956. Parents, Mr. and Mrs. Felix Vito, Shubuta, Miss.

Arnaldo Licer Reyes, born February 9, 1956. Parents, Mr. and Mrs. Calixto L. Gonzalez, Saurtuce, PR.

Robert Daigrepont III, born February 13, 1956. Parents, Mr. and Mrs. Robert Daigrepont, Jr., New Orleans, La.

Corine Anne Arsenault, born February 20, 1956. Parents, Mr. and Mrs. Raymond J. Arsenault, Portland, Ore.

Pamela Arline Loik, born November 6, 1955. Parents, Mr. and Mrs. Peter Loik, Baltimore, Md.

Larry Bernard Steven Powell, born January 9, 1956. Parents, Mr. and Mrs. Robert G. Powell, Pittsburgh, Pa.

John Valentine Pierce, born February 14, 1956. Parents, Mr. and Mrs. John J. Pierce, Drexel Hill, Pa.

Douglas Alan Bickford, born December 25, 1956. Parents, Mr. and Mrs. Willard W. Bickford, Costa Mesa, Calif.

Dean Gonzalez, born February 7, 1956. Parents, Mr. and Mrs. Pedro Gonzalez, Brooklyn, NY.

Debra Ann Sheldrake, born February 12, 1956. Parents, Mr. and Mrs. Peter D. Sheldrake, Houston, Tex.

James Louis Schwin, born February 26, 1956. Parents, Mr. and Mrs. Joseph B. Schwin, Brooklyn, NY.

Toni Hatcher, born February 5, 1956. Parents, Mr. and Mrs. William R. Hatcher, Chiquapin, NC.

Paul Halket Sims, born February 9, 1956. Parents, Mr. and Mrs. Ernest D. Sims, Savannah, Ga.

Venus Virginia Ramirez, born December 30, 1955. Parents, Mr. and Mrs. Luis Antonio Ramirez, New York, NY.

DIRECTORY OF SIU BRANCHES

SIU, A&G District

- BALTIMORE 1216 E. Baltimore St. Earl Sheppard, Agent Eastern 7-4900
- BOSTON 276 State St. James Sheehan, Agent Richmond 2-0140
- HOUSTON 4202 Canal St. C. Tannehill, Acting Agent Capital 7-6553
- LAKE CHARLES, La 1419 Ryan St. Leroy Clarke, Agent HEMlock 6-5744
- MOBILE 1 South Lawrence St. Cal Tanner, Agent HEMlock 2-1754
- NEW ORLEANS 523 Bienville St. Lindsey Williams, Agent Magnolia 6112-6113
- NEW YORK 675 4th Ave., Brooklyn HYacinth 9-6600
- NORFOLK 127-129 Bank St. Ben Rees, Agent MADison 2-9634
- PHILADELPHIA 337 Market St. S. Cardullo, Agent Market 7-1635
- PUERTA DE TIERRA PR Pelayo 51-La P Sal Colls, Agent Phone 2-5999
- SAN FRANCISCO 450 Harrison St. Leon Johnson, Agent Douglas 3-5475
- SAVANNAH 2 Abercorn St. E. B. McAuley, Acting Agent Phone 3-1728
- SEATTLE 2505 1st Ave. Jeff Gillette, Agent Elbott 4-334
- TAMPA 1809-1811 N. Franklin St. Tom Banning, Agent Phone 2-1323

- WILMINGTON, Calif 505 Marine Ave. Reed Humphries, Agent Terminal 4-2874
- HEADQUARTERS 675 4th Ave., Bklyn SECRETARY-TREASURER Paul Hall
- ASST SECRETARY-TREASURERS J. Aigna, Deck C. Simmons, Joint J. Volpian, Eng. W. Hall, Joint E. Mooney, Std. R. Matthews, Joint

SUP

- HONOLULU 16 Merchant St. Phone 5-8777
- PORTLAND 211 SW Clay St. Capital 3-4336
- RICHMOND, CALIF 510 Macdonald Ave. Beacon 2-0925
- SAN FRANCISCO 450 Harrison St. Douglas 2-8365
- SEATTLE 2505 1st Ave. Main 0290
- WILMINGTON 505 Marine Ave. Terminal 4-3131
- NEW YORK 675 4th Ave., Brooklyn HYacinth 9-6165

Canadian District

- HALIFAX N.S. 128 1/2 Hollis St. Phone 3-8917
- MONTREAL 634 St. James St. West Plateau 8161
- FOR WILMINGTON 130 Shippin St. Ontario Phone: 3-3221

- PORT COLBORNE 103 Durham St. Ontario Phone: 5591
- TORONTO, Ontario 272 King St. E. Empire 4-5719
- VICTORIA BC 617 1/2 Cormorant St. Empire 4531
- VANCOUVER, BC 298 Main St. Pacific 3468
- SYDNEY NS 304 Charlotte St. Phone 6346
- BAGOTVILLE Quebec 20 Elgin St. Phone: 545
- THOROLD Ontario 52 St. David St. CAaal 7-3203
- QUEBEC 85 St. Pierre St. Quebec Phone: 3-1569
- SAINT JOHN NB 85 Germain St. Phone: 2-3232

Great Lakes District

- 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
- DULUTH 531 W. Michigan St. Phone: Randolph 2-4110
- SOUTH CHICAGO 3261 E. 92nd St. Phone: Essex 5-2419

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



Seafarer Kenneth Marple, bosun of SS Bienville, pauses in check of winch. William Calefato took shot during Far East trip to 'girls' land.



Hard at work rigging new line for ladder is Charles Volk, deck maint. and ship's delegate aboard SS Auburn. Photo by Jacob Malenke, ship's reporter.



Ocean Star bosun Don Bartlett, left, poses with unidentified crewmember while ship was loading in Persian Gulf during a recent trip. Photo by Bill Stark. As usual, it was a wee bit sunny and warm.



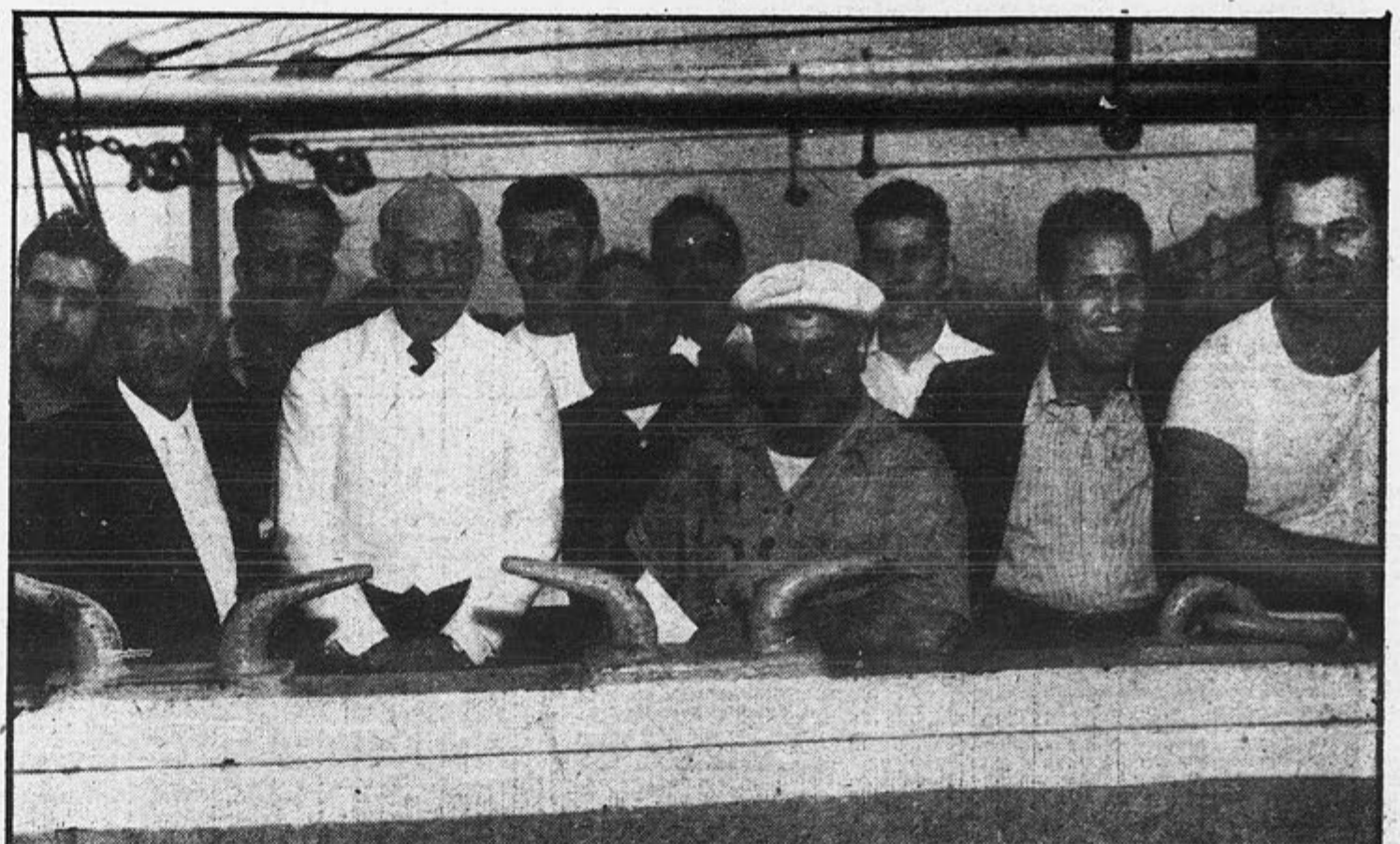
"Man, this is living," could well be the exclamation of Seafarer J. R. Thompson, AB aboard the SS Auburn, as he enjoys a life of wine, women and song. Photo by Jacob Malenke. The place? In case you're interested, it's Nagoya, Japan, one of many Far East ports which have become a 'must' for Seafarers.



No name were included, but trio seems to be well-acquainted with red lead. Deck men were getting davits and boats of SS Fairland in shape during recent trip. Tom Ulisse was the photographer.



Time out for a cool one. Ship's Delegate Jim Labenz, left, and J. Stanley, both ABs, take a break from chores on Cecil N. Bean. Photo by S. T. Zetterman.



Heading for another trip to South America, men of the SS Del Norte (Mississippi) line the rail (l to r) in New Orleans: Frank Fraone, Feliks Jarocinski, Dominic Sansone, James J. McClarence, John Blaylock, Louis Giacona, John Benedict, Wallace LaNasa, Bob Brown, Milton Mailho and Harold Crane. It looks like crew was anticipating a pleasant voyage.