SEAFARERS & LOG

SEAFARERS VOTE OK TO NEW BLDGS

District-Wide Balloting Runs 9-1

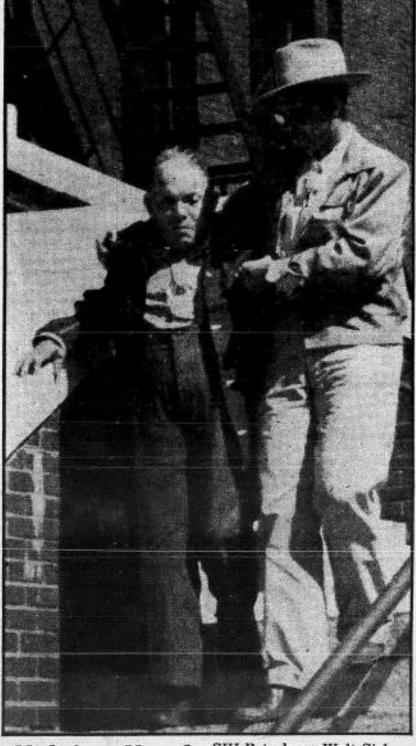
Story on Page 3



'Shipmates.' Enroute to Rico on the SIU-manned Kathryn, PR Governor Luis Munoz Marin (left) chats out on deck with Seafarer Mario Farrulla, chief steward, during the three-day trip down to San Juan. The Governor joined the Bull Line ship in Norfolk, one of its ports of call on the route southward. (Story on Page 6.)

'Thanks.' Grateful recognition of the SIU's assistance during last winter's Prudential Insurance strike is struck in bronze on commemorative plaque pre-sented by AFL Insurance Agents Int'l Unon to the SIU. The 82-day strike represented a firsttime victory for beefs in white collar field. (Story on Page 3.)





Helping Hand. SIU Patrolman Walt Siek-mann (right) serves as the eyes of sightless Seafarer Joe Germano, 64, as he guides him down the steps and away from the Hudson County, New Jersey, poorhouse. The Union arranged to have Germano taken to a private boarding home where he will get the proper care visualized in the ex-panded coverage of the SIU Welfare Plan and new disability program. (Story on Page 3.)

Birth Benefits Top \$1,000 A Week SUP Girds The stork is getting a big assist from the SIU these days.

The Seafarer's Welfare Plan has paid maternity benefits of \$200 each to 16 Seafarers since the SIU announced the expanded welfare benefits June 4. Along with the benefit

checks went the \$25 treasury+ bond given them by the SIU to launch the "first trippers" on a happy voyage in life. A seafarer recipient aptly tagged the Union gift as "Bonds for Bables."

The SIU Welfare Plan ottice reported several other SIU maternity benefits were in the processing stage. At the moment payments are well in excess of \$1,000 a week and will undoubtedly rise as other eligible seafarers come in from trips.

After presenting copies of marriage licenses and birth certificates, the following men were among those who promptly received checks and bonds:

Kenneth E. Beckerich, Mt. Vernon, N. Y.; John T. Koval, Brooklyn; Sigwart Nielsen, Brooklyn; Alfonso Rivera, Brooklyn; John H. Hunt, Boston; Vincent Bavirsha, Brooklyn; Patrick Rogers, Brooklyn; Jackson Meyer, Savannah; Manfredo Ciampi, Sommerville, Mass.; Robert Nicolai, New York; Walter Butterton, Portsmouth, Va.; James Byers, Mobile; Joe Cave, New Orleans; Felix Bonefont, New York, and Dolar Stone, Baltimore.

Pleasant Surprise

To these Seafarers, announcement of the new maternity benefits came as a pleasant surprise. The payments represented an unexpected bonanza and came at a time when hospital and medical bills usually put a big dent in any family budget.

Since Union-won security and improved wage rates has made it possible for them to do so, a rapidly increasing number of Seafarers have become solid family men. Those who were among the first to receive the new maternity payments were unanimous in recognizing that the expanded Welfare Plan will play a big part in easing the family financial strain when the newcomer arrives.

"This is a big thing for the SIU family man," said John T. Koval, a member of the SIU for nine years. "The maternity benefit will solve a big financial headache. It sure helped make things easier for us."

Kenneth E. Beckerich, who has been sailing 41/2 years and made

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September : International Union. At South District, AFL, 675 Fourth P. Brooklyn 22, N. Y. Tel. STerling . Entered as second class matter e Post Office in Brooklyn, N. Y.

Who Gets New Benefits?

Following are the requirements for the two new benefits under the Seafarers Welfare Plan:

Maternity:

Any eligible Seafarer becoming a father after April 1, 1952, will receive the \$200 maternity benefit payment, plus the Union's gift of a \$25 US Treasury Bond for the child. Needed is a copy of the marriage certificate and birth certificate. If possible, a discharge from his last ship should be enclosed. Duplicate payments and bonds will be given in cases of multiple births.

Disability:

Any totally disabled Seafarer, regardless of age, who qualifies for benefits under the Seafarers Welfare Plan, is eligible for the \$15 weekly disability benefit for as long as heats totally unable to

Applications and queries on unusual situations should be sent to the Union Welfare Trustees, c/o SIU Headquarters, 675 Fourth Ave., Brooklyn 32, NY.

his last trip aboard the Susanne (Bull Lines), found it "almost too good to be true" when he first heard he was entitled to a check for \$200 to help with the "down payment" on his son Kenneth John, born May 18.

The \$25 bond given the baby by the SIU will help him to fully appreciate when he grows up just how much the Union meant to his Dad, he added.

"The Seafarer's Welfare Plan has done more than anything else to (Continued on page 17)

AFL Cooks Win Right

West Coast steward department men will have an opportunity to pick a union of their choice under an agreement reached with the shipowners and the NLRB last week. The settlement was hailed as a victory for the AFL Marine Cooks and Stewards which has been striving for recognition as bargaining agent for unaffiliated steward's department men.

Pending the election, the AFL union will have equal job rights with the independent National Union of Marine Cooks and Stewards through a joint hiring hall.

NLRB Voids Contract

Up until recently, the Communist-dominated NUMCS had exclusive control of all hiring under a contract signed with the shipowners in December, 1948. Several weeks ago, however, the NLRB threw out this contract as having no legal standing. With the worthlessness of the document established, the AFL union was able to place its men aboard several ships.

The NUMCS tried in vain to keep AFL men out, going to the the International Longshore-+ liner, Lurline, last month for a few for support. days. The tactic falled in face of the fact that the independent union had no right to keep AFL men off the ships. Consequently the Lurine sailed with a large complement of AFL members.

Supartial Hiring

After this defeat, the NUMCS threw in the sponge and agreed that an impartial hiring hall should be set up pending the bargaining election. Members of either union can come there to register for jobs and be shipped in the order in which they register,



showing off \$25 bond and \$200



Carpenter Alfonso Rivera fondly eradles two-month-old Felix, as his wife, Juanita, holding \$200 welfare check, looks on.



The kids may not know it, but Dad, Sigwart Neilsen (holding baby Georgianna), and mom, Karolynna, are \$200 richer.

Aids Teamsters, n Lumber Strike

The MTD this week threw its full support behind a strike against a New York lumber firm after Local 282 of the International Brotherhood of Teamsters, AFL, and Local 205 of

extent of tying up the Matson men's Association, AFL, asked

The two unions are jointly picketing the T&S Lumber Company of Patchogue which refuses to bargain with them despite the fact that the unions jointly won an NLRB election in the yard in April. The teamsters represent the yard's truckdrivers and the ILA repre-

sents the other yard workers. In addition, the company-after it lost the election-fired two men for union activities.

Lloyd Gardner, Executive Secretary of the MTD, went out to the scene after getting the request for union spokesman.

help. He and other MTD officials went over the strike strategy with the unions and then pledged the full support of the MTD.

"This is a legitimate beef," he said, "and the MTD will give its fellow unions all the support and help they may need."

Meanwhile, pickets from the two unions have the plant completely bottled up. All of the drivers and yard employees are out.

"We're going to stay out until we get the kind of wages and conditions the men deserve," said a

In Strike

Refusal of shipowners to accept a compromise SUP offer has deadlocked the West Coast strike against the Pacific Maritime Association. As a result, the SUP has taken steps to tighten up the strike, which is now entering its 33rd day.

As previously reported in the LOG, the SIU A&G District has pledged all possible aid in any shape or form to the SUP strike whenever it is needed.

Negotiations between the SUP and shipowners broke down after two meetings on June 17 and 18 failed to produce a settlement.

MSTS Carrying Supplies

Meanwhile, no dry cargo is moving on any ships owned by member companies of the Pacific Maritime Association. All essential military cargo is being carried on Government-owned vessels chartered the MSTS. The only privately-owned ship, outside of tankers and steamschooners, that has sailed is the President Cleveland which made one trip carrying military dependents, Army supplies and mail.

At the June 17 negotiation meeting, the shipowners for the first time expressed willingness to refer the question of wages and penalty time to the Wage Stabilization Board. However, they demanded that the SUP give them a longterm contract and allow them to dicker with West Coast longshoremen on loading of ship's stores, which is SUP work under the existing contract.

SUP Compromise Offer

In turn the SUP negotiating committee offered a compromise calling for settlement on the basis of fringe items already agreed on, overtime for Saturday watches, a 5 percent across-the-board increase and true overtime for daymen. This proposal was rejected by the shipowners.

At the next day's meeting no further progress was made as the operator's representative failed to make any kind of counteroffer, and negotiations broke off.

Consequently, the SUP commit-tee reported to the membership, it (Continued on page 17)

Steel Strike **Idles Most** Of Ore Fleet

BALTIMORE-The off-andon nationwide steel strike has already idled six vessels out of the ten-ship Ore Line fleet operating out of nearby Sparrows Point and threatens to idle the remainder when they return to the mill site here.

Seafarer crews on the half dozen Ore ships already here have been reduced to skeleton complements of about 10-12 men pending settlement of the walkout by the CIO United Steelworkers against major US steel producers. The Ore fleet is a subsidiary operation of the Bethlehem Steel Corporation, one of the strike-bound companies.

At the present time, four of the ships are at anchorage off Sparrows Point while two more are tied up right at the ore docks. The ships still at sea, returning from the South American mines which supply ore for the Sparrows Point refinery, are, according to company sources, expected to be idled with reduced crews as soon as they arrive.



Sightless oldtimer Joe Germano, 64 (center), is welcomed to his new home by Mrs. V. Tentonico. SIU Patrolman Walt Siekman brought him there after taking him out of a NJ poorhouse.

'Now I'll Live Again' -Disabled Seafarer

Thanks to the newly-instituted SIU disability benefit, a blind Seafarer, who had been doomed to spend the rest of his days in a poorhouse, now has a decent life to look forward to.

Brother Joe Germano, a vet-+ eran of 40 years at sea, has it so I can live again as a human been placed temporarily in a being." comfortable private boarding home, pending construction of the SIU hotel where permanent quarters will be provided for him.

The 64-year old Germano is according to the doctors, his optic nerves are almost completely destroyed and there is little hope that he will ever see again.

Wants to Work Again

Nevertheless Germano refuses to resign himself to idleness after a lifetime of hard work. "If the doctors can fix me up," he said hopefully, "I'll go back to sea again. But now the SIU has made

SIU Backs Sea School Reslash

Point Maritime Academy, once more faces House and Senate action in its cut version.

The reduced version which has SIU support cuts \$1 million out of the appropriation for the school. The SIU has branded the school useless because it continues to grind out officers without any regard to the employment situation in maritime over the years.

The bill started in the House Appropriations Committee, which cut the \$1 million out because it felt the cadets did not need \$65 a month pay in addition to getting a free college education. The House approved the cut version.

However, the Senate Appropriations Committee then put the \$1 million back into the bill after a hard campaign in which the NMU made its sudden about face and supported the larger version. The Senate okayed the larger bill.

Then, a conference committee from both the Senate and House went to work and decided to cut the \$1 million out once again. This is the way the bill stands now, awaiting action by both full refused to negotiate a contract

When the Union learned that Germano was in the Hudson County Almshouse, Secaucus, N J, it immediately took steps to determine if something could be done strong and healthy in body, but for his sight as well as to find decent quarters for him. Union representative went out to the poorhouse to pick him up.

He found it to be a forbidding old brick building situated in the midst of an odorous pig-raising area, next door to the county jail and a mental hospital. There, as Germano told the Union, he had been taken out of bed in the morning and sat down in a chair for 16 hours daily until he was led back to bed again. He didn't even have a cane so that he did not dare venture to get out of his chair and walk about. Throughout the day he received no attention from anybody.

Happy to Be Out When he was taken out of the poorhouse he was overjoyed, (Continued on page 17)

Members Vote New **Building Program** By 9 To 1 Margin



Wrapping up the details on final tally from SIU referendum ballot on new halls, Seafarers on the Tallying Committee prepare a report for membership approval. Included in the group (1-r) are: J. M. Spreitzer, Dan Fitzpatrick, Bob Bowley, C. J. Mehl, Van Whitney and W. J. Reidy.

Seafarers balloting on a 30-day referendum recommending new SIU halls for the ports of Baltimore, Philadelphia and Galveston rolled up a whopping 91 percent vote in favor of the proposal.

The overwhelming passage of the referendum proposal setting forth the need for expanded, modernized membership facilities in the three outports was seen as

a solid reaffirmation of the+ SIU policy of assuring Sea- | Welfare Plan would be used to | ing program was originally apworking conditions while at sea, as well as streamlined, comfortable facilities while on the beach.

Certifying the final result, a sixman tallying committee elected from the membership issued its report, subject to approval at Union membership meetings July 2. The committee reported the referendum had been adopted by well over the two-thirds majority required by the SIU constitution. It called for a \$20 building assessment to become effective July 15,

The vote for large-scale expansion of the Union's apparatus followed by less than two weeks the announcement that funds from the

quarters port.

To Members' Credit

Recognition of the value of modern halls now_in use in busy ports like New Orleans and Mobile, as well as the headquarters building opened just seven months ago in Brooklyn, was credited for the membership's wishes for modern facilities.

Samplings of membership opinion on the ships as well as ashore in various SIU halls around the country indicated a strong feeling to end forever the era of secondrate Union buildings in keeping with the Union's standing at the head of maritime labor.

The resolution for the new build-

farers the best wages and build an SIU hotel to service Sea- proved by heavy majorities at farers shipping from the head- shoreside meetings in April. Hearty agreement with its purpose set in motion machinery for the referendum required by the constitution on all assessments, to give Seafarers coming in off ships an opportunity to voice their sentiments on the issue.

> While full details on the procurement of suitable sites in Baltimore, Philadelphia and Galveston could not be formulated pending membership action on the referendum, plans call for set-ups comparable to those at headquarters to be established in the three ports. This would include facilities similar to those in headquarters, in addition to comfortable recreation

(Continued on page 17)

The up again, down again appropriations bill for Kings Point Maritime Academy. Ins. Beef Plaque Hails SIU Aid

A plaque commemorating aid received from "a fighting union—the SIU" was presented | to the Union at the June 18 headquarters membership meeting by the heads of the Insurance Agents International Union, AFL. The presentation honored the SIU's aid in the 82-

day strike of the agentst against the multi-billion dollar Prudential Insurance Com-

Union president George Russ, who made the presentation, along with Max Shine, regional director, and Isidore A. Landsman, regional organizer, declared that the agents were fortunate that the SIU was willing to help in their hour of need. "When days were darkest," he said, "you gave us encouragement, financial aid, moral aid, and every kind of assistance."

The insurance strikers victory in this test of white collar unionism, he concluded, "was only possible because great guys like you he!ped us in a time of need."

Twice Voted Donations

The strike, which was the first successful large-scale walkout in the white collar field, was called on December 1, when the company

(Continued on page 17)



Saluting SIU "in grateful appreciation" of aid during last winter's Prudential Insurance beef, IAIU Regional Director Max Shine (right) presents plaque to SIU Secretary-Treasurer Paul Hall. IAIU Organizer Isidore Landsman (left) lends an ear.



Halling Seafarers as members of a "fighting union," George Russ, IAIU president, lauds SIU aid.

Govt Issues New Booklet On Sea Work

Seafarers with a youngster interested in going to sea for a living will find a brand-new US Labor Department booklet on the maritime industry a valuable introductory primer on sea-going life.

Prepared with the assistance of the SIU and other seamen's unions, a copy of the booklet fresh off the press was received at headquarters with thanks and appreciation for the "fine cooperation and generous assistance which your organization gave us," from US Com-missioner of Labor Statistics Ewan Clague.

Entitled "Employment Outlook In The Merchant Marine," the report is illustrated with photographs and charts detailing the jobs, working conditions, wages and training available to members of the indus-

Notes Job Drop

It notes the drop in employment experienced since the beginning of the ship withdrawal this spring when almost 400 governmentowned merchant ships were returned to idle status after shuttling foreign aid and military shipments all over the world, calling attention to the "boom-bust" condition which has "characterized the industry for many years."

The report also echo's the contention of the SIU, the industry and the Maritime Administration that it is desirable to carry at least half of our foreign trade in US ships.

Copies of the report can be obtained by writing for Labor Bulletin No. 1054, to the Superintendent of Documents, US Government Printing Office, Washington, DC, and enclosing the 30-cent cost.

Steel Workers **Have New Song**

The CIO Steelworkers now have an official song, "Strong Men of Steel." Copies of the song, along with orchestrations, were sent to all local unions and are also available at the Steelworkers headquarters.



Sean eyes the camera as dad, Robert Nicolai, and brother Pat look over ship model. A foster home for both boys is sought.

Seafarer Asks Home To Bring Up 2 Sons

Tragedy struck the home of Seafarer Robert Nicolai when his wife died in the course of giving birth to their third child. As a result, the 29-year-old Seafarer is struggling with the

problem of finding a foster home for his children where to stop work. If she does that now, the two oldest ones at least, can be together.

An SIU headquarters representative learned about the case when Nicolai was paid the SIU maternity benefit. The union is now attempting to locate a home for Nicolai's two sons. The oldest, Sean, is a little over three years old, while Patrick just passed his second birthday. Since his wife's death seven weeks ago, Nicolai has been taking care of the children himself, but is faced with the problem of what to do with them when he ships out again.

Sister Cares For Infant

the LOG, his sister is taking care of his infant daughter, Kathleen, determined to keep the two boys together. "I don't want to have ment. three children living in three separate homes," he said.

"My mother-in-law could take

she will lose all her pension rights, but if she continues working for another year and a half she'll be eligible to retire."

"What I'm looking for is a private home where somebody can care for the two together."

Life hasn't been too easy for Nicolai in the past few years. Up until he started shipping with the SIU last summer, he said, "we had a rough time of it."

SIU Shipping Pays Off

"Since I've been going to sea with the SIU for the first time in my life I have a couple of dollars to spare. When I was working shoreside we just about kept our heads above water."

In addition to his other worries, For the time being, Nicolai told Nicolai was facing eviction from his home in a city housing project because after he started sailing who survived the birth. Placement regularly his income exceeded the of the two boys would be easier if limits set down by law for subsithey were split up, but Nicolai is dized housing. For the time being, however, he still has his apart-

"If any of the men reading the paper know of somebody who will take the two boys," he added, care of them," he continued, "but "I would appreciate it if they that would mean she would have would let the LOG know about it."

SIU NEWSLETTER from WASHINGTON

Admiral E. L. Cochrane, Maritime Administrator, will retire from his post the end of this month. His successor at the agency will find it difficult to require steamship lines to embark upon new construction, and the commitment of millions of dollars, unless the companies can be assured in advance that their contracts with the government will be honored, and will be binding on both parties.

Because of the challenge issued by Lindsay Warren, Comptroller General of the US, over the Government construction subsidies for ship construction, the matter of amending the law in this respect will be a very hot potato for the Eighty-Third Congress, which convenes next January. The construction subsidy squabble has reached the Truman cabinet level, with Secretary of Commerce Sawyer and Mr. Warren swinging at each other. At one point, Sawyer talked about quitting unless he is allowed to run his office the way he wants to. Behind the public scene, Sawyer has appealed to Truman to direct Warren to stick to the latter's statutory duty of performing audit work only, and not attempt to exercise undue influence on the Government shipping agency's staff.

On October 1, 1949, the Military Sea Transportation Service came into existence, headed by Vice Admiral William Callaghan, US Navy. MSTS provides logistical support for the armed forces overseas, and maintains what it claims to be a "nucleus" fleet of ships in case they have to expand quickly in event of war.

However, an idea of how fast MSTS has grown, and the competition encountered by private American shipping lines, can be gained from looking at its operations in only one section of the country, the US Gulf area. Over 200,000 measurement tons of cargo moves out of the Gulf area monthly on ships controlled by MSTS. Aside from this, some 2,000,000 bulk barrels of petroleum products are expected from Gulf ports each month on vessels either owned or operated by MSTS.

Although traffic and revenues of carriers on inland waterways have improved substantially, the coastwise and intercoastal carriers continue to claim to be "marginal" operators.

Package-freight service no longer exists on the Great Lakes, and 'less-than-bargeload" service has all but disappeared from other inland

Under the law, domestic lines must first get operating rights from the Interstate Commerce Commission, and ICC believes that dormant or unused operating rights could be a major cause of the slow trade conditions, because such outstanding certificates and permits may be revived any time, causing an adverse effect upon old and new operators alike. With this in mind, a Senate Committee has agreed to give ICC the power to revoke or suspend domestic carier operating rights in the case of those companies who are not exercising their right of operating in those trades.

A number of American domestic shipping lines have appealed to Congress for a one-year extension of time within which they will have to use funds for the acquisition of vessels. The companies have over \$15 million salted away in special ship construction funds, set up under law, and these funds are supposed to be used to acquire vessels by the end of September of this year. However, the lines, in applying for the further extension of time, have said that unsettled world conditions have prevented the finalizing of plans in the matter. The companies are: American-Hawaiian Steamship Co., Central Gulf., Eastern Steamship, Isthmian, Pope & Talbot, Pittsburgh Steamship, Sabine Transport, Wilson Navigation, and American Steamship Com-

A \$14 million dollar question is-who will become the new owner of the powerful American President Lines. Ltd. (formerly Dollar SS Lines)? After a hectic seven-year court battle over the ownership of stock in the company, R. Stanley Dollar and the Government have agreed to an out-of-court arrangement. The disputed stock will be offered to the highest bidder (a minimum price of \$14 million having been set), with the proceeds then to be split 50-50 by the Government nd the Dollar interests.

Sealed bids will be issued soon, and will be opened thereafter by the Riggs National Bank, of this City, the trustee, A number of American steamship men are known to be interested in acquiring the valuable shipping company, either their ownselves or acting in combines.

The delivery run of the superliner United States, from Norfolk, Va., to New York, was made on June 22. Shortly before this time, some Members of Congress asked the Maritime Administration, which had the ship built on behalf of the US Lines Company, whether, as a matter of propriety, government maritime employees should accept the invitation to be aboard the ship as guests of the shipping company. The MA replied that it saw nothing wrong in the matter, and that it would be good if the Government employees got a first-hand idea of what the ship looked like.

Some Congressmen, claimed that the run amounted to nothing more than a "junket," but this was hotly denied by General John Franklin, President of US Lines Company.

Although it is claimed that the superliner cost \$70 million to build. the final tally will show that it cost over \$77 million. However, of the original agreed contract price of \$70 million, the US Lines Company is to pay \$28 million, with the government subsidy being as follows: \$18 million to cover extra cost of constructing the ship in this country over what it would cost to construct it abroad; and \$24 million to cover cost of special defense features, such as high speed and 2 engine rooms.





City fireboats stand by during recent blaze at Boston's famed India Wharf which almost completely nutted the 150-year-old clipper ship dock. The pier was designed by Charles Bulfinch, who helped design the US capitol in Washington, D. C. Four firemen were injured in the Sre.

Rock-Throwing Commies 1st BME Class in School Attack Crew In France

Seafarers off the SIU-manned Taddei were mauled with brickbats and blackjacks reportedly at the hands of French Communists while they were ashore in St. Nazaire and Nantes. Fortunately, none of the men+-

get back to ship safely.

As a result, crewmembers of the Taddel, told the LOG that Seafarers going ashore in France from now on should be on their guard to avoid being dumped by local Communist squads.

Confirm LOG Charges

The attacks on the Taddei crewmembers confirm in part a Seafarer's charges in the May 2 issue of the LOG that French Communists are concentrating on American ships and seamen as targets in their drive to disrupt Amer-

ican seamen, as well as to propagandize against American aid.

Bosun Robert Beliveau said that the Taddel's troubles began the moment it arrived at St. Nazaire. It was met by Commu-

nist demonstrators parading with signs that said "Go Home, Yanks" and shouting insults and epithets at crewmembers. Apparently the demonstrators thought the ship was carrying arms. Actually it had a load of grain aboard.

That evening, Beliveau and five others went ashore to the local bar. While walking back to the ship about midnight, a Frenchman on a bicycle rode up behind Beliveau, blackjacked him and rode away before the startled seamen realized

what was up. The attack raised an egg on Beliveau's skull but otherwise he was not seriously, injured. "If I were an older man," Beliveau said, might have had my skull frac-

pened to me before."

Catharine tured. I was in France in 1947 and I was treated fine. Nothing like this ever hap-

Subsequently the ship pulled out of St. Nazaire and went into Nantes. There Seafarer Theodore Catharine, OS, and three other

\$65,000 **Loss Of Arm**

A Brooklyn jury has awarded a \$65,000 verdict to a Farrell Lines seaman who lost his right hand to a hippopotamus aboard ship. The accident occurred on the freighter African Star on the way from East Africa to New York.

The hippopotamus was part of the ship's cargo and is now in the New York Central Park Zoo. In the course of the voyage, the seaman, Robert H. Rawlins, was attacked by the hippo while trying to open the cage door so as to give it a meal.

As a result, his right arm had to be amputated almost up to the el-

Subsequently, the captain of the African Star refused to complete another snip.

was seriously injured in the crewmembers went ashore to a bar attacks and all were able to that is well known locally as a that is well known locally as a hangout of American merchant seamen. They were in there until about 8 P.M. When they stepped outside they were met by a gang of men who started pelting them with rocks and paving blocks.

Smashed Up Bar

"There must have been at least two dozen men," Catharine said. They smashed the windows of the bar and did a lot of damage to the place. When we started down the street, they followed us and kept pitching at us."

"One Frenchman came up to one of us with a big rock in his hand, but the crewman punched him. Then we all piled into a cab to get out of there in a hurry."

Tried To Upset Cab The gang followed up the attack by trying to turn over the cab but fortunately it got underway.

Catharine said that the Frenchwoman who runs the tavern described the gang as being local Communists who consistently pick fights with American seamen.

Cops Steer Clear

There were local cops in the vicinity all the while the bombardment was going on, he asserted, ticket with BME aid is former Seabut they didn't do anything, "They seemed to be afraid of mixing it with the gang, or maybe they felt now on the Milton Smith, an Isththe same way that the mob did."

As a result of this encounter, one of the men turned to next morning with a badly swollen nose and a

(Continued on page 17)



Qualifying as a result of his previous seatime, Seafarer Fred Thayer, FWT (right), becomes the first SIU man to enroll in school and take part in an accelerated BME program for upgrading unlicensed black gang men to third assistants. Congratulating Thayer is BME Secretary-Treasurer Charles King.

It may be summertime but school bells are ringing for Seafarers out of the black gang. The first group of SIU men to begin study for engineers' licenses were enrolled in the Brotherhood of Marine Engineers-sponsored school this week.

Other Seafarers who have+ successfully passed their li- the need for 3rd assistants. Now day, June 19, and expects to be cense tests after receiving instruction booklets from the BME has been added, the BME is pre-

Among those who are now sailing engineer after winning their are in need of financial aid. farer Charles Varn. Varn sat for first group of students will comhis license down in Tampa and is plete their course of study at the mian Line ship.

Training Program

The engineer's training program was set up by the BME to help Seafarers secure licenses and meet

that the formal schooling feature ready for the exam within four are now helping man BME ships. pared to advance tuition and maintenance to Seafarer-students who

Within the next few weeks the

school and will sit for their license exams.

First to enroll in the school under the BME program was Thayer off the

about the trainsaid, "so when I paid off the Mowbray in Savannah I headed right

for New York. Good Opportunity

"I've long had in mind to go for license and this is a good opporstarted school officially on Thurs- chief electrician.

weeks.

The BME made arrangements for formal schooling at a recognized maritime school after it had received a wide response to its original offer to help men prepare for their licenses. Since mid-May, the engineers union has distributed several dozen question and answer instruction booklets containing material that is typical of the Coast Guard tests for 3rd assistants.

Men interested in obtaining the course of Instruction should come Seafarer Fred up to BME headquarters at 675 Fourth Avenue, Brooklyn, and get Robin Mowbray. in touch with a BME representa-"I found out tive there. Or else they can write in to the BME giving full details ing set-up in the LOG," Thayer of their seafaring background so that their eligibility for a license can be checked. Immediate berths are promised all men earning their tickets.

In order to sit for a license, a Seafarer needs three years sea time tunity to get started on it." Thayer as fireman, oiler, watertender or

Govt Probes 'Labor' Paper Fought By SIU

A self-styled labor newspaper that once had a run-in with the SIU is now being probed by the Government. The Federal Trade Commission, which regulates unethical advertising

practices, has accused the+-Trade Union Courier of New | men working out of a New York of-York with wrongfully claim- fice over the long distance lines. ing AFL sponsorship, misrepreendorse the paper, and inserting paper is "endorsed" or "sponadvertisements that were never ordered and charging business firms for them.

The charges have been aired at series of hearings before the Commission but no decision has paper or its advertising practices. been issued at present, by the Government agency.

Used SIU's Name

It was in the fall of 1948 that the Courier ran afoul of the SIU when one of the paper's fast-talking telephone pitchmen told a tavern owner near the NY union hall that the SIU had endorsed that newspaper. This is the usual tack taken by the Courier's salesmen when ap-proaching employers who have dealings with one union or another.

The tavern owner paid for an ad, thinking it would be a plug in his favor with Seafarers. Later, of course, he found out that the SIU had no connection of any kind with the Trade Union Courier and that he had been swindled,

Private Business

The Courier, is a privately-owned publication which purports to present labor news to its readers. Actually the overwhelming bulk of its columns consists of "friendly to labor," or "anti-Communist" ads the voyage with the hippo aboard paid for by employers from variand it was later brought here on ous parts of the country. The ads While these salesmen often tell

senting the number of unions that the prospective customers that the sored" by the American Federation of Labor the AFL Executive Council has gone on record on more than one occasion disclaiming any connection with the news-

Shipyarders

Some 40,000 members of the Industrial Union of Marine and Shipbuilding Workers in 10 East Coast ports were standing by ready to walk off their jobs.

The workers were originally supposed to have gone on strike June 13, but they voted to postpone the walkoff for a week to give the companies time to meet their demands which include a 20-cent across the board wage hike, lifting the standard rate for first-class mechanics to \$2 an hour, a union shop, eight paid holidays and increased vacations.

The shipyards affected include eight yards of Bethlehem Steel Co., are solicited by telephone sales. and two Todd Shipyards Co. yards...

90 Days On SIU Ship All They Need



Smooth operation of SIU Vacation Plan is explained by SIU Representative Al Bernstein (left) to headquarters visitors George Hardy and Tom Shortman (right) of AFL Building Service Int'l.

Seafarers Host to PR's Governor



Gathered on deck with SIU crewmembers in the deck and engine departments aboard the Bull Line freighter Kathryn, Puerto Rico Governor Luis Munoz-Marin (center, standing over life-ring) poses with the gang while a Seafarer-lensman recorded the event.

The Seafarer crew of the Kathryn (Bull) played host to Governor Luis Munoz-Marin of Puerto Rico on the ship's last trip to the island. The governor had attended top-level conferences in Washington and was hustled aboard the ship in Norfolk under a heavy cloak of FBI protection.

Chief Electrician W. Laof the crew and the governor, said, "the governor was a regular guy. He'd walk around the deck during the day and always stopped and talked with any of the crew members he met. We gave him a good demonstration of a heads-up SIU crew at work."

Unknown to the crew, a cloak of FBI men covered the vessel and the pier when she pulled into Norjust before she left.

FBI Coverage

Lachance said, "we didn't know the governor was coming aboard, but those FBI men really did a job. Just before we sailed, one of them told me just about every move I had made all the while we were in port. They covered everyone in even tell the stores that some of the guys had stopped at."

bodyguard stayed right with him for the whole trip.

In all, the governor was aboard the vessel for a little over three weather and sailing conditions.

The crew's comment seemed to everything would be fine."

chance who took the pictures Government Nixes Phony Vitamin, Hearing Aid Ads

The Federal Trade Commission has cracked down on at least three companies in the past week and has made two of them promise to stop making false claims in their advertising.

The makers of Dwarfies 10ing that their product, among folk. The governor went aboard other things helped prevent or beneficially affected common colds, foot disorders, arthritis, undernourishment, fatigue, exhaustion, poor digestion, nervous disorders, night blindness, irritability, insomnia, poor appetite and weak-

False Claims

The FTC also ordered four comthe crew that way. They could panies which make hearing aids from making false claims in advertising. High pressure phrases Once the ship sailed, the FBI like "hide your deafness," "comleft, but the governor's personal pletely out of sight," "no button in bedyguard stayed right with him the ear," and others are now out. Claims that the devices will help no matter what the cause of deafness, and claims that they will stop days while the Kathryn had ideal deafness from becoming worse were also ruled false.

> The makers of NHA Complex, a its advertising firm are now facing lives than it would save."

Vitamins agreed to stop claim- charges by the FTC that their claims are false. Among other things, says the FTC, the claims are false that the preparation will cure arthritis or is effective treatment for a long list of other things including: bad teeth, gallstones, overweight, appendix, bad eyesight, infected tonsils, diabetes. and others.

Owners Fight Against Safety

Although miners continue to die in disasters at the rate of seven a day, the southern coal operators are battling an already watereddown Federal safety bill before the House Labor Committee. They charge that the bill would "tear down all safeguards built up by be "if all passengers were like that, vitamin - mineral preparation, and the states," and would "cost more

Top of the News

SWEDES PROTEST PLANE ATTACK - Neutral Sweden, which up to now has carefully steered clear of alliances with either the West or the East, is roused up against the Soviet Union because of the shooting down of a Swedish plane over the Baltic Sea. The Swedes charge that the plane was unarmed, on a search mission for another missing Swedish plane when it was attacked and downed by two Russian jet fighters over the Baltic. Now the Swedes believe that the first missing plane may have been similarly attacked. Crowds have demonstrated against the Soviet Union before the Russian embassy and the usual notes of protest have been flying back and forth. Relations between Sweden and Russia have become strained recently because the Swedes have been giving asylum to a considerable number of Polish and Baltic refugees and are currently conducting spy trials in Stockholm.

CHEESE QUOTAS STAND FIRM-The much disputed quota limits on imported cheese are going to stand for a while as the result of a House of Representatives vote. The cheese quotas, which limit the amount of foreign cheeses that can be imported into the US, were pushed through Congress last year by dairy farm interests. The latest vote was on a repealer attempt. While not of great importance in international trade the cheese issue roused up a good deal of resentment among Europeans who argue that they will never be able to get out of debt to Uncle Sam if they are not permitted to sell their products freely in this country.

UNHAPPY BIRTHDAY-The Korean War reached its second anniversary two days ago on the 25th of June with still no end in sight. it was on June 25, 1950, that the North Korean forces attacked across the border into South Korea and it was on June 23, 1951, that arrangements got underway for armistice talks which after one year have still not broken the deadlock. In terms of time, we have been at war in Kores longer than in the first World War and have suffered 110,000 casualties to date which is more than in any conflict with the exception of two world wars and the Civil War. When truce conferences started a year ago the expectation was that they would be over in a month.

OUTSIDE IN THE ALLEY-With convention time drawing closer and neither Taft nor Eisenhower having a decisive majority for the GOP nomination, an old-fashioned slugging match is shaping up over 93 disputed delegates the largest group of which, 38, are from Texas. Eisenhower backers have been accusing. Taft men of stealing the Texas delegation by refusing to seat Eisenhower supporters who won election victories in county primary contests at the state convention. The Taft men retort that the Eisenhower delegates were elected by Democrats voting in Republican primaries, a procedure which is permissable under Texas primary regulations. The growing heat between the two principal contenders on this subject reflects the belief that the Texas issue will provide a decisive test, throwing enough delegates one way or another to decide the issue.

ANOTHER SAWBUCK FOR AGED-Congress is in the process of approving amendments to the Social Security system which will provide another \$5 a month at the minimum for retired oldsters. The amendments liberalize the income features as well, permitting a retired man to earn up to \$70 a month before benefits are cut off, as against \$50 a month under the present law. Average payments under the law will go to \$47 a month, which means that most retired oldsters will require relief assistance or other supplementary aid to get along. Actually retirement benefits have lagged far behind the increased cost of living since the Social Security law was first passed back in-

RACE FOR AIR SUPERIORITY-US military leaders are expressing increased concern at the rate at which the Soviet Union is turning out military aircraft. Best estimates have it that the Russians have 40,000 military planes which is considerably more than the US. Also the Russians are building long-range bombers which they did not have before. By contrast, American output is lagging principally in the aircraft engine field so that production goals have been set back several times. One reason for this difficulty is that planes now being built are far more complicated and expensive than World War II models and cannot be mass-produced easily.

LET'S HAVE A VOTE ON IT—The question of privately-owned stations complete with two-minute commercials, is the British public. The House of Commons recently paved the way for private operation by a vote that ended the broadcasting monopoly of the Government-owned British Broadcasting Corporation. Up until now there have been no commercials at all on British radio and TV broadcasts. The British Labor Party now says it will make an election issue over the question of whether or not commercial television should be permitted to exist.

ONE WAY TO WIN AN ELECTION-After wining and dining 80 Assemblymen at his country estate and seeing to it, via the police that they showed up at the next day's session, President Syngman Rhee won an indefinite "extension" of his term as head of the South Korean government. Most opposition members boycotted the session but many were summoned by police to attend so as to make a quorum. In previous weeks, Rhee had failed to win reelection to a full fouryear term. The latest move continues him in office until such time as a new president is elected, but does not set any deadline for holding such an election.

NEW JUSTICE DEPARTMENT SKELETONS - Further testimony as to business influences affecting the conduct of the Department of Justice was offered by one of the Department's employees in testimony before a sub-committee of the House, The employee, Ernest L. Branham, an attorney, claimed that pressure was brought to bear by his superiors in the Anti-Trust Division when he refused to sign a report clearing major liquor producers of anti-trust charges. The House committee that heard the testimony is checking charges that prosecution of the liquor firms was soft-pedaled in 1948 because of their heavy contributions to both Republican and Democratic election funds.

Vacation Plan 'Robot' Gets Onceover From Visitors



Officials of AFL State, County & Municipal Employees give the onceover to one of the big IBM electronic tabulators used by SIU Vacation Plan at headquarters. SIU Representative Al Bernstein (left) explains set-up to (1-r): Organizers E. Schwartz, J. Pave, W. Egan, General Representative J. Wurf, NY Office Mgr. M. Kiefer and Int'l Secretary-Treasurer G. W. Chapman.

True' To Seaman's Wife

her on a tour of the new SIU headquarters hall.

"It's amazing the things they do in this union," Mrs. Gardner commented as she and Brother Gardner relaxed over a cup of coffee in the air-conditioned cafeteria. "Look at the vacation pay and the Welfare Plan and all that. The



about getting shirt." the missus asks as Frank eyes some good buys at the Sea Chest.

"It's wonderful," said Mrs. Else | men have come a long way even Gardner, wife of Seafarer Frank since 1944 when Frank and I were Gardner, after her husband took married. It's a seaman's dream come true." After a dozen or so infroductions to officials and old shipmates, Mrs. Gardner soon felt "right at home" as her husband showed her through the Sea Chest, Port O'Call bar, hiring hall and headquarters offices.

"Frank bought a lovely Van Heusen shirt in the Sea Chest," Mrs. Gardner said. "They have such good merchandise in there. But how can the Union sell such merchandise at those low prices?"

Gardner, who holds new SIU book number G-173, has been sailing in merchant ships since 1916. His SIU membership dates back to 1941.

Mrs. Gardner also sometimes works as a cook while Frank is sailing as a chief steward or chief cook. But when he is home, he does most of the cooking at their home in New York.

Frank's last run was aboard the Joseph Priestley (Bloomfield), now on the lay-up list.

"We had a collision at Pusan and were laid up at Hiroshima for home," he said. "We're always anxious to get back to a Union home like this-now Else, too, knows why."



Pausing during SIU headquarters tour to take in air-cooled cafeteria, Seafarer Frank Gardner and his wife, Else, decide on watermelon as a good bet for a little hot-weather refreshment.

Union Hq 'Dream Come High SA Sports Award To Del Sud



Seafarers are all smiles at the awards dinner in Buenos Aires honoring members of the Del Sud "Rebels" baseball team, which captured the annual spring cup in the international competition. The Delta Line crew came out on top following a series of games between local teams and ships' crews.

BUENOS AIRES-Seafarer-members of the victorious Del Sud baseball nine that won the annual Spring Cup in Buenos Aires received their medals at a cocktail party and banquet in their honor here during their last trip.

The Del Sud Rebels, representing the Mississippi Company cruise ship, won the award by defeating a team from the Gimnasia y Esgrima, the largest athletic club in the world with 20 days before we could come 45,000 members. The Spring cup goes to the champion of an informal Buenos Aires baseball league where teams from the Del Sud, Del Norte and Del Mar compete with local nines.

Also Get Plaque

At the same time, the Del Sud was awarded a plaque in memory of the late George E. Guenard. Guenard was the purser aboard the Del Sud and was responsible for the beginning of the competition between the ship crews and medals or plaques for them, since the local teams.

In making the award, the manager of the Gimnasia y Esgrima pointed out the games between teams from the ships and the residents has gone a long way toward better understanding between the two nations. The games, which draw large crowds of local persons, were credited with proving that 'two nations . . . can walk together linked only by their mutual desire to find friendship."

Well attended by local VIPs,

medals.

Crewmen Honored

H. Hastings, R. Jones, A. Acaley, J. "Bat" Noonan, C. Lewelyn, C. Thompson, F. "Buzz" Dominicis, and C. Forest got their medals at the affair.

Medals were also awarded to J Bitchell, L. Blanchard, O. McLean, S. Catalano, C. Blades, D. Ransome and J. Mitchell, but they weren't present to receive them. Mitchell who had been the Del Sud's star pitcher, has been signed into the Pittsburgh farm system.

Banquets are also planned for the teams of the Del Norte and Del Mar, but there won't be any the Del Sud had the winning

Guenard was the man who began the idea of ship teams playing local teams, but he died before the idea grew to what it is today. The games between the crews and residents now are one of the main attractions in the city. There's no actual league, as we know it, because of the schedules of the ships, but during the spring there's a pulls into Buenos Aires.

heads of the athletic club and rep- the largest club in the world, it Lake Charles and New Orleans in resentatives of the company, the prides itself on the team that rep- causes of mutual interest to both banquet was highlighted by the in- resents it. The team is one of the crafts.

best in the country if not all South dividual presentation of the America. So it is quite an honor when one of the ships' teams comes out of the Spring competition victorious as did the Del Sud Rebels.

Harry Roach, La. Unionist, **Dies Suddenly**

The American Federation of Labor lost an active and militant fighter for the cause of trade unionism when Harry Roach died suddenly June 21 while on a fishing trip near his home at Lake Charles, La.

Brother Roach, who was 42 years of age, was vice president of the Louisiana State Federation of Labor and business agent for the Lake Charles local of the Plumbers and Steamfitters Union (AFL),

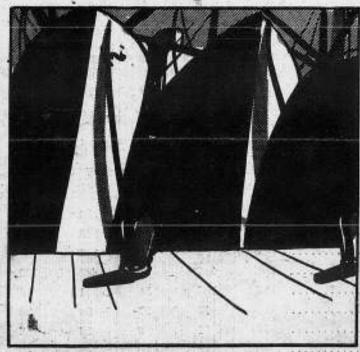
He was regarded as a good and true friend of the Seafarers Intergame every time one of the vessels national Union. Brother Roach had worked closely for a number of Since the Gimnasia y Esgrima is years with SIU branch officials at

Cartoon History Of The SIU

The Strike Resumes, 1936-37



In September, 1936, the union met with the shipowners and demanded a 10 percent wage hike and better conditions. All three West Coast departments voted in favor of a strike. East Coast firemen and oilers okayed a strike, but phony ISU officials wouldn't even let East Coast sailors and stewards vote.



On October 30, the West Coast men hit the bricks after their demands were refused. All three East Coast departments joined them. West Coast shipowners didn't try to move their ships, trying to starve out the strikers; on the East Coast the going was tough and bloody, but the ships stayed tied up.



The shipowners took a loss of over a million dollars a day trying to break the strike, starve out the seamen and break their unions. After 99 days they gave up and the seamen went back to work with a 10 percent raise in wages and overtime, Saturday afternoons, Sundays and holidays off. They had won.

PORT REPORTS

Lake Charles:

Job Rush Slows A Bit; **Tankers Due In Yards**

The weather has really gotten a little on the warm side here, causing the oldtimers to predict that cows. before long it is liable to get hotit's been 94 the past two weeks. But we are able to stand most anything when you recall some of the Seattle: past so-called state leaders.

Shipping really boomed for the past two weeks, when we were shipping rated men by the truckloads. Non-rated shipping has been slow as the proverbial cream rising on buttermilk, but a few of the boys did snag some jobs. We did have to call on Galveston and New Orleans for some rated job men, and they responded nobly.

Shipping for the next two weeks have many ships listed in here. A lot of the tankers are going to the yard for repairs and of course that too means fewer jobs until they get out.

Accounting for the rush were the Winter Hill, Salem Maritime, French Creek, Paoli, Bents Fort, Lone Jack, Government Camp, Archers Hope (Cities Service); Republic, Federal (Trafalgar), and Trinity (Carras). The last three named were over in Texas where everything is big including the mosquitoes.

On the labor front, we have the fron workers engaged in a little difference of opinion with the employers over wages, but the bosses are really banging their heads against a brick wall. Talks at Firestone are dragging, but the Metal Trades Council should wrap that up soon. Meanmwhile, the garage mechanics have won two more elections and are rapidly tying up loose ends.

On the sports side, our local team ran into some crooked umpires lately and won five games in a row. Something is really wrong, since now they will have to fight like all hades to stay in the cellar, but we think they can do it.

After the latest LOGs came in with the news about the maternity benefit, the FFA (Future Fathers of America) held a closed meeting and decided that all must get busy since \$200 is a great inducement. We hope for their sake the checks aren't made out to momma. . . !

We have been fortunate in still having brother Harry Aucoin with us to help out in the hall. He was taking care of the place the other day when we were in Texas tending to a ship and when an order came in for three rated jobs, Harry just went out and shanghaied the boys before they fully woke up. With a little more coaching we think he will make a fine shanghaier. He speaks French too, so none of the boys can warn the others before Harry is onto them.

We also have had with us for a couple of days one of the better-

Get New Books

Through Agents

New York but are now sailing

from outports don't have to

come to this city to get their

write to headquarters and tell

the Union which port they are

sailing out of, the Union will

forward the book in care of

however, will the books be

sent through the mails to any

circumstances

If the men involved will

new books.

the port agent.

Under no

private addresses.

Seafarers who applied for

membership books in

known brothers from Texas, Louis | Savannah: "Big Chief Wahoo" Boren, who hails from Oklahoma. Louis is interested in the cattle business (we hope they're his cattle) up in his native state and since he sails AB, we shipped him to the Federal so he could keep in touch with the

Leroy Clarke Lake Charles Port Agent t t t

'Surefire' Anti-Roach Scheme Still Untried

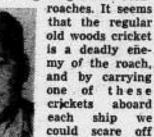
Things are moving along mighty fine for us out here. Shipping is good and we are enjoying fine weather. It's not too cold, not too hot-just right for collecting maternity benefits.

The payoffs kept us hopping doesn't look so hot, since we don't around a bit as the ships came in at different places each time. We had the Alaska Spruce (Ocean Tow) in Seattle, Martin Behrman (Alcoa) and James Price (South Atlantic) in Portland, Purplestar in Tacoma, Seastar at Point Wells and Irenestar in Coos Bay. The last three are all Triton ships.

The Spruce, Purplestar, Seastar and Irenestar signed on again, while the Calmar and Pennmar (Calmar) came around in transit. Beefs were all routine and settled in quick order.

Roach Chaser

One of the boys came up with a suggestion for getting rid of cockroaches. It seems



is a deadly enemy of the roach, and by carrying one of these crickets aboard each ship could scare off the roaches. Of course this isn't

foolproof yet as I haven't heard of anyone who tried the scheme. Until then, in DDT we trust!

Brother Robert Scherfflus stopped by to show us his first vacation check in 23 years of going to sea, a tidy total of \$129 obtained by applying right at the SIU hall. While Bob was sounding off and telling us how things have changed, we informed him of the latest gains in benefits and really knocked him for a loop.

Since he's unmarried, he couldn't see how he'd wangle a \$200 birth benefit, but he noted he was sure the dads in the Union would make good use of the opportunity to collect the dough.

Jeff Morrison

Crewing Of CS Tanker Chance To Clean Beach

this port the past two weeks, pick up a dozen jobs for them. In dropped off quite a bit since the some cases, they have issued jobs last report, but we expect things will be back to normal the next

One helpful item on the schedule is the probability we will crew up the tanker Fort Hoskins for Cities Service late this month in Jacksonville, although we can't be too sure about this commitment.

There was an even split between payoffs and sign-ons this period, three in each column. A couple of men from the beach were supplied to each of the ships calling here so we drove out most of the stayputters waiting for special runs.

Among the vessels that took on men from here were the Robin man. Mowbray (Robin); Strathbay (Strathmore): Southern Districts (Southern Trading); Southstar, Southwind (South Atlantic) and Seatrain Savannah (Seatrain), our municipal namesake.

On the schedule of ships coming in during the next few days are the Southport and High Point Victory, both South Atlantic, so we should be able to keep our end up as far as shipping goes.

> E. B. Tilley * * *

Wilmington:

SUP Ranks Hold Solid; Strike Now Month Old

Though the weather is hot, shipping has cooled off right now. We have just one payoff scheduled, and enough men to meet a crewup. Bookmen in the steward and engine departments are rare out here, and they can move out, but it looks like permitmen should try some other West Coast port if they want to get out.

Just one lone payoff, the Madaket (Waterman), and no sign-ons the past period, but there were a couple of in-transits. We had the Raphael Semmes, Bienville (Waterman); Yorkmar, Pennmar, Alamar (Calmar); Clarksburg Victory, Malden Victory (Mississippi); Bessemer Victory (South Atlantic); Ames Victory (Victory Carriers) and Steel King (Isthmian). There were no beefs to speak of on any of these ships.

SUP Solid Front

The strike of the SUP against the Pacific Maritime Association is tional Nav). already beyond its first month, but Seattle Port Agent the sailors really have a solid front

out. Though we have offered help, | Baltimore: they claim to have enough men on hand to handle all their problems, so we're just standing by. They have their tankers and steam schooners operating, shipping is The figures for shipping through good and we have been able to to SIU guys.



One of the brothers on the beach who has been loud in his cheers for the newest SIU benefits, those in the realm of maternity and disability, is Tony Nottage, a member of the

Union since 1943, A native Floridian, Tony is a member of that growing colony of men whose allegiance has gone west. He sails chief electrician generally, and is also a diehard Yokohama shuttle-

Tony takes special interest in his hobby of photography and has been a frequent contributor to the LOG. Married, and making the sea his career, he is constantly amazed at the rapid improvements in conditions the SIU has secured down through the years.

Sam Cohen Wilmington Port Agent * * *

Galveston:

Savannah Port Agent New Union Books Give **Boys Here Real Charge**

Business continues very slow here, though we expect the lull can't hold up much longer, and we'll break out of this soon.

There was plenty of excitement here when the first batch of new Union books arrived for the guys who applied for them from this hall. There were lots of compliments exchanged when the brothers cast their eyes on the books and looked over the classy set-up arranged for their benefit. They were like a bunch of kids with their first bicycles when the books were passed out.

_Two payoffs broke the quiet of the past two weeks, the Marie Hamill and Neva West, both for Bloomfield. We had no sign-ons, but several ships in transit. These included: Richard Johnson (Bloomfield); Seatrains New York, Texas (Seatrain); Del Aires (Mississippi); Julesburg (Mathiasen); Strathbay (Strathmore); Southern Cities (Southern Trading); Federal (Trafalgar); Council Grove, Cantigny (Cities Service) and Catahoula (Na-

> Keith Alson Galveston Port Agent

Steel Strike Affects **Shipping Considerably**

Shipping has been only fair and is expected to slump even more now that the steel strike is having a decided affect on shipping. All Ore Line ships that are laid up are being manned by a skeleton crew, and we expect them to be laid up for the next two or three weeks as they come in.

During the past two weeks there have been 20 payoffs in this port, plus 14 ships signing on and nine calling in transit. Beefs have been minor and of a routine nature, with the various delegates and crewmembers doing their usual good job of crew representation.

Enthused Over Hall

All hands hereabouts are very enthused over the prospects of getting a new building for this port. The vast majority of the membership which has visited the new hall in New York and in other ports where the SIU owns its own building is very happy at the thought of having the same conditions in this city.

Along with the ILA, we have been aiding the AFL chemical workers withstand a raiding attempt by the CIO, which has been successful in getting the necessary . percentage of pledge cards to win NLRB approval for an election. We were not aware of the fact this condition existed until after the board had been petitioned for an election.

However, after being asked for help by the local business agent of the AFL chemical union, we immediately went to work on the matter. We can't at this time predict what the outcome of the election will be, but we believe we have been successful in aiding the union considerably. We will have more to report regarding this matter after July 10, as that is the date the labor board has set for the elec-

.. Gearing For Convention

There is not much to report from the political front at this time, since apparently all the would-be candidates and politicians are gearing themselves for the big show in the conventions next month. However, we will keep our eyes open and keep the membership posted as the tug of war develops in this

The weather around here has cooled off somewhat after the sweltering heat of a few days ago, but we don't expect the cool spell to last too long. We'll probably be back to the sunny days and high mercury that is the usual order for the port at this time of year.

> Earl Sheppard Baltimore Port Agent

A&G SHIPPING RECORD

Shipping from June 5 to June 18

PORT	REG DEC		REG. STEW.	TOTAL REG.	SHIP. DECK	SHIP. ENG.	SHIP. STEW.	TOTAL SHIPPED
Boston	34	42	44	120	- 32	34	27	93
New York	213	208	167	588	161	173	150	484
Philadelphia	47	29	29	105	49	31	39 -	119 .
Baltimore	201	147	98	446	120_	89	67	276
Norfolk	77	103	51	231	39	32	39	110
Savannah	16	17	17	50	29	19	21	69
Tampa	11	11		28		. 8	4	18
Mobile	83	80	70	233	44	32	25	101
New Orleans	107	1 89	102	298	94	84	123	301
Galveston	33	27	28	88	47	57	. 23	127
West Coast	60	48	47	155	93	69	57	219
Totals	882	801	659	2342	714	628	575	1917

USS Warns Of **Fake Centers**

The United Seamen's Service has informed the LOG that individuals owning bars and hotels in various ports around the world have used the words "seamen's service" or similar phrases to imply that they are connected with USS. Included among these was a place that was open in Pusan, Korea, until recently.

Actual USS centers in the Pacific area are at Apra Harbor, Guam; Naha, Okinawa; Moji, Kobe and Yokohama, Japan. All other establishments no matter what their names, have no connection with USS.

DRT REPORTS

New York:

Go Up Now For Those **Engine Endorsements**

Activity continues at a very good pace here, with engine department shipping exceptionally good. The dispatchers have been hard pushed at times to supply some black gang ratings, so all of the men who have the proper time in should go up and get those endorsements.

We have had 25 ships pay off in the past two weeks and 14 signed on foreign articles, along with a number of in-transit jobs. The following vessels paid off during the period: Logans Fort, Fort Hoskins, Government Camp, Archers Hope, Lone Jack (Cities Service); Evelyn, Kathryn, Beatrice, Frances, Puerto Rico (Bull); Seacomet, Seagarden, Seanan (Orion); Compass (Compass); Steel Admiral, Steel Maker (Isthmian); La Salle, Gateway City, Alawai (Waterman); Carrabulle (National Nav); Robin Mowbray (Robin); Massmar (Calmar); William Carruth (Trans Fuel); Montebello Hills (Western Tankers); Nikoklis (Dolphin).

Sign-ons included: John Evans, Lawrence Victory (Mississippi); Mary Adams (Bloomfield); San Mateo Victory (Eastern); Alawai, La Salle, Hurricane (Waterman); Cape Edmont (Alcoa); Robin Doncaster, Robin Hood (Robin); Compass; Steel Maker; Angelina (Bull); Seanan. All of these ships were paid off smoothly, which makes us all very happy.

We now have all of the tanker operators straightened out on the matter of the steward department overtime in port so that there should be no problem on this score in the future,

I have talked with a few of the members about the new benefits we have just secured under the Welfare Plan and everyone seems very happy about them, especially the married men and the oldtimers who have been or may be incapacitated for one reason or another.

It seems we have a number of the oldtimers from Tampa on the beach here at the present time, including Roland Velasco, George Burns and a few more. I wonder if this migration north was caused by the fact that they just elected a new sheriff and a new constable down there?

Claude Simmons Asst. Sec'y Treas.

New Orleans:

Port Votes 96% 'Pro' Un New Halls' Ballot

Business affairs of the port are in very good shape, and shipping is holding up fine with more members moving out than registered in the two-week period. The ships coming in for payoff were all clean, and had very few beefs except for those of a minor nature.

The list of payoffs included: Al-

LOGs Now In Perth Ambou

Crewmen of Cities Service tankers and other ships docking at Perth Amboy, NJ, will find plenty of LOGs on hand at Victor Dankiff's Bar.

Since a great many tankers of companies other-than Cities Service dock at Perth Amboy, and at other terminals in the area, the LOGs could help serve as an entering wedge in Esso tankers and those of other oil companies that have thus far resisted unionization by legitimate unions.

coa Pioneer, Ranger, Roamer (Al-coa); Del Valle, Del Sud, North Platte Victory (Mississippi); Antinous, Chickasaw (Waterman); Catahoula (National Nav) and Seastar (Triton). The Alcoa Pioneer and Alcoa Ranger, as well as the Del Rio, Del Norte and Del Aires (Mississippi) signed on again.

In transit were the following: Alcoa Cavalier, Pegasus, Clipper, Pilgrim (Alcoa); Steel Age, Steel Surveyor (Isthmian); -Del Aires New Jersey, Louisiana, Georgia (Seatrain); Beauregard, Monarch of the Seas, Claiborne (Waterman); Southern Cities (Southern Trading) and Edith (Bull).

Balloting in New Orleans on the new halls' resolution set a record for a 30-day period, thanks to all



Ballard

showed they were really interested in Union affairs. Of the more than 1,000 votes, the "yes" votes were in excess of 96 percent, which is really a nice percentage.

One of the brothers who served on the balloting committee almost the whole time was Alvin Ballard who, being an old member of the Union, knows what it means to have our own buildings. Al says he has seen the SIU grow in standing year after year, and agrees there would be nothing better for the industry than to have the SIU continue its progress forward.

Homes For Oldtimers

In his opinion, one good step forward would be to establish To SIU Cheers Beach homes for the oldtimers on disability pay so that they could really hold their heads high and tell the world what their Union has done for them. Sailing as a Seafarer since 1940, Al has been active in SIU beefs all along the line in this port, but he says Rio is one of the most beautiful ports in the world and likes that South American run the best.

The SIU Beachcombers baseball team in town is going great guns, having lost only one game in the last two weeks. It is still walting for the Mobile hall to accept a challenge, but rumors have it that Mobile has shipped out all its

where the Norte squad had its of the Seafarers. dander up, walloped them 18-1.

Lindsey J. Williams

Court Ruling Sets Up **Neutral Stewards Hall**

Shipping through here kept up its full head of steam for the past two weeks, with over 100 men shipped to regular jobs, 28 as standbys and 40 to shifting and lay-up jobs.

Only minor beefs at the payoffs Del Sud (Mississippi); Seatrains of the Carroll Victory (South Atlantic) and the Malden Victory (Mississippi), which were easily settled.

We signed on the Burbank Victory, which is making her first trip Summer Heat Arrives: under the SIU for Eastern after operating for a West Coast outfit, plus the Malden, making another the brothers who trip to the Far East. In transit we had the John B. Waterman (Waterman); Pennmar (Calmar) and Steel King (Isthmian).

> The biggest news around the port right now is the recent court decision setting up a neutral hiring hall for steward department members in the port, where men can register and ship regardless of whether they belong to the Commie MC&S or the MC&S-AFL. Under this set-up, which includes an impartial referee, the men will be able to ship regularly until the NLRB holds an election to see who is going to represent them.

H. J. Fischer West Coast Representative

Philadelphia:

Telegraphers' Tribute

The situation regarding shiping through this port is still not particularly rosy, as it continues to lag at a comparatively low level. However, it has definitely picked up in the past two weeks for the men looking for jobs instead of special runs which are hard to get out of this port.

The membership here was espethe AFL telegraphers for the voluntary assistance many of the boys gave during the recent Western Union beef.

Many members noted that it is action like that of the telegraphers a hand to a fellow unionist in times It seems to us there weren't any of need. As before, we will offer players in Mobile to start with, es- and give assistance to any AFL pecially when they found out the union whenever there is a legiti-Béachcombers beat the Del Norte mate beef involved, because that team 16-2 and in a return game is, and has always been, the policy

High 'Pro' Vote

We feel pretty good here for the New Orleans Port Agent way the membership voted on the

recently-concluded referendum bal- Boston: lot on new halls. In this way, we carried by an overwhelming majority, actually over 96 percent in

Of course, now we'll have to go through the usual waiting period until arrangements are made, a proper location secured and so on. But when we have our new place I'm sure it will be a place to make the membership proud and happy it voted the way it did.

A. S. Cardullo Philadelphia Port Agent 1 1 1

Mobile:

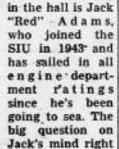
Everything Slows Up

Shipping has slowed up quite a bit here, with little activity noted to break the monotony of the heat spell.

Just a few payoffs in the port, including: Alcoa Pilgrim, Corsair. Pennant, Clipper (Alcoa), plus the Morning Light and Monarch of the Seas (Waterman).

Signing on were the Claiborne (Waterman) and the Alcoa Pilgrim The in-transits numbered four, the Iberville, Antinous (Waterman); Alcoa Roamer (Alcoa), and Strathbay (Strathmore).

One of the brothers trying to



Adams

now is "what's going to happen next?"

He cited the Seafarers' best wages and working conditions in the industry, top Union halls and the promise of newer ones, vacation pay benefits paid right in our own halls and the latest, the benecially touched by the gratitude of fits for new fathers and war bonds for the kiddies.

His only regret is that the latter didn't start sooner. "I have four children-isn't there any retroactive pay on this?" We hastened to remind him that while we couldn't that makes a guy glad he can lend guarantee him back benefits on his present family, there was nothing stopping him from qualifying "in the future . .

> Also on the beach, in addition Abundo, J. Hickey and V. Maffucci. to brother Adams, are SIU o'dand A. Ayler.

Cal Tanner Mobile Port Agent

Julesburg Dads-To-Be **Hail New Baby Benefit**

Shipping turned out very well for the past two weeks, as the number of men shipping out from here has doubled since the last report.

Paying off were the following vessels: French Creek, Bents Fort, Cantigny, Salem Maritime (Cities Service); Trinity (Carras); Julesburg, The Cabins, W. E. Downing (Mathiasen); Seagale (Seatraders); Tagalam (Mar Trade); Ann Marie (Bull). The Tagalam was the lone sign-on of the period.

In transit were the Steel Maker (Isthmian); Alcoa Pointer (Alcoa) and Seavictor (Orion). The only beefs were minor overtime items which were all settled on board in favor of the Salem Maritime, Seagale and Trinity crews.

One really excited ship that came in was the Julesburg, with a couple of expectant papas in the crew. They all had a lot of praise for the new \$200 maternity benefit plus the \$25 bond from the Union in the baby's name. There was quite a discussion on her on the big strides the SIU has made, and with no end in sight.

Strict On Drill

We would like to remind the brothers that the steamboat inspeckeep cool via the air-conditioning tors in Portland, Maine, are very strict on lifeboat drill and caution all members to remain on the ship during the drill. You'll find that if you go through the thing properly, you'll get it over quicker. The same goes for the port of Boston. These inspectors are doing a very good job.

Our local bus strike is still going on, and is now in its fourth month. Actually, it's not a strike of Boston buses, but rather of the ones coming into the city. It has been 100 percent effective so far. but now the company is training new men who are forming their own "union." They even had the nerve to invite the strikers to throw in with them. None of the local AFL unions have been asked for help so far, since none is needed at this time.

Quite a few boys on the beach want to say hello to their old shipmates, so here's the names of n couple of them: Roy Johnson, H. Cantwell, F. Parsons, A. Lord, V. Cutter, G. Murphy, G. King, V. McNeil, J. Dimitriadis, J. Connolly. G. Hunt, C. Dash, S. Cleslak, C.

The men in the marine hospita' timers W. F. Simmons, J. Curtis, are, for the most part, comir-H. Starling, V. Ybarra, E. Walter along just fine. Dick Bowman is greatly improved from a lingering ailment, and George Vourlovmis finally got out after a year an ! is now in good health. He will probably be shipping again soon.

James Sheehan Boston Port Agent

HALL DIRECTORY

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Dispatcher
GALVESTON
Keith Alsop, Agent
LAKE CHARLES, La Richmond 2-0140 Richmond 2-0141 3081/2 23rd St.

LeRoy Clarke, Agent MOBILE 1 Cal Tanner, Agent NEW ORLEANS

Lindsey . Williams. Agent Magnolia 6112-6113 NEW YORK 675 6th Ave., Brooklyn STerling 8-4671 NORFOLK 127-129 Bank St. Ben Rees, 'Agent Phone 4-1083 PHILADELPHIA 337 Market St. FHILADELPHIA 337 MERKET SI.

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Canadian District

MONTREAL 463 McGill St MArquette 5909 HALIFAX. N.S...... 1281/2 Hollis St FORT WILLIAM 1184 Syndicate Ave

Terminal 4-2874 | PORT COLBORNE 163 Durham St Ontario PRone: 350 TORONTO, Ontario 85 Colborne St Elgin 5719 VICTORIA B. C. ... 6171/2 Cormorant St VANCOUVER B. C.... 565 Hamilton St Pacific 7824 SYDNEY, N.S 304 Charlotte Phone 6346 20 Elgin St BAGOTVILLE Quebec Phone: 545 THOROLD, Ontario ... 37 Ormont St. QUEBEC 113 Cote De La Montague Quebec Phone 2-7078
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Great Lakes District

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180 Main St
Phone: Cleveland 7391
CLEVELAND ... 734 Lakeside Ave., NE
Phone: Main 1-0147
DETROIT 1038 3rd St.
Headquarters Phone: Woodward 1-0857
DULUTH ... 531 W Michigan St.
Phone: Melrose 2-4110
SOUTH CHICAGO ... 2851 E. 92nd St.
Phone: Essex 5-2410

Get Discharge For Port Time

Seafarers should be sure to get a discharge for all the time they are on a ship's payroll, including both sea time and port time. Port time counts toward vacation pay just as time spent at sea, but Seafarers must have a discharge to get credit for it.

Those men who fail to get port time discharges will not be able to get that time credited toward their vacation pay, Failure to get a discharge for port time as well as sea time will mean that you will lose out on some of that vacation money, so be sure to get those port time discharges.

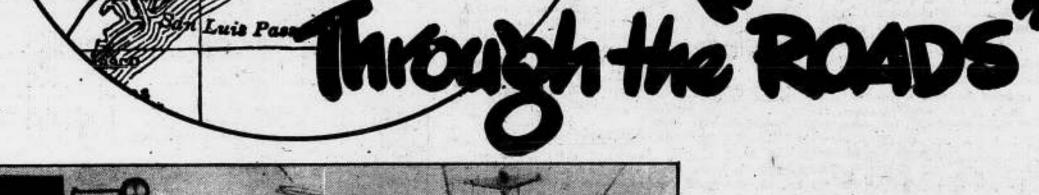




On the job in bustling Galveston harbor to handle heavy ship movements, an SIU-manned MAW tug nudges derrick into place to help unload docked ship.

To Seafarers on ships carrying grain, cotton or sulphur from Galveston, oil from the booming fields 50 miles to the northwest around Houston and the tanker port of Baytown, or those riding the Seatrains into Texas City, the ports served by the "Roads" provide a constant contrast between the "wide open spaces" of storied Texas and the broad oceans they travel in earning their livelihood.

Farm commodities, raw products and refined or manufactured goods originating within the far or near hinterland of Texas, Kansas, Nebraska, Oklahorita and lowa eventually find their way to countries all over the globe on SIU-manned ships sailing through the "Roads" in an endless procession. Ideally located, the network of Texas waterways fronting on the Gulf of Mexico are a major link for US export to far-off places.





Seafarers on Isthmian freighter E. L. Scripps describe trip to SIU Port Agent Keith Alsop (standing) and Patrolman Charles Kimball (right) at Houston payoff.



Loading up for another trip, the Bloomfield freighter Marie Hamill (above) lies alongside dock in Houston taking on general cargo (right).

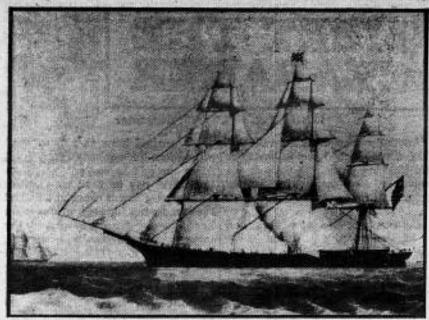


A Seafarer points way to foc'sle for men bringing aboard new mattresses for Hamill crew. Restocked with stores and fresh bedding, the ship made ready to sail.



During lull in loading, R. Gusman, wiper; A. Devine, oiler; D. Baker, chief electrician; L. Warren, 2nd electrician, have lunch.





The Challenge as she appeared following her construction in 1851. She was the largest merchant ship of her time, 2,006 tons, with three decks and lots of sail.

The Challenge's Home Razed-NowA Car Lot

Progress changes the faces of many things, and just as it has marked the end of the sailing ship, last year saw the end of the home of one of the most famous sailing vessels, the Challenge.

McMullin, who compiled the about 160 feet square. data for this article, the granitehewn building at 71-72 South Street has been replaced by a parking lot, just as the steel steamships those days of daring Yankee Clipreplaced the wooden clippers.

Back in the 1850s, however, 71-72 South Street was the office of N.L. & G. Griswold, East India and China merchants, one of the largest and best known of the many shipping companies of the time.

Largest Merchantman

An unprecedented shipping boom had hit New York at that time, and the Griswold brothers commissioned William H. Webb to build the Challenge. The largest merchantman ever projected up to that time, she was also the most extreme vessel built to that time.

The Challenge emerged from the New York shipyard as the first three-decked merchantman ever built in the US. She registered 2,-006 tons, which was immense for her time, but it was her rigging and sails that gave her new owners headaches.

Tall Mainmast

Her canvas was really jammed leech (edge to edge), which meant and faster vessels.

According to Seafarer David that her lower sails were just

Skippers Shy

In fact, the Griswold brothers had a hard time finding a skipper who would take her out, even in per skippers. Finally, Captain Robert H. Waterman agreed to command her, and did sail her successfully for some years. But another headache came up when Waterman decided to retire, and the Griswold brothers couldn't find another skipper.

The Challenge did sail in trade after that, but it was only after her owners made several reductions in her rigging that any captain would agree to take her out.

A Leader

A leader in the American merchant marine, the Challenge sailed with the many Griswold ships named Panama, a favorite name of the company whose blue and white checked house flag was a familiar sight in oriental ports. A prominent writer of that era once wrote, "I do not suppose there is one country store, no matter how insignificant, in the whole United States, that has not seen a large or small package of tea marked 'Ship Panama' and 'NL&GG' upon it."

The Challenge's career was a on, with her mainmast measuring long and productive one, with her 210 feet from heel (bottom) to claim to fame being in her leadtruck (top). Her lower studding ership in the American merchant measured 160 feet from leech to fleet's continuous battle for bigger

Low-Priced Gear For Ships

Seafarers riding ships into the port of New York have a chance to save a lot of that payoff dough when they use a service offered by Union representatives coming aboard with samples of work and dress gear from the SIU-operated Sea Chest at headquarters.

Those who haven't yet heard of this new service or had the opportunity to take advantage of it are advised that the men lugging those bulging sample cases to your ship are members of the SIU, acting in behalf of the SIU-owned and operated Sea Chest.

Operation of the Sea Chest in headquarters has been so wellreceived by the branch membership that special efforts are being made to offer men coming into the port the same chance to get at well-made, bottom-priced gear if they can't get to the beach to come into the store and see what's what.

Stock carried varies from A to Z, including work clothes as well as the latest styles in men's dresswear and accessories. Suits, shoes, shirts and furnishings of all types, in addition to luggage and miscellaneous items not found in comparable haberdasheries, particularly at these prices, can be had within hours by ordering from the samples carried by the SIU representative who comes aboard the ship.

At the present time, the service is still on an experimental basis, in order to gauge the demand for it in New York and elsewhere. Eventually, it is expected a similar service will be operated out We Cooked The Goose That Bled On The Moon'

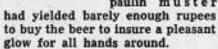
Subsequent developments gave "Chuck" Connors' noble gesture a tragic twist as they say in the novels, but when he interrupted the pleasant progress of an agreeable gin-millbound quartet on a sunny afternoon fully a decade ago to buy a magnificent specimen of

goose that was offered for sale, in a teeming bazaar in the mysterious land of India, he was undoubtedly motivated by nothing but the loftiest humanitarian principles.

"How would you guys like it," Chuck demanded in righteous indignation, "how would you guys like it if you were cooped up in a little cage with barely enough room to stand, waiting around for some gook to make a curry out

All three of his thirsty companions were forced to confess that they wouldn't like it at all. But

> we were equally determined not to spend an anna of our meager cash reserve to see the great god Siva himself liberate all the geese in India, for it was our last night ashore and a tarpaulin muster



Chuck, like the obstinate little animal he is, plants his feet firmly before the caged goose, who was hissing away at all and sundry from his cramped quarters, and announces that he ain't budging an inch 'til the membership there assembled authorizes him to expend part of the common funds then nestling in his dungaree pocket to liberate his feathered friend.

No Formidable Foe

Now, Chuck Connors would have to take on considerable poundage and a mess of stamina to fight your ten-year-old niece, so it would have been no trick to depose him as treasurer right on the spot, except that he happens to be the most voluble sea lawyer afloat and we all dreaded the idea of listening to him rave all the way back Stateside.

Things were fast approaching a crisis. We were all looking darkly at Chuck-each speculating, no doubt, that the logical solution was to lock him up in one of the empty cages and peddle him off with the other goose, when "Philadelphia Red" Griffith got an idea. not use the bosun's dough?" Red suggested.

bosun had contributed a fifty rupee note and a whole handful of annas to the tarpaulin muster with the solemn stipulation that half was to be used to allay his shipmates' thirst and the rest to be used to buy a jug that was to be delivered to his foe'sle unopened ere the cock crowed.

We all thought this an excellent expedient, for while the bosun was a brawny Irishman, extremely unlikely to take kindly to the notion of using his grog money to rescue a stranded goose, the hour dawning. As a philosopher among us so succinctly observed, "Don't the Good Book say 'Sufficient unto the day is the evil thereof'."

Greatly edified by such hallowed authority it was speedily resolved that the bosun and Chuck should go into the goose business forthwith and the bosun's dough was forked over without more ado.

Of all the evil natures ever to be hatched from an innocuous egg that damn goose was the worst. A city of Bombay, right smack dab minute examination of his pedi- over a native bar is a shower room



Frenchy Michelet recapturing his past adventure with the Bombay goose for the entertainment of LOG reading gourmets.

revealed a bantam rooster hidden and the strangest walls and ceilthat feathered fury dragging like uses. line lashed to the goose's leg while and cat, Hindu and Mussulman representations of Eastern deities tether was enough to make a guy swear off for life.

"One for the Goose"

Finally, by dint of much tugging and a few well-placed kicks, Chuck got the goose to a native bar and nudged him on inside while we tailed along forty lengths astern and pretended we didn't know him. In the fullness of time we too found ourselves inside seated on benches in a rear courtyard sipping quinine-laden beer and ogling a bevy of dusky dolls who doubled in brass as waitresses and a giggling audience as well.

There are ports in a sailor's voyage through life that pay him for all the trouble of getting there. Let the uninitiated babble of the deep blue sea and the wake that follows free and such like non-sprinkled over the mixture and it sense. The romance, brother, lies further afield. It's in the grog longer. huts in far-flung p what Aline Kilmer was talking about when, detecting a faraway look in her flame's eye, she bade him-

"Take your light, light love To a light, light lass,

Who will smile when you come And smile when you pass."

However, it's extremely difficult to engage in light banter with a tropical belle while a naturally vicious old goose, made even more frantic by an overindulgence in naof reckoning was in the distant tive beer, is charging around in a circle indiscriminately attacking friend and foe alike. So a special meeting was convoked on the spot and it was moved, seconded and carried, with one dissenting vote, to cook that goose's goose come hell, high water or Chuck Connors.

To the Execution

On the second floor of an old dilapidated building on Forest Road, in the heart of the populous gree would unquestionably have with modern plumbing fixtures

in the family woodpile. To see ing ever seen in a room given to

Chuck down the pike with a stout It was evidently a sleeping apartment in the dim and better he (the goose) fought every dog days. The walls are covered with that ventured within reach of his and the ceiling is painted to represent the heavens complete with stars and a crescent moon.

If you were to chance upon it now you would find the glory long departed. The walls and ceiling are faded and stained with great brown blotches, particularly the moon, that resemble rust but are actually the life's blood of a rugged old goose whose headless body was thrown upon the leaden floor and left to flop around until an Indian cook required him to complete as fine a dish of curried goose as ever I ate. This is how he went about it:

Butter was melted in a saucepan and quartered apples, a large diced onion and a clove of garlic was braised in it for a few moments. Then a little curry powder was was left to simmer a few minutes

This mixture was then stuffed with a host of dolls who don't care into the goose, who had previousif the sun hangs in the tree. That's ly been well rubbed with salt and pepper inside and out. The bird was then put into an oven and left to roast at a slow temperature until it had bled its superfluous grease. The grease was then poured off and a few ladles of chicken stock added and the bird returned to the oven to finish cooking, being basted from time to time with the stock and drippings

from the pan. The cooked goose being removed, a roux was made by taking equal parts of flour and curry powder and browning same in butter in a skillet. This roux was used to thicken the drippings towhich a little more chicken stock was added. Served over rice with chutney and the usual attendant garnishes it made a memorable

Incidentally, the ship was the old LaSalle and the bosun is still waiting for his jug. You'll find him in Boston because he's the port agent for the Union there. His name is Jimmy Sheehan.

Frenchy Michelet

IN THE WAKE

The notion that the level of the of President James Buchanan. In Pacific Ocean is higher than that of the Atlantic has some slight truth, though the exact difference has not been determined. At one time, many years ago, it was found after extensive study that the average mean sea level at the Pacific entrance to the Panama Canal was about seven inches higher than at the Atlantic entrance . . . The islands owned by Greece in the SE Aegean Sea, between Asia Minor in the east and Crete in west, are still called the Dodecanese, though the number of them now known numbers 20 or more. The name is from the Greek for 12 islands. * * *

Whalebone, formerly widely used in making umbrellas, brushes and other articles, is not bone and has none of the properties of true bone. The term is merely a popular but inaccurate name for an elastic, fibrous substance that grows on the roof of the mouth of certain species of whales. Whalebone takes the place of teeth and functions as a sort of strainer, permitting the whale to strain seafood from the water that it takes up in large mouthfuls.

Singing sand is the name given to certain sand and gravel beds that make peculiar sounds when shaken, stirred, walked upon, driven over or played upon by the wind. It is usually confined to the dry and relatively firm sand above the ordinary water level, moistened by the waves during storms or high tides. One theory about the phenomenon, which occurs on shores of the ocean as well as inland salt seas and fresh lakes, is that the grains of silica may pick up sound waves, transit them to one another and magnify their volume on the principle of crystals in early radio sets. Some noted musical sands are the "crying sands" of the Kalahari Desert in South Africa and the "barking sands" of Kauai in the Hawaiian Islands,

in 1857 and named after the niece present meaning.

the Civil War, she fired a shot near the bow of the steamer Nashville to force her to show her colors, the first shot fired from a US vessel in the war . . . The Barbary States, the African pirate kingdom comprising Tripoli, Tunis, Morocco and Algeria, which virtually ruled the Mediterranean for over three centuries, probably were named after the Algerian corsair known as Barbarossa ("Red-beard"), who seized Algiers from the Spanish in 1518.

T T T Probably the first real oil tanker was the SS Charles, of Antwerp, Belgium, which plied between the US and Europe from 1869 to 1872. She contained 59 iron tanks, arranged in rows at the bottom of her hold in the 'tween decks, with a bulk capacity of 7,000 barrels, about 794 tons . . . Meander, as a word meaning to proceed on a winding course or wander about aimlessly, stems from the ancient name of a river in Turkey, the Meander or Menderes as it is now known. This stream, long known for its winding and tortuous chahnel, is 260 miles long and flows into the Aegean Sea opposite the Island of Samos.

One type of catfish native to the Nile River region of Africa is a real shocker. Called the electric catfish, it generates a current similar to the electric eel and, according to varied reports, uses its electricity not only for defense but also to secure its food. This fellow swims along until it discovers another fish in the process of digesting a meal, swims near and flicks on its current. Usually, the astonished victim vomits its meal in surprise and pain, while the catfish rapidly gobbles up the stuff. Quite a sport!

Scuttle in the sense of intentionally making a hole in a ship to sink it, actually first meant to close up a hole. It stemmed from words The first US naval steamer plied first to the cover over a hole, named for a woman was the 500- the word was transferred to refer ton sidewheeler Harriet Lane, built to the hole itself and then to the

etc.

River flowing

Region W of Burma

Paris' river Chemical

Maldives from

Africa "Hot shot" Wood from

Olive draba:

Hawaii

52. Mme Peron

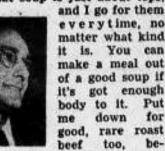
50.

Puzzle Answer on Page 27.

into Rhone

Question: What is your meal time favorite aboard ship?

L. B. Thomas, steward: Well, I think that soup is just about tops,



for

because nothing can beat that when it comes to meats.

Peter Choplinski, OS: They're all my favorites. I like every meal

day no every matter what the menu is. You never have any trouble as far as feeding goes on SIU ship, any because the steward's department really knows how to dish it out. At

least I don't, and I've got a nice bay window to prove it. 4 \$

Julio Torres, AB: You'll find me where the chicken is. It don't matter what the rest



of the food is as long as there's chicken, a n y kind. I like french fried potatoes with it, but you can feed me anything if know the chicken's coming along

too. I guess a man gets to like something and just doesn't change. 1 4

Luis Ramirez, FWT: Generally, like everything on an SIU ship

that the cooks prepare, but a good baker is my best friend. I usually go for vegetables over meats, but when I see there's a good baker aboard, I'm happy. My favorites

are the desserts, puddings, ples and things like that.

* * * Benigno Bautista, chief cook: I

does it compare? agree with Thomas about the they're very important to a meal. They can make

the difference between a good meal and a poor one,

\$ Frank Castige, OS: I'm a steak man, no question about that. The

trimmings don't matter much



nice fresh vegetables and I'm

MEET



EUGENE A. STANTON, Carpenter

Anybody who tries to tell you; that a man can have a healthier life working elsewhere than at sea can take the word of Seafarer Eugene A. Stanton that it just isn't

Cornered at the New York hall as he was waiting to throw in for one of those favored Far East dry cargo runs, he outlined the background for his beliefs about the seagoing life. One of 12 children, he left his Indianapolis home at 14 to try his luck on the Lakes, with an eye to getting together a stake to help out the family.

That was in 1924, when he signed on the SS Barlum for the ore season at \$75 a month. He sailed as a combination crew messman, utilityman and galley boy, and when the season was over, went back home to finish school.

After a hitch in the regular Army, mostly down in the Canal Zone, Stanton found himself on the loose in the middle of the business bust following the '29 crash. After a time, he went to work in one of those "deluxe" non-union factories where the pay was poor and the conditions were worse, but a man couldn't be choosy in those days. Following about a year on a milling machine, he threw in with the migratory harvest gangs working the wheat fields all the way from Texas to the Canadian

Worked Mines

"It was an outdoor life alright, and in good times we averaged \$10-\$12 a day. I worked with everything from an old-fashioned threshing crew to a modern combine and, as far as experience goes, I could go back on it tomorrow," he explained. As the seasons changed, he shifted to the apple harvests, up in Washington's Yakima Valley, where they really grow 'em big.

Then, always on the move, he left the sun behind and took a job in the metal mines strung across Idaho, Utah, Colorado and Death Valley, where he worked laying track, blasting, and running loaded I wanted, so I've been riding withcars up out of the shafts.

He worked here as a "boomer," mine lingo for someone who drifted from one site to another wherever the work, pay or food was better. The mining towns were rough and tumble, fitting for men who worked hard, fought hard and played the same way. The Commies, he recalls, had a field day trying to line up recruits and mine conditions offered plenty of material with which to propagandize the men.

"Coal and rock were killers," Stanton asserted. "There was always a hearse drawing up at the mine for somebody killed by explosions, gas or silicosis, but it wasn't always easy to get out of there."

Couldn't Ship

When the war came, he tried to ship out from the West Coast a couple of times, but couldn't get clearance because the mines were rated an "essential" industry and workers were needed in the pits. After V-J Day he got a job with a small, private tug outfit that ran barges downstream to New Orleans. "It was hard work, then, just a pilot and myself on the tug, but it was good to get out of the ground for a change, he recalled. This was about the time he met up with the SIU, in 1946, when he saw the better deal the SIU tugboatmen were getting.

Soon after he began sailing deepsea ships and has been at it now for about five years. - "That Far East run is my favorite, I guess, because those longer trips really help pile up the dough, and I'm not one to turn up my nose at that. SIU ships guarantee good food, top conditions and good shipmates. There's no dust to eat up your insides when you're out at sea," he declared.

What the future holds for him, Stanton isn't too sure. "I've got a lot to learn yet, even though I've had a fling at a lot of things over the years." Still unmarried, he didn't shy off a bit when asked the big question. "You might say I'm particular. I didn't marry the girl out a caboose ever since."

go for beef, too, because you can't affiliate of the International Transgo wrong with it portworkers' Federation . . . A new anytime. Chicken synthetic rubber was introduced to fricasse is good the public . . . Wartime travel tax, too, but where designed to discourage unnecessary travelling, was raised. * * *

Rommel's armored columns soups, because pushed the British back into Egypt and continued to advance rapidly, threatening both the Suez Canal and the entire Near Eastern oil fields . . . Crimean situation was bad, as the Red armies retreated all along the front . . . The SIU blasted the shipowners for failing in many cases to provide the proper provisions and water on lifeboats and lifecrafts . . . "Yank" printed its first issue . . . A nationwide war bond campaign was launched.

> The Navy announced that the US had started using a convoy system so that warships could protect merchant vessels which had been sailing alone and unarmed in sub tant role in the "New York at infested waters . . . After a fight | War" parade . . . The FBI nabbed by the SIU, the Coast Guard eight sabotaurs who landed on the dropped the requirement forcing Florida coast

> French population was all merchant seamen who went into varned to evacuate all coastal training for unlicensed ratings or areas as a prelude to a possible licenses to join the Coast Guard second front . . . Japanese bombers reserve . . . Churchill arrived in hit Dutch Harbor, Alaska, twice in the US to talk over war strategy the same day in the closest raid yet at the White House . . . Dewey and to the US . . . The SIU became an Willkie waged a hot pre-convention fight for the Republican Presidential nomination.

> > 4 4

The Maritime Commission announced rules governing the awarding of the new Merchant Marine Distinguished Service Medal . . . Brooklyn and the Yankees led their respective leagues . . . The SIU warned Seafarers to clear their status with their draft board before sailing and to make sure their applications for passports were in order . . . Charges were placed against 19 dealers for "bootlegging" gasoline . . . U-boats be-gan planting mines along the US coast.

2 2 2

Congress began an investigation of "waste" in war contracts . . . New York City Council adopted an ordinance prohibiting the wearing of bathing suits or "scanty attire" more than 200 feet from a beach . . . Seafarers played an impor-

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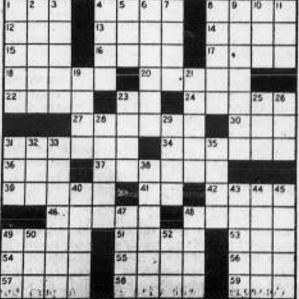
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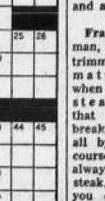
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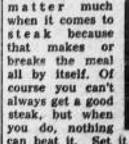
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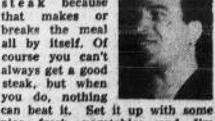
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CARRIE







SEAFARERS & LOG

June 27, 1952

Published biweekly by the Seafarers International Union, Atlantic & Gulf District, AFL, 675 Fourth Avenue, Brooklyn 32, N. Y. Tel. STerling 8-4671.

PAUL HALL, Secretary-Treasurer

Editor, Herrest Brand; Menoping Editor, Bay Denison; Art Editor, Bennand SEAMAN: Photo Editor, Daniel Nilva. Staff Writers, Herman Arthur, Iswin Spivace. ART PERFALL: Gulf Area Reporter, BILL MOODY.



Vote Of Confidence

Thanks to a thumping 92 percent "yes" vote, the SIU can open the throttle on its building program in the outports. A search is now being conducted in the ports involved—Baltimore, Galveston and Philadelphia-for appropriate buildings. Once they are located the Union will have the funds to go right ahead and put up the kind of halls in the outports comparable to what we now have in headquarters.

When the New York half was completed it marked a new era in seamen's shoreside facilities. But the Union was not content to let it rest at that. As the LOG editorial put it at the time, "What has been done here in New York we hope to extend to our outports so that SIU brothers, wherever they wage increase boosting my mess-sail from, will have the same advantages." The results of man's wages to an incredible the referendum are assurance that this pledge can now be ful- \$87.50. I made a five months' trip

It isn't every day that a group of men will vote so overwhelmingly to tax themselves a \$20 bill. The voting results are proof that Seafarers, having the best wages, conditions and welfare benefits, are willing to put out to get the best in shoreside facilities. That's the way the Union wants to operate and thanks to this solid vote of confidence, that's the way it's going to be.

Early Results

Although it's just a couple of weeks since the Union announced its new disability and maternity coverage, the results are already impressive. A considerable number of Seafarer-fathers have already received their \$200 maternity benefit checks, and the disability provisions are providing aid to Seafarers who are badly in need of it.

One such Seafarer is Brother Joe Germano who was able to escape from life in an almshouse, thanks to the new benefits program. While no union is equipped to solve all the problems of its members, the SIU has always believed in taking care of its own wherever possible. The Germano case points up the flexibility of the Welfare Plan and the speed with which it can operate in an emergency.

Nor has the Seafarers Welfare Plan reached the limit of its abilities. Seafarers can rest assured that the future will bring all know how the Union has additional welfare returns-the hotel being one pending item.

Incident In France

The experiences of the Taddei crew in various French ports reflect a new turn in the international Communist campaign against the US and its citizens. In this instance, assaults on American seamen are one phase of rioting against other Americans in Tokyo, Rome, Paris and wherever Communists can muster sufficient strength.

What happened in St. Nazaire and Nantes are not attacks on seamen as such. The Seafarers just happened to be handy targets of the anti-American campaign now being waged by the Cominform.

Seafarers who have long enjoyed the hospitality and friendship of French citizens on their runs to France know that the great majority of Frenchmen have no sympathy for such tactics. At the same time, the Taddei incidents should serve as a warning to other Seafarers to be careful in French ports. If you go ashore, make sure you're not alone, and keep a weather eye peeled for gangs who may be out to dump you.

Who's At Fault?

Since the Steelworkers Union called its members out on strike for long-overdue contract improvements there has been a lot of noise to the effect that the union is responsible for the continuation of the strike. This theme has received more and more stress in the newspapers with each passing day.

Now a story comes out to the effect that the Bethlehem Steel Company and the union reached an agreement last crew. week to end the strike. But when Bethlehem took this agreement to the other steel companies it was turned down despite the fact that it represented a compromise on the union's demands.

Obviously then, responsibility for continuation of the strike spected these engineers far better rests squarely where it belongs on the shoulders of the steel than I have seen on most ships. Industry's bosses.

Les de Parlier.

He Recalls How SIU Advanced

To the Editor:

It is actually amazing the extent to which the SIU has grown. Not to throw my weight around but I can "remember when". I guess I might be classed as one of the new oldtimers. I first shipped out of Frisco almost ten years ago. The Union had just then received a \$17.50 war emergency to India and counting bonus and all of 27 hours overtime, I just did make the grand total of \$1,000. By the time my taxes, allotment draws and slops were deducted, I paid off with a little over 300 bucks. It didn't last long either.

Yes, in those days we had only a few steamship companies under contract. Then, as now, Waterman was the biggest. I think the

SIU had under t e n companies signed up then. I understand the amount now reaches close to 100.

Incidentally, in making one of those overtime hours, I was car-

rying laundry bags aboard and stowing them in Freemantle, Australia. The blackout curtain swept my glasses off and I was blind the rest of the trip. It cost me \$16 to replace the lenses to get that one hour OT at 85 cents. Today, well, we

de Parlier

brought the pork chops home. I would like to see the LOG print all the ships under SIU contract, who they are operated by and what type. You could make a grand "then" and "now" issue. Show the old shipping halls at Stone Street, and the new hall in Brooklyn, side by side, and follow up with the halls in New Orleans, with the old Chartres Street hall and Mobile with the rickety St. Francis Street location.

Takes Back Criticism

and said it was run like a high school paper (and you printed it), but I have to take it all back. I subscribe to about five nautical and trade union papers and magazines and find the LOG tops.

Talking about newspapers, the BME paper looks swell, and I wish the "Marine Engineer" success. Unfortunately some of the MEBA men I have talked to believe that members of the BME are dictated to by unlicensed men. Far from it. The BME enjoys the same autonomy as fishermen, towboatmen and seafood packers under the SIU banner.

The two BME ships I have sailed on (Coeur D'Alene Victory and Mankato Victory) had fine engineers and there was no interference with them by the unlicensed

Also in the 16 months I spent on these two ships, any time there were any repairs to be made in crew spaces, they were done promptly. As a result the crew re'All Set!' BUILDING

As I See It

by PAUL HALL



UT ON THE WEST COAST straddled the big labor issues thus

shape. They have pickets out, and unless the union has released it to ingman's welfare. carry military cargo.

Judging from what has happened up until now, it appears that the shipowners out on the West Coast have piled up quite a bit of dough for themselves in the past couple of years. Otherwise they would not have been able to sit tight for as long as they have been doing. Now they are reluctant to share some of it with the men who man a case in point. their ships and make it all possible.

On our side of the fence, the SUP is determined to push this thing through to a finish and come out of this beef with added pork chops for its members. Naturally, Back in '47 I criticized the LOG them all the way-financially, phy- American seamen. sically and morally.

This SUP strike is only one of attitude toward union demands. going on now for the past several weeks, and there have been other beefs, like the telegraphers that have dragged on for quite a while before settlement.

All these strikes prove that a lot of employers have stiffened up against the unions. They seem to be counting on plenty of support in Congress to slap the unions down with legislation if need be. All of which means that union men have to tighten up their ranks and prepare for tough going ahead.

The fact that it's a presidential election year isn't helping to clarify issues for organized labor. Many a candidate for the presidential nomination is cozying up to big business in the hopes of winning political support at the conven-

the shipowners are still try- far. They'd be just as happy to shove ing to give our brothers in the SUP them into the background and fora rough time. The strike has been get about them. Despite all the running for over a month now, and fanfare and noise we've heard up there is no telling when it will end. to now, by the time the elections The SUP is buckling down for draw near, the issues should be a long siege. They are in excellent pretty well boiled down and we'll be able to see just where the cannot a ship of the Pacific Maritime didates stand and what the outlook Association is moving anywhere, is from the standpoint of the work-

WE'VE HEARD A LOT OF talk this past year about how the Communists are for peace, but as your Union has pointed out time and again, there's quite a gap between what the Communists say and what they do. What happened to the crew of the Taddei is

Here is an instance where the crewmembers were harassed by French Communists from the time they arrived in France. These "peace-loving" individuals were not adverse to ganging up on small as we have assured our SUP broth- groups of Taddei seafarers for no ers, the SIU A&G District is with reason other than that they were

Your Union has quite a reputation throughout the world for beseveral in recent months in which ing a staunch anti-Communist outthe employers have taken a tough fit. In our own way we believe we've done quite a bit to discour-The national steel strike has been age the spread of Communist influence among American maritime workers. It doesn't surprise us then that Seafarers should be the first targets of the "peace loving" Red ript squads.

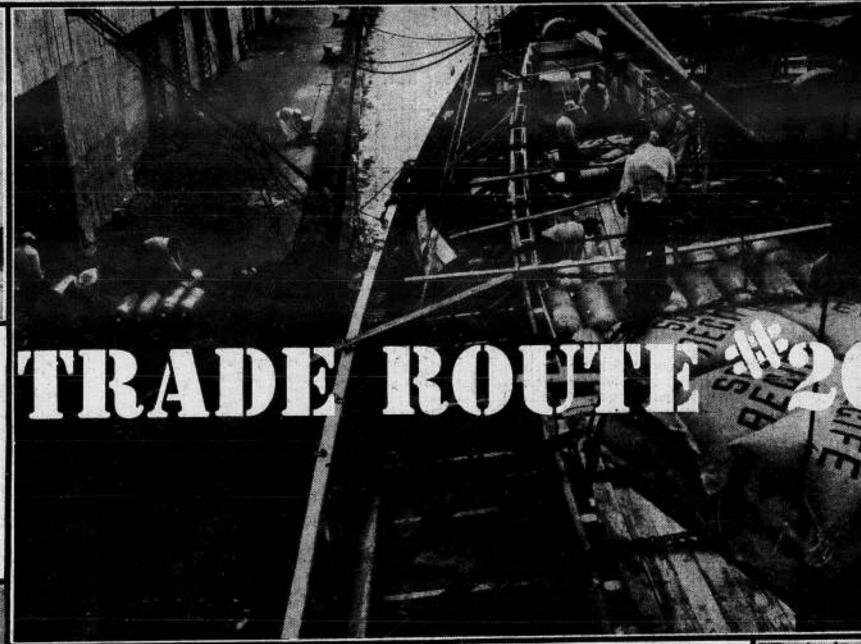
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T'S THREE WEEKS SINCE THE long range shipping bill was reported out to the House of Representatives, but we're still waiting for Congress to untrack itself and get to work on this vital piece of legislation.

The average citizen is not very much aware of the importance of this bill. Unfortunately, this attitude exists in some Washington quarters. However your Union is still pushing for action in the hope that the Representatives will awaken to the need and take steps Consequents, with a few excepto push this bill through before tions, most of the candidates have Congress adjourns next month.



ON



Long familiar to Seafarers sailing the Mississippi Steamship Company's Delta Line ships, Trade Route 20 runs from the Gulf of Mexico down the East Coast of South America. This is the prize "coffee run" which shuttles southward with general cargo and, in some cases, 80-90 passengers, returning laden with the coffee that makes the principal beverage, morning, noon and night, for most Americans.

Steamship operation on a Government established trade route follows a set pattern from which the shipowner can seldom deviate. Set up by the Government as a trading circuit essential to American commerce with foreign nations, it must be followed by the subsidized operator whether the cargo hatches are empty or full. Eligibility for the subsidy can be maintained only by a minimum amount of scheduled sailings annually by a basic number of modern ships capable of assuring the regularity of the service. Mississippi, one of the largest and most successful operators contracted to the SIU, eminently qualifies.

On Route 20 at least, trade has been growing with leaps and bounds so that the run is a constant source of income for both the company and the Government. The value of two-way trade between the US and Brazil, for example, ran approximately \$1.8 billions last year, higher than with any other country in the world except Canada, which is in a special trade category.

The Delta Line operates a dozen ships on the run, ten modified C2s and C3s, plus one Cape-type and one Victory. The voyages usually last about three months, starting out in New Orleans and, after touching at one or two other Gulf ports, head for the main coffee port of Santos, Rio de Janeiro, Montevideo, Buenos Aires and a half dozen by-ports.

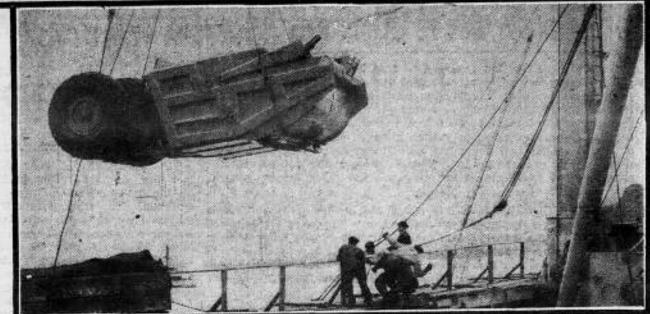
The popularity of the run is easily attested by the intense competition for jobs when the ships crew up out of the SIU hall in New Orleans. Preparations for a recent voyage of the Del Aires, a C2, are presented on these pages and show the typical Seafarer crews who man the ships on this essential route.

In the wheelhouse (right), OS R. L. Cline does a little "brightwork" on the compass to keep it gleaming. Task of keeping ship in running trim goes on at sea or in port, and the spic and span condition of the "house" shows the boys are always on the job. When they get underway, they want to be sure they'll see where that needle's pointing.

Hungry men need no urging when the chow call sounds, and galley utilityman Jerry L. Miller (left) and chief cook Humella Fluence are on tap (right) to see that everything runs according to plan. OS R. J. Arceneaux (below) hangs away his clothes fresh from the cleaners for the days ahead when he'll be ashore in a tropic hotspot.

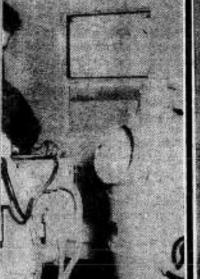


Taking on diversified cargo for the run south, the ship is the scene of busy activity as crewmembers man winches and longshore workers load her up. Bags (left) earmarked for Recife, Brazil, come aboard on sling to be lowered into hatch, while stevedores on dock roll gas tanks into nets to be taken on as deck cargo.



Part of shipment of heavy agricultural machinery and tools for plantation use is brought aboard (top, right) from barge alongside and longshoremen lower it to deck. Checking gangway lines forward, Seafarers Donald Hutchings, AB (left), and Blackie Sanchez, DM, make sure everything's running smooth on deck department end.







Down in the engine room, the SIU black gang runs over the equipment to assure a smooth trip later on when parts and major repairs aren't so easy to come by. At left, oilers Paul Cassidy (left) and C. L. Ducote prepare to take off asbestos covering on evaporators to give 'em a test run after they've been shut down a while and lying idle.

In the messhall, "coffeetime" offers a welcome pause in the day's work for crewmembers busy making the ship ready to sail. Pictured during the lull are (L-R): Seafarers Frank Nunaz, wiper; P. Hilt, OS; Paul Cassidy, oiler; Donald Hutchings, AB; A. Nelson, AB, and C. L. Ducote, oiler, as they stand by before going back on the job.







SIU Patrolman C. M. Tannehill (above) comes aboard to check how things are, while AB Jack Procell (left) tests out gangway lines to make sure they're secure.



MARITIME

The freighter Overton managed to trap 20 other vessels in Liverpool's Hornby Dock Basin, and kept the crews of the ships really jumping for a while. The Overton piled into the 800-ton gates to the locks of the basin, and ripped them right off. The gates immediately sank and the water in the basin began to pour out. The level in the basin dropped over eight feet within a couple of minutes. The crews of the 20 vessels tied up in the basin had a hectic time slacking off mooring lines to make up for the audden drop in the water level. The Overton's bow was damaged but she proceeded under her own power.

4 \$ The Coast Guard's attempts to rescue the lumber schooner Cynthia Olson after she went aground on the Oregon coast proved fruitless, and finally a tug was summoned to the scene. The cutters tried twice to pull the Olson off, but each time the line parted and the Olson sent out another SOS. . . . The Cunard liner Scynthia collided with the collier Wabana just outside the mouth of the St. Lawrence River. One seaman from the Wabana is missing.

1 A spectacular rescue effort was made in the shark-infested waters of the British Bahamas. The freighter Zelma Rose capsized in a heavy sea. Six persons were lost, and 18 were rescued. The captain and a passenger made several underwater dives and dragged people out of the submerged cabins. One of the persons the passenger rescued was his 18-month-old son.

The New York pier designed as the terminal for the United States features a new rubber cushion system along the side of the pier so that no damage will result if the new superliner is swung against the structure. The cushion makes it possible for the liner to dock anytime instead of just at slack water. . . . New York's Department of Marine and Aviation has a special launch cruising through New York Harbor looking for ships that violate the city's anti-smoke laws.

The US ranked fifth as far as shipbuilding was concerned for the world in the first quarter of 1952. England, Germany, Sweden and Holland led the US in that order. . . . New York led all other US ports in the exports and imports it handled during 1951. The figures and order of rank are: (all figures in long tons) New York, 31,301,427; Baltimore, 19,919,909; Philadelphia, 15,658,794; New Orleans, 8,295,044; Houston, 6,362,867; Galveston, 4,979,193; Boston, 4,883,885, and Los Angeles, 3,901,563.

As of last month, the privately-owned merchant fleet of the US was set at 1,281 vessels with a total of 15,300,210 deadweight tons. The active, privately-owned fleet included 830 dry cargo vessels and 451 tankers. . . . The search for 18 crewmembers of the Argentine freighter Lucho IV which sank off Patagonia has been abandoned. After over a week of searching, the rescue parties found only two empty lifeboats and several empty lifejackets from the vessel.

1 The 28,000-ton tanker LaCruz, a new 16-knotter, was launched in Massachusetts. . . . The largest icebreaker to be built on this continent was launched last week in Quebec. . . . Two new 28,000-ton British tankers got their sea trials this month. A total of six vessels were ordered, with two already in service.

The New York Collector of Customs, in order to speed up the processing of ships arriving in New York, has issued a booklet describing the legal documents necessary for a vessel to enter New York. In past weeks, the small customs force was faced with the arrival of four and five large liners in the same day. This booklet is designed to tell everyone what documents are needed, so they can have the necessary papers ready and thus save time.

A 143-ton tugboat bound for Santos Brazil was loaded on the deck of the Mormacpen last week. The freighter had to carry special unloading gear so that the tug could be taken off at the other end of the trip . . . Portugal's merchant navy, already double its pre-war strength, is being expanded to take care of 60 percent of the country's transportation needs, including two new luxury liners for the Lisbon-Brazil run.

A 12-foot statue is to be set up on the grounds of the Catholic Church and provides for 15 to 20 percent in Port Ewen, N. Y., so that it will be visible from the Hudson River to the riverboatmen. The new shrine of Our Lady of the tile Workers Union's executive Hudson is the result of a campaign among the men who man the river- council voted to fight in the courts boats . . . The Torm Lines motorship Birgitte Torm is ready to sall an arbitrator's decision to cut out from Copenhagen on her maiden voyage to the US. She's the first the cost-of-living escalator clause of three fast 7,200-dead-weight ton freighters slated for the US run in the contract covering 7,000 em-. . . Trade between Venezuela and the United States has reached a ployees of the Bates Manufacturrecord high, according to a recent announcement. Some 67 percent ing Co. The decision also called of Venezuela's trade is with the US at present.

LABOR ROUND-UP

The big news in labor these past few weeks has continued to be the developments in the steel situation. The steelworkers were still out, and the mills shut down, but the most recent talk about use of the Taft-Hartley Act is getting louder, while the industry is taking a wait-and-see attitude.

One report had it that Bethlehem Steel had reached a satisfactory compromise with the union, but backed out when the other companies turned it down. So far there has been no agreement about what shops will reopen to produce vital defense materials, a move both the companies and union have agreed to do.

Congress, which turned down a number of seizure bills, is talking louder and louder about the President using the Taft-Hartley Act on the workers who have already held off the strike for over three months.

Congress is still kicking around legislation to kill the WSB. The latest, passed by the Senate, is a "compromise" bill which would leave the board made up of labor, industry and public members, but would leave it with none of its present powers. The original move was to take away the board's powers and have it made up of only "public" members.

1 1 1 Members of the Brotherhood of Locomotive Engineers staged a successful two-day strike against the Long Island Railroad, the nation's most heavily travelled commuter line, while 63 other railroads face strike action if they don't soon sign an agreement with the union. The strike against the Long Island gained elimination or changes in rules that threatened job losses for union members.

\$ \$ \$ Members of the CIO United Auto Workers in the New Orleans Chrysler tank engine plant voted 892 to 8 to ask for authorization to strike if necessary to win a contract equal to that in force in other Chrysler plants. The union's constitution calls for a vote and for authorization by the international in order to strike.

1 1 1

Members of the AFL Radio and Television Directors Guild won a new contract which cuts out "kickbacks" to broadcasting companies wage increases . . . The CIO Texfor a cut in wages.

On the Job

The closeness of living aboard ship and the problems involved in carrying supplies of food and fresh water aboard for the voyage make shipboard sanitation a particularly important subject, meriting careful attention from officers and crew. Protection of the fresh water supply at all times is obviously vital to the health of the crew since contaminated water can be a source of epidemics of serious diseases like cholera and typhoid fever.

While all ships have facilities for distilling fresh water from sea water, it is the general practice for the ship to carry its fresh water supply in tanks which are filled in ports of call.

Safe Source First Requirement

To begin with it is obviously important to obtain water supplies from sources that are known to be safe. But that alone doesn't prevent water from being contaminated in the course of stowage or while in the tanks. This means that the drinking water hose, pumps, water storage tanks and piping must be kept clean and completely apart from all other water systems. Nor should the drinking water hose ever be used for any other purpose.

Practically all American seaports can supply a ship with drinking water that has been chlorinated to kill bacteria. If there is any doubt about the purity of the water supply, obtained by the ship, addition of chlorine to the water in the ship's tanks is one way of adding protection. The usual ratio for adding chlorine is 34 ounce of chlorinated lime for every 500 gallons.

Simple Test for Chlorine

One way of determining if there is enough chlorine in the drinking water after it has been chlorinated aboard ship is to fill a glass halfway, cover it with the palm of your hand, and shake the water back and forth a few times. The palm of the hand should smell faintly of chlorine after the test. It is important to make sure that the old, untreated water has been emptied from the taps before doing this. If there is no chlorine odor, then additional chlorine should be added.

If the ship's drinking water system has been contaminated, either through the storage of bad water or from opening the tanks for repairs or some other reason, the entire freshwater system has to be overhauled. All old water is drained from the system and the tanks and lines are cleaned as far as possible. Then the system has to be disinfected and fresh water flushed through it before it can be used again.

Disinfection Procedure

Disinfection of the drinking water system requires that a high concentration of chlorine be used, much higher than that used to chlorinate the drinking water itself. First the tanks are scrubbed and repaired and pipes checked for leaks or any unwanted cross-connection. A chlorine solution is then prepared in proportion of a pound and ten ounces of chlorinated lime for every 1,000 gallons of tank capacity. The chlorinated lime is mixed into a paste with gradual addition of warm water until the mixture is a gallon or more. The solution should stand for a little while until the undissolved lime has sunk to the bottom and then the liquid is poured off into a separate container.

The liquid mixture is then poured into the tanks which should be filled to the top immediately with clean water. After 15 minutes, the tap nearest the tank is opened until the chlorinated water flows, which can be easily judged by the odor. This procedure is followed out at every tap, moving outward from the tank, so that all pipes and the pressure tank get filled with the chlorinated water.

Drain and Flush Tanks

The tanks are allowed to stand for four hours or more with the heavily chlorinated water in them. Then they have to be drained and thoroughly flushed with fresh water of drinking quality until all the high-concentrate chlorine water is disposed of. In turn the fresh water may have to be given the usual mild chlorination treatment.

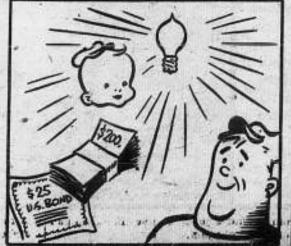
As a regular procedure, it is advisable to clean and flush water tanks every time a ship comes out of drydock or lay-up and at two week intervals thereafter, for as long as the vessel is in service. Other precautions that should be taken include care in the use of ice for cooling water. Since freezing doesn't kill many types of harmful bacteria, natural ice should not be used for this purpose. If ice is unavailable, drinking water can be cooled by placing containers of it in the re-

In addition to the drinking water, other fresh water supplies carried by a ship include a system for wash water. Here too it may be necessary to chlorinate this water if it is of questionable quality. Whether chlorinated or not, taps fed by the wash water should be marked "Unfit for Drinking." The same applies to the third freshwater system, the sanitary system, which supplies water for the heads, for washing the decks, fire hoses and other purposes.

Burly

Follow Burly Every Issue In The Seatarers Log











Five-week-old Kenneth J. qualifies his SIU-dad Kenneth E. Beckerich and mother Margaret for one of those \$200 benefits.

Birth Benefit Debut Hits \$1,000 A Week

bring the whole family closely in touch with the SIU," he said.

Eligibility Simple

These and other Seafarers who have received maternity payments qualified for them by becoming parents since April 1, 1952, effective date for the new benefits. Any eligible Seafarer becoming a father since that date will' receive the \$200 benefit and his child will receive the gift of a \$25 bond from the SIU.

In the case of twins or other multiple births, \$200 will be paid for each child, and each of the bables will be given a bond.

Seafarers may apply for the benefits by sending to the Seafarer's Welfare Plan, care of SIU Headquarters, 675 Fourth Ave., Brooklyn 32, New York, a copy of the marriage license, birth certificate,

Ins. Plaque Thanks SIU **For Support**

(Continued from page 3)

with the fledgling union. In the course of the long picket line struggle, the SIU membership twice voted financial aid, for a total of \$1,250. In addition, Seafarers made daily trips to Newark strike headquarters with cigarettes, donuts and coffee for the pickets, and assisted the IAIU leaders in the handling of the strike.

The assistance given by the SIU, in dollars and cents and otherwise, was greater than that rendered by any other union in the New York area where the strike was centered. As a result, the agents were able to get a contract calling for wage increases and other improvements for 15,000 members.

The text of the plaque, which will be hung in headquarters along with similar gifts from other

unions, reads as follows: "The Insurance Agents International Union, AFL, in grateful appreciation, salute the Seafarers Internation Union, for exemplifying true trade union action in their loading question. all out aid to the striking insurance agents against the Prudential Insurance Company, December 1,

and, if possible, a discharge from their last ship. Benefits are paid without delay after the applications

are received in proper order.

lew Branch Bldg Program Gets Members' Vote Okay

space and a roomy shipping hall suitable for meeting and social functions after shipping hours.

Members to Pick Site

As yet, several possible sites have been located adjacent to waterfront operations in the three ports, but no definite selections have been made. Actual selecting will be

Have Your Rating Listed In Book

Bosuns and stewards receiving the new membership book now being issued by the Union are cautioned to make sure that their ratings are stamped into the book.

If the book is not stamped accordingly, the dispatcher will not ship the man for that rating. As a result, some men holding those ratings might lose out on jobs.

Blind Member Finds 'A New Life' Via SIU

(Continued from page 3) and kept telling the SIU representative how happy he was to be out of there. From the almshouse he was taken to the Staten Island hospital where his eyes were examined by the doctors and medicine prescribed in the hope that mano, like all the others, has the it might do his sight some good.

The following day arrangements were made by the Union to board him at the home of Mrs. Virginia Tentenico, an attractive private house in a quiet residential section of Brooklyn. On the way out to his new residence, Germano was concerned that he should be able to go out of the house, or buy himself a bottle of beer once in a while if he wanted to. He was assured that he would no longer would be able to move around

No Break Seen In West Coast Sailors' Strike

(Continued from page 2)

is convinced that the shipowners are carrying on a fight to beat the SUP and turn over part of the SUP's work to Harry Bridges.

Committee recommendations, that were approved at SUP membership meetings in all ports on June 23, call for a settlement on the basis of the SUP's compromise demands, retroactive to April 27. The membership also ruled out any limits on SUP jurisdiction over loading of stores.

Met With Bridges

While no meetings have been held between the PMA representatives and the SUP committee since June 18, it is known that they have met several times in the interval with Bridges, presumably on the

Besides the SIU, all AFL maritime unions affiliated with the MTD, and shoreside outfits like 1951, to February 19, 1952. The Teamsters and Metal Trades have a bench near the arbor in the backsupport of the SIU helped win this pledged support to the SUP strike. yard talking to Jimmy. He had A similar pledge was received from found a place to live like a human out for the rough stuff.

AFL headquarters in Washington being again. William Wittenberg what happened to use won the awards.

with the help of the people who were caring for him.

Homelike Atmosphere

The boarding home where Germano is now staying is a large two story house where five other elderly men and women live. Gerrun of the house, the porch and a large backyard. If he wants, he can have his meals served to him in his room, or he can come downstairs to eat. The atmosphere is homelike and informal.

When he arrived at the place two small children were playing in front of the house with a sixweeks-old puppy. Their mother answered the door and called Mrs. Tentonico who boards the elderly men and women in her home. Gerbe left helpless in a chair but mano was a little apprehensive at first but was soon made to feel comfortable. The first person he met, strangely enough, was an old acquaintance who used to own a tavern on Mulberry Street, New York, where Germano used to hang

An Old Customer

"I know you," the man said, "you're in the merchant marine. You came into my place on Mulberry Street lots of times to drink wine. I'm Jimmy. You remem-

"Sure, sure, I remember," Germano said, gratified at the thought of having somebody he knew to talk to.

Afterwards Mrs. Tentonico expressed curiosity as to how the Union was interested in taking care of disabled men like Germano.

"You see," the SIU representative explained, "up until a couple of years ago an old fellow like Germano here who didn't have a home of his own or anybody to help him out might just be left to die in the streets. But now the Union has a Welfare Fund. It's still new and we're still building it up, but we aim to do something to help take care of the fellows who spent their life going to sea, but can't work anymore now."

When the representative said goodbye, Germano was sitting on in each port.

Applauding the decisive action commented that "Seafarers have more so." always travelled first class. We've can be set up, as in our headquar- follows:

to put over the same deal for our members sailing out of the ports of the membership in showing its of Baltimore, Galveston and Philly. prefence for up-to-date, modern We've got some of the finest Union halls as SIU "showplaces" in each halls in the country right now, and city, Secretary-Treasurer Paul Hall we're going to make them even

The port by port vote count and seen how efficient operations the tallying committee's report

We, the undersigned members of the Tallying Committee, having been elected at a Special Meeting on Monday, June 16, 1952, have tallied all ballots and attached hereto are our findings. The Building Fund Assessment was carried by more than a two-thirds majority as required by our Constitution.

Port		Yes	No	Void	Vote	Sub- Total
Boston		54	30	0	0	84
New York	k	1,194	249	41	0	1,484
Philadelp	hia	229	9	3	0	242
Baltimore		450	7	1	0	458
Norfolk .		92	10	1	0	103
Savannah		88	` 2	0	0	90
Tampa		116	2	2	0	120
Mobile .		466	5	1	0	472
New Orle	ans	976	29	4	0	1,009
Galvestor	1	131	5	1	0	137
San Fran	cisco	44	0	0	0	44
Wilmingt	on	67	2	.0	0	69
Seattle .		51	2	0	0	53
Total	ls	3,958	352	54	0	4,364

It is to be noted that Philadelphia was missing two ballots. It is to be further noted that these two ballots which were missing do not in any way affect the outcome of the vote either for or against. This Committee recommends that this report be acted on at the meeting of July 2, 1952, and that each Branch Agent immediately thereafter notify Headquarters of the action on same.

PORT	SENT TO PORT	USED '	NOT USED
Boston	0 to 250	0 to 83	84 to 250
New York	5,000 to 6,900	5,000 to 6,484	6.485 to 6,999
Philadelphia	251 to 500	251 to 493	494 to 500
Baltimore	501 to 1,000	501 to 958	958 to 1,000
Norfolk	1,001 to 1,250	1,001 to 1,103	1,104 to 1,250
Savannah	1,251 to 1,500	1,251 to 1,340	1,341 to 1,500
Tampa	1,501 to 1,750	1,501 to 1,620	1,621 to 1,750
Mobile	1,751 to 2,250	1,751 to 2,222	2,223 to 2,250
New Orleans	2,251 to 2,750	2,251 to 2,750	
11 11	3,751 to 4,350	3,751 to 4,259	4.260 to 4,350
	2,751 to 3,000	2,751 to 2,887	2,888 to 3,000
San Francisco	3,001 to 3,250	3,001 to 3,244	3,045 to 3,250
Wilmington	3,251 to 3,500	3,251 to 3,319	3,320 to 3,500
Seattle	3,501 to 3,750	3,501 to 3,553	3,554 to 3,750
10000000		0 4,351	to 7,500
Lotar	Danois Chasea	111111111111111111111111111111111111111	10 1,000

All unused ballots were accounted for and it is the recommendation of this Committee that Headquarters thereupon notify the Branch Agents as to the effective date of the \$20.00 Assessment, which will be JULY 15TH 1952.

Sample Ballots 7,465 to 7,500

John Spreitzer, S-14 Charles Mehl, 35628 Robert Bowley, 38370

Daniel Fitzpatrick, F-129 Van Whitney, W-11 Walter Reidy, R-4

(Continued from page 5)

black eye. They were lucky to get the cab when they did; otherwise there could have been more casual-

When the ship had come into port originally, Catharine added, the local longshoremen told the crew members, "What are you bringing this stuff here for? We can get it from the Russians if we want it."

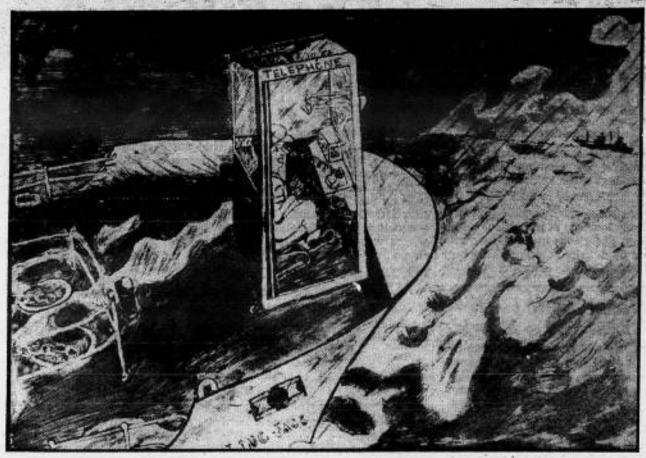
They were disappointed in a way that cargo was not military because

Catharine concluded, "we think that the local Communists are out to dump all American seamen whenever they can. Something ought to be done to protect the fellows who go ashore there."

Three Boys Get **AFL Scholarship**

The second annual AFL scholarship competition produced three there had been a big demonstration winners of scholarships of \$500 by local Communists just two each at the college of their choice, days before against American arms. More than 500 high school seniors Both men agreed that all Seafar- in California and Hawaii took part, ers who stop over on the other and Armen Tashdinian and Alex side should be warned to watch Woycheshin of Sacramento and William Wittenberg o

Foul Weather Dream Of An OS—Contributed by David King



San Juan-Beachcombers' Haven

While it is true in many other industries, life in maritime cannot be compared any more nowadays with what it was years ago. Both the working conditions and the financial end have changed a great deal.

While not one of the real the old days, since I was brought "beachcomber's paradise," because

> things ashore beplaces.

In those days seamen were many problems. For one thing, food was cooked on many ships by irresponsible



people who could not even boil potatoes ashore. This made the never was good. On top of it, there was always a shortage of something, and when it was plentiful, the quality was not good.

Poor sleeping quarters, .poor pay, no respect from superiors contributed to their troubles. Overtime was so seldom mentioned that one had to go around hunting for a dictionary to find the real meaning of it.

If a seaman was so much as to smile at a girl who in some way belonged in the heart of one of the ship's officers, the minute the sea- lot, whose son "Tootina" (Augusto man realized the officer knew Miranda, now with the SIU) taught about it he could start packing up and get ready to hit the beach. There was no union hall to register at for a job and no union patrolman to clear the situation for you. You were just another beachcomber and it was nothing, since it happened every day in every port.

Morale Lowered

All that and much more did a lot to lower the seaman's morale and poisoned the character of almost every man going to sea so that in those days most of them turned gashounds and performers, with very little respect for society I'm not equipped to build good and for themselves. Society in turn had very little respect for

San Juan became a favorite spot with beachcombers as Puerto Rico is an American dependency. There was no red tape for a payoff and the Immigration men had nothing to do with US citizens there, which My paragraphs are much too long. is still true.

Here the beachcombers had a

combination foreign country and oldtimers, I have witnessed homeland because of the large dif- for beachcombers. many of the 1,001 problems ference in customs, language and that a seaman had to deal with in climate. With them anyone doing them no harm was a friend and up on the San Juan waterfront, much more if a pint of "cana" This has often been called the (homemade rum) was with her or him. Since it cost only 15 cents a a beachcomber could depend on pint it was always very cheap to get drunk and if one didn't like to ing little easier sleep it off on the grass in the surthan in most roundings of Puerta de Tierra, one could sleep fairly comfortably in those places where cots were rented for the night for 12 or 15 cents. confronted with For 25 cents you could get a bed.

These men were more or less and liquor. While one group would go around hunting for food aboard ships in port, another would find a job with the shore gang like painting ships, while the worst of the food situation which third was always planning where to sleep that night and where to get the next full bottle.

Beachcombers HQ

There was only one place in town where they could come freely with or without money to discuss their plans; a place that was home to many of them, where they were always welcome in any state -sober or drunk, black or white, healthy or sick. Religion and politics never mattered and still doesn't. It was nothing more than the humble home of Matilde Pel- hands singing a serenade. used to do this with the help of eye open for the novelty. his brothers and his mother who

always had and has a helpful hand

In her home, every beachcomber, regular seaman or future seaman that touched San Juan with a couple of problems, worked out plans as to how to ship out, how to work ashore, how to get seamen's papers or how to become a Union man.

With all the new conveniences and good wages and living conditions today many a seaman still cannot resist the temptation of quitting a ship in San Juan, so much so, that our Union has strictly enforced a rule with a stiff fine organized for two purposes, food for missing a ship to bring that situation under control.

Romantic Ship Jumpers

One of the reasons for ship jumping in the island is the romantic aspect. That is about the only reason to become a beachcomber nowadays what with the good living aboard ships. I believe the majority jumping ship in San Juan have a long and fascinating story of love and romance with at least one of the "senoritas." Because one can find, especially in the interior, the beautiful "triguenas" with abundant black hair, big black eyes, tender hands and warm smiles for a man with a tattoo on his chest; much more so than for a man with a guitar in his

That doesn't mean that all beachcombers carry tattoos, but the the beachcombers in the art of ones who do are sure hits with staying alive in the tropics. He those girls who always keep an

Luis A. Ramirez

LOG-A-RHYTHM:

A Letter Talks Back

By James R. Porter

Before you sign me, let me say That I don't feel so good today. will;

In fact, I'm positively ill!

My meaning isn't crystal clear: The way I talk is insincere. I'm cluttered up wit's phrases trite, The kind of stuff they used to

My ending's weak instead of strong.

I'd rather not go in the mail Because I do not want to fail,

To do my job efficiently I need some life and energy. Suppose you brush me up a bit; Imbue me with some charm and

Forget the "I" and make it "you." And get my reader's point of view.

Rewrite, delete, correct, revamp, And make me worth my threecent' stamp!

ALC: NO

Did You Know.

loaf to the dozen to avoid the risk are eligible. of a fine.

That a blonde person probably has more hair on his head than a red-head or a brunette? Scientists have figured out that a blonde has 104,000 hairs on the head, a brunette 102,000 and a red-head just 83,000. We'll just take their word for it.

\$ \$

That your shipping rights are protected by the Union even when you are in the hospital? A man on the shipping list who is in the hospital for 30 days or less retains his original shipping date, while someone hospitalized for more than 30 days is entitled to a new shipping card dated prior to the date of his discharge from the hospital.

invented by Plato 2,000 years ago? The philosopher fitted a siphon to mailbook at the hall. a water-clock so that when the water was level with the top of the siphon it rushed down the tube so fast that the compressed air was pushed out with a loud whistle. That was how Plato called his students to their studies at four o'clock in the morning.

ttt

That the Kaiser and the Czar, the former rulers of Germany and Russia, were named after Julius Caesar? Differing native tongues produced the variations, which shar meaning king.

t t t

That a baker's dozen is 13 up for an engineer's license can rather than 12? The extra one was get the dough for refresher trainthe outcome of the penalties im- ing by a loan from the BME? The posed for underweight measures. money can be paid back later on. In order to be on the safe side, Men with three years as a fireman, the baker gave a retailer an extra oiler, watertender or electrician

That someone can be an orphan even if one of his parents is still living? The word, despite the general belief, accurately refers to a person who has lost either or both parents.

That even if you're not aware of it you change position during an eight-hours' sleep about 35 times? The shortest period of undisturbed sleep follows immediately after you lose consciousness. Scientists say it usually lasts about 14 minutes.

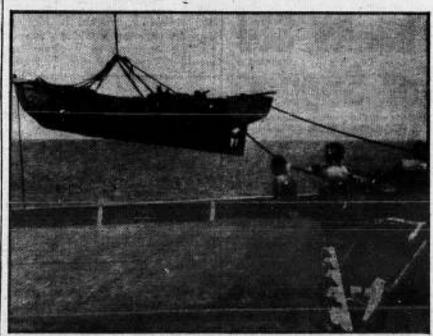
That mail sent to the New Orleans SIU hall can be kept there only 48 hours, then is returned to the post office in the Customs House? However, Sea-That the first alarm clock was farers shouldn't call for mail at the PO unless it is listed in the

* * *

That in France a limousine is a coat? The word existed long before the auto body with that name was thought of. Limousine is a French word meaning cloak or coat, the idea being that such a vehicle was a "cloaked" car, not open as was the case earlier.

That when tomatoes were first introduced in England they were cultivated as floral ornaments instemmed, like the Persian Shah, stead of something to eat? Now from the original Babylonian word commonplace there and elsewhere as a food, the tomato had been grown in greenhouses for its berries. It was many years before it That Seafarers who want to go came into use as a fruit.

Polaris Crewmen Pick Up Fishermen Adrift At Sea



Crewmembers of the Polaris take aboard disabled fishing boat after rescuing three fishermen who had been adrift in it off the South American island of Trinidad.

Three fishermen who were on the verge of collapse were rescued off Trinidad by the crew of the Alcoa Polaris which was on its way to the island. The men had been adrift for 90 hours without water or *

food and were about to give progress against the running sea. up when spotted by the crew. The men had been fishing out of

a small inboard motorboat, and their motor had broken down, need of. When first spotted they were strugway with oars.

However, the men were pretty weak and weren't making any

When the men were taken aboard, Captain Mulley gave orders to the steward to give them food and clothing which they were badly in

It was a well done job again by gling to make some sort of head- SIU seamen, with the bosan and chief mate handling things in fine style.

. A. Ant of George Gill

Familiar Sights On Run Through Suez





The pilot station (left) and the ever-present native bumboats are well known to Seafarers in-transit through the canal. Photo by Walter R. Appelt of the Binghamton Victory.

Barber Ban Has Crew In Lather

Half a loaf may be better than none, but half a haircut certainly isn't, especially when it leaves you with only one sideburn. That wa soon as they hit the States about the chief who were all set to beef to the patrolman ass the feeling of the crew of the Steel Advocate,

mate's chasing a barber off the +ship.

Victim of the trimming, as

the ship's minutes put it, was an unnamed crewmember. While the ship was in Cueta, Spanish Morocco, a local barber had come aboard and deftly shaped the

curly locks of two

of the ship's officers. He was working on the Seafarer as his third customer, when the chief mate broke up the clip session and ordered the barber to

get off the ship, scissors and all. Protests Useless

The Seafarer protested that the mate was distinctly out of order and that it was not time for a motion to adjourn especially with one ashore. sideburn and forelock yet to be trimmed. The mate, however, was as adamant as the Rock of Gibraltar across the way. He said in so many words (but in a different kind of language) "We're discharging this unwanted cargo here and now, and it either walks ashore by itself or I'll uncradle a boom and dump it on the docks."

As often happens in such cases the mate won the argument and the barber went ashore, though not without a few last words shot in the direction of the mate. For-

LOG Welcomes Stories, Pics

With the LOG now containing 28 pages, the biggest ever, there is more room now than ever before for stories, photos and letters sent in by the Seafarers. Several pages of each issue are devoted to the experiences of Seafarers and the ships they sail as they describe it themselves.

If you run across anything of interest on your voyages, or just want to let your friends know how you're getting along, drop a few lines to the LOG. Don't worry too much about literary style. We'll patch it up if it needs patching. And of course, photos illustrating the incidents you describe make them more interesting for the readers.

Send your stuff to the LOG at 675 Fourth Avenue, Brooklyn, NY. If you want any-thing returned after we use it, We'll do that too.

tunately for him, he was to windward and the mate didn't hear what he had to say.

That wasn't the end of the argument. The unfortunate Seafarer started suffering a slow burn especially when some of his less sensitive shipmates started making war whoops within his earshot.

Discrimination Charged

Consequently at the next shipboard meeting, the Seafarer raised the issue charging that here was a clear cut case of discrimination in favor of the officers ranking with that should no longer be perrespect to peddlers and other characters coming aboard, the chief mate should have let the man finish his work before chasing him

The crew was swayed by this eloquence and especially the sight of the unbalanced sideburns. It was moved and passed unanimously to report this incident to the patrolman.

Motion Withdrawn

However, in a few days the other sideburn started growing back and cooler heads prevailed. At the next meeting it was agreed that the mate was right in chasing the man ashore and the motion was withdrawn accordingly.

Otherwise, the delegates rethe two pot system as something ported all beefs settled with the exception of a few hours' overtime in mitted. No matter what the stand-ing orders of the captain were in delegate Charles Martinez will bring up at the payoff. Other delegates aboard the Advocate ary Sven J. Nilsen, ship's delegate; Francesco Cornier, deck, and Clarence L. Graham, steward.

Ship's Wiper From 'Bama Fails The Stars And Bars

I happen to be a Yankee on this Waterman scow, the City of Alma, with a Mobile crew. However I get along well with them. I try to be a good rebel and eat my grits and black-

eyed peas wthout a word of+ disagreement. But the other time? We are looking forward to day a little incident happened receiving our copies of the LOG that was hard to take!

Recently the wipers finished painting the engine room and a fine job it was, trimmed in red, green and black. It looked like an artist's dream. Then it happened. The first assistant, who is from Baldwin County, did his bit of decorating and hung the rebel flag upon these untarnished bulkheads. We Yankees took this without blinking an eye.

But that's not ail. A sign was placed under it reading, "Rebels, tip your hat when passing this flag. Yankees, take your damn hats clean off."

Well the old saying, "every dog has his day" is true. The other day a wiper (no names mentioned), walked up to make coffee, noticed the flag and asked innocently, "what country is that from?" He being from Alabama himself, he will be looking for another job soon as it was the first assistant he asked. Of course, the first walked away in deep disgust.

Just for the record, this is a fine ship and we all have a good time. But who couldn't running to northern Europe in the summer-

when we get into Bremerhaven. C. J. Phalen

Shark Killers



Displaying their catch off Trinidad, are (L-R.): Peter Loik, AB; John Wilman, AB; Ken Stern, bosun; Joe Sanborski, DM.

By SEAFARERS LOG Photo Editor

Composition of photographs can be explained as the arrangement of subject matter as well as light and shade in a photograph. Good composition is something photographers strive for when they have the time and the ability to move lighting and subject matter around so as to achieve the best results. The amateur on shipboard may not care to spend so much time posing his subject, but he can follow certain principles that will avoid common pitfalls and make for a pleasing

The thing to remember is that you want the eye to see certain things in the finished photograph. Therefore, it is common sense to place the most important object where it will be most readily noticed and try to avoid distracting and unimportant details that will confuse the eye and carry it away from the subject of the picture. Whatever else is in the picture should serve to give it balance and a pleasing pattern.

The trouble with composition for photographs is that it is usually hard for the eye to pick out what will appear on the finished print. Ordinarily it is too inconvenient or not possible for the photographer to examine his subject in the viewfinder from several angles before he shoots the picture. If some action is going on, he's liable to miss it altogether while studying the subject for the best angle.

Eye Overlooks Details

Getting decent composition then, means training the eye to pick out and block off one section of what he sees and photograph it accordingly. Too often, the eye tends to overlook minor details because the photographer is not thinking of them, but they show up just the same in the final print. All is not lost however. In enlarging, we can cut out portions of the print that distract from the subject matter of the

One important point to remember is that a photograph is flat, whereas the eye sees in three dimensions. A mast that was several feet away from a brother Seafarer looks like it's growing out of his head if you line him up directly in front of it. Then there's the question of distracting background. A garbage dump to the rear is not a very flattering setting for the girlfriend-just try and convince her you didn't see it. If your pal is wearing a flowered shirt, don't shoot him standing up against a wallpaper pattern. If you pose somebody so that the tree they are leaning against takes up half the negative, nobody is going to notice much about the other half.

Pick a Good Angle

When you find a subject, the first thing to do is pick an angle that presents it favorably. If you can move the subject around to suit yourself, so much the better. In planning his photo the experienced photographer has little difficulty in noticing and blocking out unnecessary detail. Some rely on gadgets to help them out. They carry frames that restrict the view to the area that will actually appear on the photograph. A friend carries a reducing lens for that purpose. Or you can frame the subject in a rough way with your thumb and forefinger at right angles and the tips of the thumbs together in a straight line.

Another simple method of eliminating unwanted subject matter is to get up as close as possible to the subject. The average camera fitted with its normal lens will cover a 6-foot man from head to toe at about 12 feet. So when photographing a Seafarer doing something on the ship, move in close. If you stand 75 feet off, what the man is doing will be lost and all you will gain is a view of a lot of foreground which takes the eye away from the subject. Further, by the time the LOG blows up the subject to usable size, it will get fuzzy.

Of course, plenty of experimentation will help along these lines. Change your position around, look at the subject from all sides, from high and low angles, with and against the light, and from any view that holds good possibilities, being careful not to wind up in the drink while striving for effect. After a while you will begin to get the feeling of decent composition and you will want to take the shot. Chances are that the results won't disappoint you.

- (1) A company offers its salesmen a choice of two salary plans, \$150 a year and the other \$50 every half-year. Which is the better
- (2) The US has rights to a strip of land for a canal which would shorten the water distance between New York and San Francisco 500 miles. Where is this site located?
- (3) Water evaporates rapidly when the relative humidity of the air above it is (low), (about the same), (rising), (high)?
- (4) The US gunboat sunk by Japanese planes, causing a serious international incident in 1937, was the (Robin Moor), (Kearny), (Panay), (Reuben James)?
- (5) A filling station owner bought a tank of gas for \$60. After 50 gallons of gas were lost by leakage, he sold the remainder at four cents per gallon above cost. If he gained 20 percent on the deal, how many gallons did he buy?
- (6) Where is the only place where a man could design a square house with each window having a view to the south?
- (7) Is there any difference between twice twenty-five and twice five and twenty? (8) Who was the first commissioner of baseball? (A native Ohioan,
- his name is the same as a mountain in Georgia which figured prominently in the Atlanta campaign by Gen. Sherman during the Civil War,
- (9) The weather behind a cold front is usually (foggy), (clear and colder), (fair and warmer), (warm and rainy)?
- (10) A half, fourth and seventh of a number added to three are equal 'to the number,' What is it? (Quiz Answers on Page 27)

Out Of The Family Album



Seafarer Julio Torres had this photo taken of his three children, 13 years ago. Julio, Jr. (L) was 5; George 3; and Jaime 4.

Wet Wash Fazes Ship

If some crewmembers on the Seatrain Louisiana have to hang their freshly-laundered T-shirts and jeans out on the radio mast to dry, it won't be the fault of the ship's bosun.

According to the minutes of the ship's meeting held on June 15, some eager beaver swiped the clothesline in an emergency and used it for lashings. While the old line is now serving a worthy cause, the bosun emphasized that he had only one more length of rope of the proper kind to replace it.

If it happens again, the Louisiana might have to sail into port with her flags-and the crew's underwear-flying from the superstructure. Could be confusing to other navigators. So far, no one has suggested a machine clothes drier as the solution to this particular laundry problem.

It's either that or an emergency requisition of one of those big backyard portable driers complete with 150 feet of rubberized line and a set of clothespins to match.

By Cnike Marlin

evening of July 8. For on that once a week. day their most valuable hunks of property will be going on exhibition in the All-Star game.

The causes of these attacks of ague derive from fear of injury to their most precious ballplayers. It was in an All-Star game that a line drive smashed Dizzy Dean's toe and started him to his down-blic by openly holding out a player. fall. "It was another such contest that saw Ted Williams splinter his left elbow going back against the wall for a fly ball.

Actually the clubowners' upset has a pretty illogical base. The same players they are so concerned about are risked every day in meaningless exhibition games in March and four or five times during the summer.

Do It For Dough

The difference boils down to the fact that the owners collect at the gate in all contests except the All-Star game whose proceeds go to the players' own pension and assistance fund. There lies the real cause of their worries. If a player's going to wreck himself, they don't want him doing it for charity.

Another beef raised by the baseball bosses is that the three innings their ace pitchers might hurl in these contests cause them to lose a turn which could have a couple of throwing errors. bearing on a tight pennant race. reported a smooth trip with no In most cases this argument is ballplayers aren't much good to problems arising on board to speak as transparently phony as domestic each other when they don't play

Along about the end of June the this would cover are a handful of clubowners start getting the shakes tender-armed ancients like Preachand don't stop shivering until the er Roe who only go to the hill

Suspicious Cases

There have been a number of highly suspicious cases of players bobbing up with "sore arms" and "injuries" just before the All-star contest, only to heal miraculously once it was over. But no clubowner will dare the wrath of the pub-

If they are tempted to do so, they only have to hark back to the sad case of Bob Feller who was held out of the 1948 All-Star contest. The next time Bob took a turn he was greeted by a thunderous chorus of boos from 70,000 fans, followed a few innings later by equally unpleasant sounds when he was relieved under fire.

Feller was ridden so hard around the League the next few weeks that his value to the ball club was considerably diluted.

As ball games, the All-Star contests are usually nothing to rave about. There have been some brilliant individual performances, but there has also been a goodly share of sloppy play. We are reminded of the year that the American League fielded a team including Gehrig, Gehringer and Foxx, the latter playing third base, It was in that same game that Leo Durocher got four bases on a bunt and a

It all proves that even the best Swiss cheese. The only fellows together regularly.

Israel War Echo Rings

Port Said, Egypt-As far as the rest of the world is concerned, the war between the Egyptians and Israelis ended three years ago. But you can't pass that story off on the crew of the Anniston City (Isthmian). The delegates reported in the ship's minutes that the

Egyptians here refused to supply the vessel with fresh

months before on a previous

trip. At last word, ing light on the showers despite the heat and the galley gang was hitting those cans of beans until

such time as the ship could add to its stores at Basra.

Carlin

The oddest part of the whole incident is that the Anniston City, like practically all Isthmian ships on this run, is carrying vitally important supplies to Saudl Arabia. The Saudi Arabians were Egypt's allies, along with Iraq, Syria and Transjordan in the war against back and forth, they backed down Israel in 1948 and 1949. Appar- and agreed that letting the man

ently this situation is nothing new water and fresh vegetables to Isthmian ships, since the Egypbecause it had made a stop at tian government has been hard-Haifa, Israel, six timing these scows if they had

anything to do with carrying supplies to and from Israel on the crew was go- any previous voy-

While the ban on supplies was more annoying than serious, the delegates (John

Battle Kulas, ships delegate; Michael J. Carlin, deck; Joseph Legere, engine; and James Battle, steward) said that things took a critical turn when Egyptian authorities at first didn't want to let a crewmember go ashore for necessary medical attention.

Finally after a lot of jawing

get some medicine wouldn't damage their national interest.

Other than that, the delegates

Crew Pulls Bosun From Water

The crew of the Del Mar had an opportunity to show off some of the good seamanship they had learned over the years, when they rescued their own bosun after he was thrown into the water by a misbehaving gangway.

The accident took place on Del Mar was leaving St. Thomas, Virgin Islands, in the course of her regular cruise run. Bosun Paul T. Boudreaux was working on the gangway when it dropped suddenly, dumping him into the drink. Fortunately Boudreaux was pitched clear of the gangway and the ship's side so that he wasn't injured in any way by the accident.

Liferings Tossed Out

Bosun's mate Charles Nubor was right on the spot as he had been working there with several men of the deck gang. They immediately grabbed up all the available liferings in the vicinity and tossed them overboard. Boudreaux managed to latch on to one of them

the night of May 26 while the and stay affoat until we got a boat over the side to pick him up.

Meanwhile the general alarm had been sounded. From the time ly as good as new again. we got the alarm until we got Boudreaux out of the water took just 20 minutes. This was pretty good considering that we didn't have much light to work by and the sea was choppy, which made it pretty difficult for the men in the boat when an emergency comes up. to spot him in the water.

The boat crew hustled him back onto the ship where after a change of clothes our bosun was practical-

Those passengers on the Mar who may have been watching what was going on got a few extra thrills to talk about when they got home and a good demonstration of the kind of job that Seafarers can do

Joseph Collins

Seafarer Sam Says



Catching A Tan



Equipped with beach chair and book, the Lone Jack's chief cook suns thimself on deck. Photo by Charles Burns.

The LOG opens this column as an exchange for stewards, cooks, bakers and others who'd like to share favored food recipes, little-known cooking and, baking hints, dishes with a national flavor and the like, suitable for shipboard use. Mail in your suggestions. Here's Chief Steward Richard C. Ricketts' recipe for roast duck with orange and wine sauce.

One of the ways to make sure

get "a good meal" the minute the ship hits port is to keep on serving the same uninspiring type of dish time and time again. Often you can't

blame them either, when they're held "cap-

tive" to hit or miss cookery for extended periods. "You can really get a kick seeing the boys demolish a dish you've taken a little extra trouble with," suggests Chief Steward Richard C. Ricketts, and

Ricketts

Here's what you need; a 6-pound lutes. (Serves 46.)

half the crew will go ashore to duck, 2 oranges peeled and sliced, 3 cups hot water and butter for basting, 2 cups of bouillon or water, 1 glass red wine. Prepare the duck as you normally would for roasting, add the wine, stuff with the sliced orange, sprinkle with salt and pepper to taste and roast. (Feeds six. For 48, figure 8 ducks, 2 oranges each and about 6 glasses of wine.)

On the subject of something different, here's "South Sea Baked Kidney Beans" a la Ricketts. You need 4 no. 2 cans of red kidney beans, 1/2 pound bacon sauteed, 3 sliced dill pickles, 1 teaspoon salt, 1/8 teaspoon pepper, 1 tablespoon coconut. Place one cup of beans he's got some 35 years of sea ex- in the bottom of a casserole, add perience with which to back up two slices of bacon, one sliced his opinion. It isn't necessary to pickle, sprinkle coconut and seawait for a holiday to turn out a soning. Repeat all ingredients in "holiday-type meal/" he explained leach layer, then bake for 30 min-

Phil Pron Thanks Ex-Shipmates To the Editor:

I want to thank all my former years past for understanding what the investigator was after with

those phony, letaccordingly.



I hope my experience, as it May 31 LOG, will

ple for other fellows in situations like these. The doctors are

planning to operate on my right eye in the fall. After the operation is finished and I'm out of the hospital I hope to be shipping out again some day with all the fine friends I've made in the Union. Phil Pron

* * * Dispute Spike's Views On Boats

To the Editor: This letter is addressed to the LOG's "sports columnist," one Spike Marlin, whose mother, apparently, was scared by a cabin cruiser shortly before Spike entered this world.

In a recent column, Spike vented his frustrations upon the smallboat owners who, he said, "rank in the same class with model airplane bugs and radio tinkerers," and who, he said, "is just a frustrated shipyard worker."

I object. As the owner of a small boatwhich I use far more than the "dozen times a year" that Spike mentioned—there are a few basic facts of life which Spike blithely sailed over.

Most small-boat owners do buy beat-up hulls and then spend a lot of time working on them. They usually enjoy, to some extent anyway, the work involved and get pleasure out of the finished product. It's a sort of pride of workmanship that even Spike-who can tell?-might feel when he looks over his finished column and softly chuckles as he reads some of

However, most small-boat fans, to clean up. I know darned well I for one, would enjoy hopping aboard a off for a day of fishing and swimming. Unfortunately, I'm the kind problem. of guy who works like the devil over a beat-up hull-but mainly just because of that filthy green stuff called money.

Sometime, Spike might price different small-boats, and then he'll get a better understanding of why so many people "enjoy" working March and still feel that sailing on a battered old tub.

Thanks Brothers For Aiding Wife To the Editor:

Just a few lines to express my gratitude for the fine work being done on the West Coast by our agent, Harold Fischer, and his able assistant, Carl Lawson, in San Francisco, as well as Jeff Morri-

Wilmington. I paid off the Brightstar in Portland not many days ago to find my wife in the hospital in San Francisco, and let me say right here if it hadn't been for Brothers Fischer and Lawson and

son at Seattle and Sam Cohen in

those brothers who gave their blood freely I would have no wife. I don't know who they were but a million thanks to them all. Also thanks to another guy

named Nick Nickel (smallest change on the air) of radio station KROW in Oakland. He's a disk lockey on the 11:30 PM to 2 AM shift and he talked for almost an

dia

hour for her, about seamen, about

shipmates who sailed with me in the Raphael Semmes and her crew and about New Orleans and Mobile where she came from.

Thanks a million, Nick. I'll be ters and acting listening in as we approach the Golden Gate.

A. D. (Jimmie) Sistrunk * * *

was told in the Wants End To PO be a good exam- Mess on Ships

To the Editor:

I'd like to get one beef off my chest, that's about the "petty officers" mess that they have on ships. Some of the men like bosuns, carpenters, electricians have their own mess and won't let the AB's and ordinaries eat there even when a man has to go on watch and there is no room in the other messhall for him.

These follows seem to think that because they have a higher rating that they are entitled to special privileges. If a man wants to sit down and eat there because the other mess is too crowded, he's always told "You can't eat here, this is the PO messhall."

The Union should enforce a rule that there should be no discrimination in eating facilities, so that a man could eat wherever he pleased or where there's room for him. We're not in the Navy where they have distinctions. It has no place aboard our "ships. I had a big fight about it on my last ship, so I'd appreciate it if you didn't print my name.

Name withheld 4 4 4

Water Rationing Hit By Crew To the Editor:

We had a special meeting aboard the Fairisle (Waterman) to discuss the problem of water ration-Several of the brothers stated that this same condition had been going on on this ship for the last two years. The crew feels that something should be done to remedy the condition.

At the present time, the water is too hot for use, which makes the gems he previously committed it bad for men working with paint or other materials when they try

The men decided that when we get back to the Coast we stick shiny, trim new boat and taking together on this until we get some action from the company on the

C. J. Quinnt

\$ \$ \$ He Prefers Sea To Army Life To the Editor:

I have been in the Army since FOW takes more know-how than what I'm training for. With the need of rated men to sail, I feel that my place is aboard ship. I have been with the SIU from 1945 up until I went into service and sailed most of that time. I would like information about getting back aboard.

G. Morrison (Ed. note: Right now the Army isn't discharging seamen although the situation could change later

Can't Use Photos From Newspapers

Occasionally Seafarers have sent in photos and clippings from local newspapers about themselves and their families asking us to reproduce them in the LOG.

Unfortunately there's no way by which the LOG can reproduce photos from a newspaper page. We would have to get the photographs themselves for that purpose.

Money Exchange Rates Listed

The following is the latest available listing of official exchange rates for foreign currencies. Listings are as of June 25, 1952, and are subject to change without notice.

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.
Holland: 3.80 guilders to the dollar.
Holland: 3.80 guilders to the dollar.
Norway: 14 cents per krone.
Portugal: 28.75 escudos to the dollar.
Sweden: 19.33 cents per krone.
India: 21 cents per rupee.
Pakistan: 30.2 cents per rupee.
Argentina: 14.2 pesos to the dollar.
Brazil: 5.4 cents per cureiro.
Uruguay: 52.63 cents per peso.
Venezuela: 29.85 cents per bolivar. Venezuela: 29.85 cents per bolivar.

Agrees Stewards Rate Adjustments

To the Editor:

Goncalves

In recent letters to the LOG I have read various instances where the steward's department men feel that they are at present underpaid SIU Leadership compared with the other departments and that they should be remembered when the new contract

comes up this summer.

We on the Cantigny second that motion and trust that our fine negotiating committee will do their best to satisfy everyone as they have in the past.

All in all, I think we have the finest contract in the maritime field-top wages, fine working conditions, vacation pay, hospital benefits, the \$2,500 death benefit, tops in representation and the best of officials who have made all this possible. What more could one

ask for? By the way, I think that the idea to accommodate the members while ashore in NY is a great idea. It's not only a good investment for the Welfare Plan, but most of all a good commodity for the membership as a whole. A good example of Union benefits can be seen in the cafeteria and bar in the new hall which have proven to be a success.

Let's hear some more from the membership on this.

Antonio Goncalves t t t .

Portmar Lacking Cylinders, Chow To the Editor:

Since you received my last com-

LOG, May 30, I now am giving you other mail so that steps can be some unusual information on the Portmar, a Calmar Steamship Company wagon.

Since this ship sailed from Long Beach, California, to San Francisco and points north and south there have been ten stops at sea on account of engine trouble. Two bearings had to be replaced at different times and two piston rings broke on two other occasions.

Cylinder Head Cracked While in San Pedro, Cal., taking on water, fuel and cargo, they put in the second ring and we sailed. When we were within 230 miles of the Panama Canal the piston ring on the same piston broke. Pieces of it got on top of the piston, and as the upward stroke was made it

broke the cylinder head in two or

three pieces. From Friday afternoon June 13 until about 1:30 AM Monday, June 16, we were in tow until we reached Balboa. We left there for Port Newark on the 19th, limping along

on two cylinders. Washington (our last loading port), brother George plays with hose mailing list.)

weren't receiving the proper supply of food stores because of the company agent in Portland. I had to call Jeff Morrison in Seattle and then we got a few more stores few shipmates about it and they but still not enough.

Food Requisitions Cut

The steward had to give up ten bags of Irish potatoes in order to get three fresh salmon. They cut his fresh bread and milk order in so bare when we got to Panama City you could hold a dance in them. We got stores at that port which must take us to New York.

This company has been shoving us around long enough. Their ships should have to come under the same agreement as Bull, South Atlantic, Waterman or anyone else. No extra stores aboard a ship at sea is bad. Anything can happen at any time to delay a ship. We must get this phony outfit squared away.

Arthur Fricks Ship's delegate

LOG Typical Of

To the Editor:

It's funny we don't see stories by some of the SIU oldtimers in the LOG anymore. What about it? Have guys like Percy Boyer and Frenchy Michelet lost their nimble touch with the pen?

Considered overall, the LOG is a paper every Seafarer can be proud of, and you can be sure a lot of the members will back me up when I say that. Some of these other union papers don't come within miles of our paper, and we all know the reason why.

Just as in everything else, the SIU is running way ahead of the pack in securing benefits for the membership, and a good-looking, entertaining and informative newspaper is part of that same type of top-notch deal that Seafarers have always enjoyed.

Jerry Thomas (Ed. note: You'll find a story by Brother Michelet in this issue.) * * *

Bluestar Crew **Not Getting Mail** To the Editor:

We've been out of the states for over two months so far on the Bluestar and are now loading salt in Aden for Japan. We have not been getting our mail and also have received only one issue of LOGs. We would appreciate it if you would jack the company up as to sending all LOGs and mail.

Jack V. Anderson Ship's delegate

(Ed note: The LOG wants to munication from Frisco and so ably hear from any ships that have not published an account of it in the been getting the newspaper and taken to correct this condition.)

Baby Sitter



Veteran Seafarer J. M. Spreitzer has both hands busy feeding When we were in Vancouver, grandchild Martin Viti while (Ed. note: Your name's on the

Backs New Halls For Outports

To the Editor:

It may be a little late to talk up, but I hope that most of the men voted the way I did on the \$20 assessment. I've spoken to quite a all agreed it was the best and quickest way of getting the halls we need in the outports.

I'm pretty sure that anybody who has been to the New York hall will agree that it is worth every penny half. As a result, the boxes were that was put into it and more. I ship from New York myself most of the time, but I feel that if the rest of the membership chipped in to make things comfortable for me, I should do the same for them.

Good Investment

Nobody likes to part with a \$20 bill, but in this case we're investing the dough for ourselves, nobody else. There's many a sailor whose thought nothing of blowing a 20 spot or more on a night out, so why not sink the dough into something substantial like these new halls the outports need?

I sure hope that the assessment got a nice big vote so that the Union can go ahead with this thing and get the best union halls in the country built in all the ports that need them.

Jess Allison

Crew Hails New Birth Benefit

To the Editor:

We were having our regular shipboard meeting aboard the Antinous when the



Killstrom

crew was told by the chairman that the Union had established new benefits for childbirth under the Welfare Fund. There was a would

hurrah from all the prospective daddies aboard

the ship. The men agreed that this was a very fine step the Union had taken and will be welcomed by all.

H. Killstrom Ship's delegate

Welcomes Info On Meeting Rules To the Editor:

Thanks for publishing that spread in the June 13 LOG about how to conduct a Union meeting. It will sure come in handy on shipboard where a lot of the men are a little confused on how you go about these things.

With so many new men sailing with the Union in the last year, I'm sure that information like this is brand new to most of them. Let's have some more of the on different topics of importance in future issues of the LOG. Al Devlin

He's Convinced SIU Is The Best

To the Editor:

Would it be possible for me to receive the LOG? Not being a member of the SIU I was wondering if this would be permissible. I have been getting the LOG in turn after one of the members and being a seaman have become an ardent reader, and in all sincerity an ardent believer in the SIU.

The LOG has many articles which as a seaman are of great interest to me. After reading the LOG one may understand and appreciate the many wonderful things that the SIU has done and is doing every day for its members. In may estimation, this is the only kind of Union to belong to.

Calvin C. Oxenholm

Thanks Crew For Help To Widow

To the Editor:

I would like to express my deepest thanks to the shipmates of my the Steel Maker. Their generous donation in my time of need was very much appreciated.

Mrs. Inez Bertty

(Ed. note: Brother Bertty's shipriates collected \$245 for his wife, after his unfortunate death at sea.) * * *

Army Man Greets Old Shipmates

To the Editor:

If you can squeeze this into the LOG in some fashion, I would like to say hello to the finest bunch of guys I know.

Whenever I get chance, I go down to the docks to look for SIU ships. The receptions I have received are really heartwarming. I have even run into some of my old shipmates.



Christopher

One of the few pleasures I have is reading the LOG. I don't know what I'd do without it.

Unfortunately, I have to close now, so I'll say so long for now, but not for long.

Pvt. Roy Alonzo Christopher US 21715033 23rd Ord. Maint. Co. APO 209 c/o Postmaster New York, NY t t t

LOG Made Army Life Pleasanter

To the Editor:

After ten enjoyable months of LOG reading in Korea, I'm up for the big payoff in a week. Therefore I would like my copy sent back to my home at 101 Walnut Street, Wilmington, Del.

I can only say after my stay here that she was a good ship and only Retired Member minor beefs.

Congratulations on the pay raises and vacation pay. It's a job well done. Be looking for a birth around March, 1953.

Sgt. T. Drzewicki 4 4

Bum Crew Fouls Ship For Others

To the Editor:

On May 15 this vessel, the Margarget Brown, called for a full crew from the New Orleans hall. There were many happy Seafarers as the shipping cards flew to crew up this scow but immediately after boarding her the smiles faded. We could almost smell the foc'sles from the gangway. The bosun's room was worse than Fibber Mc-Gee's closet. The other quarters were just as bad.

The steward stated that the bosun evidently didn't change linen for five whole weeks inasmuch as he picked up five complete sets of sheets and spreads that had never been used. The accumulation of filth in all compartments was unbelievable. This isn't the worst part. The ship's stores were In just as bad condition.

Supplies a Mess

We are not company stiffs, as one ship or company looks the same as any other, but I do be-lieve it is up to the bosun and crew to take care of the ship's supplies. It took six men hours to straighten out a small paint locker and we were not sitting around either. When seven cans of red lead and four cans of boot-topping have been opened with less than a gallon of paint taken out of each, it creates a problem to stow properly.

Every lick of work done by the last crew on dec . has to be done over. The damage to fittings on

LETTER

late husband, Antonia Bertty, on plenty. The last gang didn't work Hotel Business any hardship on the mate or com- To the Editor: pany but they did throw a heavy load on our backs. The company 'wheels" have all this marked down for the next negotiating committee. Our crew is having the bad time this trip and the SIU will have it bad when contract time comes up again.

The patrolman can't be blamed for not staggering through this mess. All the deck department were pulled off. We of this crew just hope that those brothers who Asks More Pau made the last trip will be scattered among crews of bookmen and learn what this Union is so proud of.

V. A. Engel For the Crew

Skipper Doesn't Know OT Score To the Editor:

We have a peculiar situation on the Trinity (Carras) where the mate and the old man don't believe in paying overtime for watches on weekends in the deck department. That would allow the company to hold out \$120 a month by refusing

Also the mate said that all hands were to be called at 3:45 PM on Saturday, and then didn't turn the men to. Then he wanted to refuse payment of this time.

It seems the mate and the old man are fouling up the overtime. The old man thinks that an OT watch doesn't take the usual three men, but on regular time days he wants them there. The old man and the mate also give contradictory orders.

Consequently the crew has been cautioned not to pay off until all this disputed OT is settled.

Edward E. Kunchich Ship's delegate 1 1 1

Keeps In Touch

To the Editor:

such pay.

I'm a retired bookmember and receive every issue of the LOG. I appreciate it very much as it helps me keep up on what's going on. I see some of my old shipmate's New Skipper No names and pictures in it and it brings back the days I spent at sea with some good SIU crews.

I would appreciate it if you would send me a copy of the book "Seafarers In World War II." Tell all of my shipmates hello, especially in Mobile. I'm in the used car business now.

Don Oberlin (Ed. note: The book is on its way.)

deck that were scaled but never Seafarer Enters primed, is going to cost someone

Just a few lines to say hello to all my friends and wish them the best of health.

with Paul Marty in the Blackstone pital. and Harbor Hotels in San Francisco and will be anchored there from now on it.

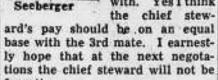
Chick Fisher

t t For Stewards

To the Editor: After reading several articles in the LOG about the increase in steward's pay I heartily agree with what brother Leo E. Movall has to say. I certainly could add lots more to that, but as space doesn't permit so long a letter. I must say

> that the steward is really the forgotten man.

If anything goes wrong, no matter what, the poor steward is on the spot and he has plenty of responsibility to contend with. Yes I think



And now I must add that I was in the new hall recently, and believe me it is out of this world. My most hearty congratulations to the finest maritime union in the country. I am very proud of our Union and always have been.

Last but not least, I will say that words cannot describe the beautiful new books this Union is issuing to the membership. In conclusion I give my vote of thanks to the officials and the negotiating committee for a swell job well done.

Here's to a bigger and better Union.

George H. Seeberger t t t

Prize On Omega

To the Editor:

In contrast to the praise of the captain and pleasant trip enjoyed by the last crew aboard the Omega, the Captain we now have is just the opposite. He puts out draws like he was giving away his own money and is generally giving the crew a bad time.

We had one sick man who he

ignored altogether the first day of his illness. He complained when I woke him up at night in referto recognize me as a delegate when gested that the companies provide

I asked him why he refused to get fresh milk for the crew. Eventu-I thought I would let the fellows ally the sick man had to be taken know that I am now associated off the ship and placed in a hos-

How the trip will go from this point on is anybody's guess, though the crew agreed at a special meeting that the only thing to do is make the best of it in the hope that everything will be straightened out at the payoff.

R. M. Guild Ship's delegate

Warns Of Tactics Used In Lawsuits

To the Editor:

story in the May 30 issue of the firemen to spend nights at home LOG on the Pron case. This story with their families. recalls to my memory a case in which I am involved.

You brothers would be astounded to realize what the unscrupulous parasites employed by the company or the insurance outfits will stoop to in order to destroy your case. To me it is no surprise because I am aware of many instances during strikes, for example, when we were in court cases and had to fight for vindication against opposition of the lowest type. These characters masquerading as lawyers, insurance agents, claim agents, etc., are in many cases working for the large company interests and out to make a name for themselves.

Fake Witnesses

In order to do so, they throw principle and ethics to the wind. Before the case comes to a hearing you frequently find fake witnesses in court to perjure themselves. As an instance I look forward in the near future to exposing another case where the company lawyer bribed outsiders and even paid their taxi fare to court to testify for the company.

The unfortunate position of the Seafarer is that in most instances he cannot provide witnesses. So that if he has an injury in some way he has a hard time trying to convince other people as to the cause and time of the accident. The defendents usually go into your whole geneology to find loopholes to crucify you.

There are hundreds of cases of seamen that have gotten a raw deal because of the fact that they were not aware of what to do in times of stress. They become victims of are at their mercy unless you have the Seabeaver. a little money saved for such emer-

I trust brothers that the lesson of Brother Pron remains in your memory and makes you sure you get proper advice when in these legal difficulties.

Paddy Farrell

Quitting Ship? Notify Union

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

Approves Night Relief Proposal

To the Editor:

I am writing in regards to Brother Marumoto's letter which appeared in the May 30 issue of ence to the sick man and refused the SEAFARERS LOG. He sug-



Fedesovich

ner as they supply night engineers. I think that it's a very good idea, The last few ships

that I've been on I've heard this subject brought

up and discussed quite frequently among black gang men. Everybody seemed to be very much in favor of it. Such a move would enable men on the beach to pick up a few day's pay while waiting for a regular berth.

Also, as the brother pointed out, I read with keen interest the it would enable the ship's regular

That other suggestion about additional pay for work performed in excess of eight hours was a very good one, too.

John "Zero" Fedesovich

* * * Applauds Story On 'Private Eye'

To the Editor: I just read the article on Brother Pron in the LOG. I think it is a good exposure of that rat Schmahl and the depths to which the shipowners will sink to beat a man out of his due. But you can expect this from the bosses and their

stooges. The USPHS, which likes to pose as the seaman's friend, is I believe no better. In my case I caught a couple of rats red-handed in a shady deal which beat my case. And the sad part of it is I can't sue them because they are the "Government."

I would advise Brother Pron to check on these USPHS guys, as they might have a hand in trying to foul him up. Some of them are not above this sort of caper."

Name withheld t

Wife Writes But Mail's Not Sent

To the Editor:

I have just finished reading the LOG and I would like to tell you what a help it is to the brides of the SIU members. The LOG has helped me understand a great deal about my husband's job.

I have only been married a short time and I don't understand how economic conditions especially these companies work. My probwhen the company refuses you sub- lem is mail. My husband left for sistence as an outpatient so as to South America and then went to starve you into submission. You Iceland. He is with the Orion ship,

I have tried to talk to the company, but they tell me all mail is delivered. - I have written 52 letters to my husband since May 27, and as yet he has received none. Can you please tell me why this is? I think that the company should see that the mail is delivered.

We have no other address except the company on Broad Street, NY. Can anything be done to insure delivery of the mail? It stands to reason that at least one of 52 letters should be delivered. I am sure there are many wives and mothers with the same problem. How can our husbands know we are writing if the mail isn't delivered?

I am certain that the many women who have this problem will join me in thanking you for any help you can give us.

Mrs. A. Fitzgerald. (Ed. note: The Union will get in touch with the company on this complaint.)

Time Out For Refreshments



Part of the deck gang on the Del Rio takes advantage of coffee time to quaff some ice cold brew under the hot sun. Photo was taken by W. Van Dyne, steward on the ship.

LETTERS

Crew, Steward Tops On Sea Gale To the Editor:

I am on the Sea Gale, and we have a pretty good gang. No arguments, no performers, in fact a solid SIU crew. The chief steward, Egbert Goulding, is doing his



Goulding

very best as far as the table is concerned and when it comes to baking French bread, he is tops. He surprises us pretty often with the fresh-made bread hot from the oven.

Most of the crew stayed on here for the last few trips. The food is good and our rooms were painted last trip out. I'll soon have six months abpard.

I feel happy that the good old summer is coming along. I have plans to drop in at headquarters, collect my vacation money and take off for the summer with my wife and three children.

Also I want to take time off to renew my book for the new one, something to be proud of.

Evaristo Rosa

Baby Benefit Is Organizing Boon Te the Editor:

Now don't get me wrong, because I'm single and happy that way. But these new maternity benefits are reason enough why a lot of these non-union guys who have been reaping benefits from our gains without pitching in when the beefs come around should savvy up and bring their ships into a Union.

The married seaman with a family is always at the mercy of the shipowner and the officers when he doesn't have a union and a contract in black and white to back him up. The SIU, though, has always stood four square behind the members in all beefs, big or small, and that's the way it should

Now with these new benefits, 200 bucks for each new baby to help out on the expenses, these guys ought to be running our way to take advantage of this set-up. It's a real selling point when you approach guys on non-union ships and I bet it pays off in real dividends eventually.

Sees Steel Strike Everybody's Fight To the Editor:

I notice quite a few of the Ore a lot of us, not just the workers in the mills but seamen who ride the ore boats also.

This business of the steel corporations holding out for their own for them right off. Otherwise they'd type of deal at the expense of the never get any news at all. CIO steel union and the country

Union.

Feminine Touch



Sister Edna Johanson, Del. Norte stewardness, totes tray of dirty dishes from passenger cabin. Photo by Leroy Rinker.

as a whole is a rotten set-up. Every time you come into port you see another big page "ad" in the newspapers telling how nice the companies are to their people and why should they be striking against us just for a "union power grab."

It's about time they got the idea that the union shop is a going thing, not just the brainstorm of a few guys with whiskers and bombs under their chairs like the companies would have everybody

The only thing "un-American" about the union shop is when a guy in the mill who doesn't belong to the union rakes off all the benefits the union member fought for down through the years. That's the part that really hurts.

Bob Miller

* * * * LOG A Hit With Other Unions Too

To the Editor:

Just wanted to let you know that the LOG is really making the rounds these days. It's getting so that when a couple of ships, some of them SIU and some not, come into port, we sometimes have a tough time getting them before NMU or non-union guys grab onto

It seems the LOG really makes an impression on members of other unions, as well as the poor nonunion seamen, because they run for it as soon as they see it on the counter of some of these clubs and gin-mills where we spend time

I haven't been sailing too long you pile up. so I can't speak with too much ime unions but authority on mari ships lying idle out at Sparrows from what I see the LOG is one Point. It seems the steel strike hits swell publication, ranking high among all the labor papers, trade journals and a good many dailies you see around.

It's no wonder these guys run

Charles Martin

SEAFARER CASH BENEFITS

PAID BY THE SEAFARERS INTERNATIONAL UNION . ATLANTIC AND GULF DISTRICT . A.F.L.

TOTAL

\$101,602.94

Vacation Plan, June 9-June 20 Welfare Plan, June 1-June 14

VACATION

REPORT NO. 10

By Lloyd Gardner, Asst. Secretary-Treasurer Period Covered By This Report-June 9-June 20

Cash on Hand	\$176,211.55
Estimated Accounts Receivable	210,000.00
Vacation Benefits Paid in Period	* 82,572.94
Vacation Benefits Paid Since February 11, 1952	949,515.66

As the figures show, our Vacation Plan is new approaching the millien dollar mark in payments. We've come up to this figure in just about five months with nary a hitch of any kind in the running of the Plan. By now, practically everybody in the Union has collected at deast once with the exception of those few men who might be out on a long tanker trip.

I'm sure that all the men will agree-that the Union has done a good job of handling this Plan, in view of the fact that it was the first of its kind. We haven't had a single complaint to speak of and everybody appears to be well satisfied. That's not surprising considering that for the great majority of the men it was the first time any of

 Joseph Dorrough
 11980

 Weldon Kitchens
 11981

 Barrett Moore
 11982

 Thomas Robinson
 11983

John Barras 11996 Joaquin Cortez 11997

142.33

35.78

64.17 48.61 65.72

82.96 95.67 37.33, 43.17 101.50 143.50 108.89 43.56 62.22

\$107,72 38.11 43.94

43.94 135.72 49.39 107.72 83.33 37.33 42.39 131.83 119.78 140.00 115.50

117.44 70.78 103.06 70.00 35.29 126.78 107.33 134.56 143.50 65.33 142.72 136.89

them had collected vacation pay.

	Check	
Name	No.	Ame
Sprugeon Woodruff	. 11902	\$12
Andre Carvalho	11903	14
Thomas Walecki	11904	10
Howard Greene	11905	34
Thomas Watson	11906	3
David Blackwell	11907	.5
Frank Nappi	. 11908	. 4
Joseph Gara		
George Telford	11916	3
Charles Jacques	11911	- 6
Edvard Jacobsen	11912	. 8
James Stephens	11913	3
Charles White		- 7
Julien Laquerre		
Rex Rogers		12
Noah Raulerson	. 11917	. 5
Alexander Norton		
Leonard Kirkland		. 5
Thomas Harrison		- 6
Thomas Harrell	. 11921	
Ray Coffey		0032
Homer Howard		11
ML Bolin	. 11924	- 6
Orville Wahlin		10
Edward Hill		11
Thomas Gonzalez		11
Frank Gardner	. 11928	10
Philip Korol	11929	- 4
Nikolaos Keladitis		.10
Alva Douglas		
Daniel Folan		
Franklin Walgren		- 6

Arthur M. Alsobrooks, steward dept.: The Union certainly came up with something good with this vacation plan, and it is easy as pie to collect the morey



A Property of the Party of the		-
Ufredo Velasco	11934	68.83
Gijah Johnson	11835	59.30
larold Harmon	11936	42.35
T. Thompson	11937	35.35
ulian Williams	11938	36.56
hillp Livingston	11939	61.06
irgil Bartram	11940	84.78
lobert Martin	11941	40.44
farjan Reinke	11942	137.28
lobert Caldwell	11943	50.56
dwin Phillis	11944	71.56
edro Perales	11945	82.44
dexander Gurskie	11946	106.56
senediki Smoljan	11947	124,44
	11948	94.13
dward Cannon	11949	58.72
Valter Yerke	11950	36.56
Francis Lord	11951	43.17
Newell Merrick	11952	57.17
Chomas Finnerty	11953	36.17
Edward Hao	11954	65.73
Corsten Magnusson	11955	112.38
ulio Torres	11956	46 28
laymond Conway	11957	4,000.00
To Cash Vac. Checks	11958	142,75
Pavios Vlachon	11959	61.83
ulu Carmine	11961	37.30
Albert Espino	11962	38.30
tobert Irwin	11963	57.17
Seorge Dodds	11964	56.00
Edwarde Fernandes	11965	38.50
Richard Ulmer	11966	124.8
loseph Fonseca	11967	60.50
Roland Parady	11968	120.5
toland Parady	11969	100.3
Mars Gallop William Howard	11978	101.5
William Howard Orlando Rosales	11971	107.7
Phillip Girdano	11972	126.7
George Fournier	T 2 2 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	135.3
Basilio Gopse		37.3
lakob Dietrich		106.9
Daniel McMullen		128.7
Clarks Charmage	***	126.0

œ۱	Demetries Missiris	1000
94	Demetries Missiris	12001
6 9	Evagelos Tsotores James Roche	12002
9	James Roche	12003
6 2 6 8	Quinton Whitt Frank Knight	12004
2	Frank Knight	12005
6	Howard Dobbs	12006
a	Walter Austin	12007
o l	Arnold Purgnee	12008
0	George Gordane	12009
31	Salvatore Marinello	12010
3		12011
6	Daniel Meyers	
1	Rufus Stough	12012
6	Otto Pedersen	12013
10	Otto Pedersen Emil Spodar	12014
- 1	Emil Spodar Anacheto Doromal Ernest Soliberger Alexis Boudreaux Antonio Amaral Clyde Lanler Marshall Foster Alexander Martin Thomwas Kenny John Williams	12015
. 3	Ernest Sollberger	12016
12	Alexis Boudreaux	12017
18	Antonio Ameral	12018
н	Clude I spice	12019
U.	Marchall Poster	12020
NE	Marshall Foster	
	Alexander Martin	12021
0	Thomwas Kenny	12022
13	a ferrie at better the first training	12023
	Neils Hansen	12024
	Joseph Fucich	12025
10	Joseph Fucich George Rome,	12026
	William Walker	12027
33	Retel Massey	12028
33	William Walker Estel Massey Cleve Vessier Harry Miller Adelbert Arnold	12029
F)	Course Miller	
183	Harry Miller	12030
50	Adelbert Arnold	12031
	Paul Aton	12032
	Paul Aton Adrian Aarons Jose Nazario	12033
3	Jose Nazario	12034
0		12035
9	Williams Makehandan	12036
9	Sylvaster Barnes Carleton Hiscock Joseph Lewis Clyde Smith Frank Wohlfarth Luther Roberts	12037
a	Carleton Historik	12038
6 6 8	Toronh Tamie	12039
2	Clarks Coulth	
	Clyde Smith	12040
48864	Frank Wonitarth	12041
8	Luther Roberts	20042
6	Delines Fower	12043
6	Joao Fernandes	12044
4	Emanuel Westmoreland .	12045
6	Harold Jackson	12046
4	Harold Jackson Carrell Rollins	12047
1	Axel Johnson	12048
2	Claused Parabased	12049
:	Colder Persberg	12050
6	Golden Parker	12050
7	Sigurd Forsberg Golden Parker Judson Higgs	12051
7	John Kowalewski	12032
2	Erkki Matinki	12053
2	Roy Lundquist	12054
8	John Kowalewski Erkki Matinki Roy Lundquist Richard Rigney	12055
9	Lynwood Fitzgerald	12056
8	Carroll Andrews	12087
0	Edgar Armstrong	12008
2	P R Hardeastle	12050
2	Toursely Bankley	12000
3 3 0	Edgar Armstrong E. B. Hardcastle Joseph Rockto George Rode	12000
9	George Rode	12002
쎋	Carmen Barietta	12004
7	John Hawkins	12063
700	Carmen Barletta John Hawkins Torolf Kismul	12004
0	James Shipley	12065
121	Peter Lolk	12066
の祖は	James Shipley Peter Lolk * Juan Taboada Mariano Menor Clude Ward	12067
B.	Mariano Menor	12068
12	Clyde Ward	12069
ñ	Stavres Markogiannis	12069 12070
0	Anthony Peremski	12071
-	Mamarta Callies	12072
8	Momerto Gallion	12073
id	John Malinowski	
13 13 14	Salvator Damico Samuel Tote	12074
14	Sumuel Tote	12075
-		12076
	Anders Johansson	18 May 19 19 19 19 19 19 19 19 19 19 19 19 19
2	Anders Johansson Raffael Martini George Williams	12077

Thomas Rainey 12060	43.56
To Cash Vac. Checks 12081	\$5,000.00
George Landry 12082	36.17
Ira Kilgore 12063	91.00
James Mahoney 12084	64.17
Marvin Parrow 12085	55.22
Anthony Kelly 12086	44.33
Charles Shatzer 12087	35.78
Benjamin Miranda 12088	44.33
Victor Lynch 12089	42.00
William Little 12090	94.11
James Myers 12091	43.17
Kornelius Kornelulasen . 12092	104.61
Alfonsoa Jakimonis12093	105.39
Kenneth Brittain 12094	125.61
Frederick Holm 12095	120.56
Per Karrman 12096	140.78
Frederick Edgett 12067	106.17
Joe Justus 12068	56.39
Elbert Harris 12099	138.44

William Lister, messman: You can't go wrong when you get off a ship and the Union hands you a stack of dough for vacation pay. It's like found money the way I



Neil Moore 12100	98.39
Robert Ballard 12101	113.17
Michael Melis 12102	143.50
David Singleton 12103	131.44
Demetries Poupalos 12104	143.50
Ronald Gates 12105	60.67
Emil Glaser 12108	113.94
Alfred Page 12107	46.67
Stanley Schick 12108	57.17
Luis Miranda 12109	38.50
Ho Kong 12110	143.50
Charles Horvath 12111	137.67
George Pipinos 12112	141.94
Innnis Diakekis 12113	115.50
Konstantinoa Benizelos . 12114	141.17
Nicopas Kelefatis 12115	140.00
Norberto Esquilin 12116	49.78
Pedro Agtuca 12117	50.94
John Quin 12118	67,67
Benny Callorina 12119	113.94
John Masters 12120	118.61
John Nergaard 12121	56.78
Antonio Feireira 12122	63.00
William Geary 12123	106.56
Joe Brown 12124	122.50
Juan Sota 12125	93.33
Leodigaris Bautista 12126	138.06
Joseph Sezepanski 12127	53.67
Edward Pewell 12128	126.78
John Muehleck 13129	71.56
Walter Hartman 12130	72.72
Frederick Wray 12131	126.39
Paul Savas 12132	66.11 37.72
Juan Bonefent 12133	56.78
Brian Monan 12134	56.78
A. Dixon 12135	56.78
V. Heron	56.78
A. Chineses	56.78
B. Craven 12138	30.78

carpenter: We all know that the sailing man never got a nickel's worth of vacation pay unless he stuck with one ship for a whole year.

Edgar Vaber,



This is a much	-	104
better system.	10.0	
J. Hatty	12139	61.44
James Lambert	12140	56.78
Arthur Bell Charles Dunn	12141	56.78
Charles Dunn	12142	\$141.17
John A. Buzalewski	12143	143.11
Void	12144	Void
Void	12145	67.17
Alonzo Sistrunk	. 12146	57.17
Stanley Kuk		84.78
Nicolas Stephanson		110,06
To Cash Vac. Checks .		5,000.00
Felix Bonefont		50.56
Elmer Pousson		87.50
Clarence Linden		67.28
Leonardo Bohm		35,78
Joseph McLaughlin		38.11
Antonio Garcia		40.06
Kenneth Lopez		122.11
Dwell McCorvey		52.11
Alfred Orlega	12156	110.44
Charles Goodwyn		97.61
Chariton Epps		110.44
Lawton Clark		42.00
John Ziereis		111.22
Edward Atkins		129.11
John Trentacosta	12164	50.17
Ernest Daniel		35.78
Cassel Bridgman	12166	44.72
Harry Watkins		60,28
James Poston	. 12168	37.73
Haralampos Kotsiadis	12169	61.83
James Culpepper		99.94
Johan Axelsson		59.89
Myron Theemas	12172	94.11
Glen Hatten	12173	48.22
Elmer Schroeder		94.11
Leonidas Huskey		120.17
Lee Hunt		41.22
Marion Luksa	12177	47.44
J. B. Chandler	12178	115.11
Continued of	ACCIONATION AND DES	- 233767

(Continued on page 24)

The SIU membership is proud of its Union as a group of hardworking responsible Seafarers who know the importance of doing their job well in order to protect their contract gains and safeguard themselves on the job.

Foul-ups Warned: Keep Out

The membership has long been on record to weed out the small minority of pilferers, junkies, performers and other undesirables. We cannot tolerate these disrupters aboard our ships, nor can we permit them to drag down the good name and reputation of our

With the many newcomers entering the shipping industry today, Seafarers must be vigilant to detect and expose irresponsible characters who think that they can get by on SIU ships with these undesirable practices. We hereby serve notice that charges will be placed and severe penalties will be imposed on all men guilty of performing on the job, or having marijuana or other narcotics in their possession on board an SIU ship or in the vicinity of an SIU hall.

SEAFARERS CASH BENEFITS



TOTAL

\$101,602.94

Vacation Plan June 9-June 20 Welfare Plan June 1-June 14

PAID BY THE SEAFARERS INTERNATIONAL UNION . ATLANTIC AND GULF DISTRICT . A.F.L.

(Continued from	page Check	23)
Name	No.	Amount
Joseph Rentz		103.44
Wilbur Newman	12100	93.72
Louis Rosenthal		68.83
Alvin Grimm	12182	42.78
Michael Foley		57.56
Francis O'Neill	12184	79.33
		104.61
Roy Poole		
Maurice McCatty		49.00
Alex Arsenault	12188	40.83
Albert Vetu	12189	84.39
Robert Hogan	12190	95.28
Robert McDorman	12191	42.78
William Willdridge	12192	37.33
Frederick Fancy	12193	51.73
Atomes, simples	of the state of	104.22
ananhar assistant		124.06
James Hickey	12195	38.50
Joseph Lo Dico	12196	84.39
James Gillespie	12197	
Max Acosta	12198	95,67
Philip Nichols	12199	127.94
Sigfred Syvertsen	12200	49.78
Marion Kulak	12201	35.39

Chis-Finlay holm, steward: Thanks to the Union, we're enjoying better conditions today on ship than ever. Now with vacations and other things, shoreside conditions are improving too.



	1.5	
		Void
		35.39
Allen McArthur 1		12.00
		96.06
John Schwabland 1		36.89
Idar Stamnes 1		38.11
Pablo Vazquez 1		38.50
		61.44
Viljo Sokero 1	2211	77.00
		35.78
		63.56
		52.11
Oscar Winfield 1	2216 10	06.13
Gary Steele 1 Oscar Winfield 1 Abel Salas 3	2317	42.39
William Stewart 1		96.72
		87.33 47.83
		12.22
Stanley Watlack I		67.44
William Hamby 1	2223 - ;	36.17
Charles Spencer 1		9.17
Dalphin Parker 1		95.94
		35.39 14.72
Knut Fyhn I		66.72
Wiley Hinton 1	2229 4	43.94
Grant Marzett 1		56.39
Manion Mettis 1		17.89
		\$6,00 \$2,89
James Moore		83.00
Frederick Neally 1		85.33
Hubert Richardson 1		19.78
		11.83
		12.50
August Larrage 1		15.89
John Winther 1 Joe Ramos 1		18.61
Joe Ramos 1		27.17
	2243	57.94
William Kovamees 1		15.39
	2245 1 2246 1	16.78 45.44
George Gariner 1		14.28
Void 1	2248	Void
		36.78
Fernando Marques I		95.28
Carlte Comes a 4		23.28 91.39
Herbert Henderson 1		02.22
Sidney Segree 1 Ernst Mossl 1		66.72
Evnst Mossl 1		02.67
		18.67
		40.78 52.11
To Cash Vac Checks 5		00.00
Frank Fandino 1		46.61
Henry Robinson 1	2261	39.28
		40.83
Alberto Aranciba 1		37.67 25.22
Miguel Eala 1		46.6
James Dyess 1	2266, 1	18.61
	2267	38.50
		44.33
Jose Miranda 1		37.72
	2271	70,39
Alexander Rahn	2272	77.78
		36.94
		08.11 20.94
		15.89
Tage Roslund		44.33
Charles McClantoc	2278 1	17.44
		17.06
	2280 1 2281 1	37.67 32.61
John McNeil		39.67
Adem Ezell	2283	45.50
Adem Ezell	2284	59.89
Clifford Doggett		40.06
James Russell		98.39
Ivan Bedden	2288	93.72
Oscar Fergusen	2289 1	10.44
Oscar Fergusen	2290 1	21.33
James Previto	2291	57.94
John P. Mikalajunas E. Stankiewicz	2292	43.56 46.61
AND THE RESERVE AND THE PROPERTY OF THE PROPER	CONTRACT A	87.89
John Banach	2295	62.22
Albert Smith	2296	57.56
Jonathan Taylor	2297	89.89

John Banach
Albert Smith
Jonathan Taylor
Albert Holloway
Luis Pelance
Abbott Hopkins

Knud Larsen	1230
Richard Sherrill	1230
Knud Larsen Richard Sherrill Shum Man Abram Goldsmit Gumersindo Otero Humberto Ortiz	1230
Comparindo Ciaro	1230
Humberto Ortiz	1230 1230
Humberto Ortiz	1230
William Price Samuel Brunson Joseph Savoca Percy Libby	1230
Joseph Sauten	1230
Barry Tibby	1231
Eledorie Fisher	1231
Elzdorie Fisher Ronald Voss Villor Leger Caludius Archer Harry Wolowitz	1231
Villor Leger	1231
Caludius Archer	1231
Harry Wolowitz	1231
Charles Mathews	1231
Dalton Morgan Void	1231
Void	1231
Clifford Jones Sidney Anderson	1232
Sidney Anderson	1232
Benjamin Chappetta	
Harold Porter Ramon Encarnacion Waclaw Rozalski	1232
Manten Bossleki	1232
Walter Coker	232
James Farrell	1232
Frank Lie	1232
Albert Kaminiski	1232
Waciaw Rozalski Waiter Coker James Farrell Frank Lis Albert Kaminiski Thomas Greancy John Francis	1232
John Francis	1233
Paul Maximo	1233
John Francis Paul Maximo Donald Duvall	1233
Andrea Lala Qscar Olsen James Lennon Paul Garland	1233
Qscar Olsen	1233
lames Lennon	1233
Paul Garland	1233
Georgios Kassouros	1233
Joseph Wing Richard Waters John McCormack Alcides Lugo	1233
John McCormack	1234
Alcides Lugo	1234
Rosiario LaRocca	1234
Lyman Koch	1234
Walter Sikorski	1234
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eroy A Williams	1235
William Herman	1235
Alfred Verderese	1235
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Seorge Ludwig	1236
Villiam Slovick	1236
William Strickiand	1236
taymond Waterfield	1237
Edward Anderson	1237
Dewey Hollins	1237
	1237
CHARLES DOLONE TOTAL	

besun: When you think back to what things were just a few short years ago it's still a little hard to believe that we have all these benefits like vacations.



36.78		
145.44		1000
	Saul Wartelsky	12374
74.28	Kenneth Bowes	12375
Void	Winfred Kelley	12376
126.78	Biobard Kasler	12377
95.28	Richard Keeler Angel Garcia James Nelms	12378
123.28	Angel Garcia	
91.39	James Nelms	12379
62.22	John Ferguson	12380
44.72	Leon Robertson	12381
102.67	Ereb Manuel	12382
	Rudolph Raczka	12383
110,67	S. Manuel	12384
\$140.78	Weldon King	12385
52.11	Norbert Pruszka	12386
4.000.00	Robert Brain	12387
146.61	Robert Brain	
39.28	George Daniles Richard Rogers	12368
40.83	Richard Rogers	12389
137.67	James Hayes	12390
125.22	Woodrow Bavis	12391
	Robert Grant	12392
146.6	Robert Grant	12393
118.61	Theodore Aspiotis	12394
38.50	Solon Pateras	12395
44.33	To Cash Vac. Checks	
40.83		12366
37.72	Artemio Quinones	12397
70,39	Otho Babb	12398
77.78	Joseph Peragilo	12399
36.94	TRANSPORT TO A STREET	12400
108.11	Frank Meller	12401
	Harry Coleman	12402
120.94	Frank Meller Harry Coleman Choster White	12403
115.89	Void	12404
44.33	Thomas Henry	
117.44	June Cours	12405
117.06	Juan Crux	12406
137,67	Adalberto Perez Jose Solano Meyer Black John Burford Refaul Gonzeles	12407
132.61	Jose Solano	12408
39.67	Meyer Black	12409
45.50	John Burford	12410
59,89		12411
40.06	John Kehoe	13412
98.39	Bafael Gordilo	12413
124.44	Candido Bonafont	19414
	Neoptolemos Karavas	12415
93.72	Velis Pappas	
110.44	Tobas Pappas	12416
121.33	Athan Nicolucutes	12417
57.94	Areanjo Crasto	12418
43.56	Nicolane Souris	12419
46.61	Gordon Anderson	12420
87.89	Juan Colon	12421
62.23	Walter Pearson	12422
57.56	William Gazen	12423
	Malana Samina	12424
80.89	William Gagen	10101
63.78	Robert Robertson Arthur Langley John Struller	12425
141.17	Arthur Langley	12426
- 70.39	John Struller	12427
	MACHINE CONT.	
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106.94	John
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70.78	John
80.89	Robes
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78.17	Harry
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74.67	Charle Billie
144.67	Roy A
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123.28	Albert Cosgrove
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36.17	Charles Dusha
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97.61	Mario Canalejo
114.33	George Hammock
146.22	Emil Lindenmuth
146.22	Dane Norton
96,83	William Holland
49.00	Elmer Blanes
111.22	Robert Scherffins
46.67	John Slusarczyk Julian Marklam
36.17	Julian Marklam
88,28	Jerroll Smith
146.61	Aric Hoornwig
127.94	Andrew Kiser
124.83	James McNamara
61.06	Martin Fryer
143.50	Lyle Cottingham
145.44	Francis Keeley
5.000.00	A CONTRACTOR OF THE PARTY OF TH
134.17	A I Consider
99.17	Angel Suarez,
40,83	messman: You
45.11	to beard subile
72,72	work hard while
35.39	you're on the
66.89	ship, seven days
Votd	stip, seven days
127.56	a week, so you
50.56	need to be able
113.56	A STATE OF THE STA
93.72	to take time off
93.72 113.17	
93.72 113.17 65,13	between trips.
93,72 113,17 65,33 47,44	between trips. That's what
93.72 113.17 65.13 47.44 41.61	between trips.
93,72 113,17 65,33 47,44 41,61 39,67	between trips. That's what makes vacation
93,72 113,17 65,33 47,44 41,61 39,67 61,44	between trips. That's what
93.72 113.17 65.33 47.44 41.61 39.67 61.44 89.83	between trips. That's what makes vacation pay so good.
93.72 113.17 65.53 47.44 41.61 39.67 61.44 89.83 115.11	That's what makes vacation pay so good.
93,72 113,17 65,33 47,44 41,61 39,67 61,44 69,83 115,11 126,00	That's what makes vacation pay so good.
93.72 113.17 65.33 47.44 41.61 39.67 61.44 89.83 115.11 126.00	between trips. That's what makes vacation pay so good. James Macklin Samuel Ogden Konstan Benizeles
93.72 113.17 65.53 47.44 41.61 39.67 61.44 69.83 115.11 126.00 117.44 116.67	between trips. That's what makes vacation pay so good. James Macklin Samuel Ogden Konstan Benizeles
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93,72 113,17 65,33 47,44 41,61 39,67 61,44 69,83 115,11 126,60 117,44 116,87 36,94 35,00	between trips. That's what makes vacation pay so good. James Macklin Samuel Ogden Konstan Benizelos Robert Campbell Julian Tite
93,72 113,17 65,53 47,44 41,61 39,67 61,44 69,83 115,11 126,90 117,44 116,67 36,94	between trips. That's what makes vacation pay so good. James Macklin Samuel Ogden Konstan Benizelos Robert Campbell Julian Tite
93.72 113.17 65.33 47.44 41.61 39.67 61.44 88.83 115.11 126.80 117.44 116.67 36.94 35.00 106.11	between trips. That's what makes vacation pay so good. James Macklin Samuel Ogden Konstan Benizelos Robert Campbell Julian Tite
93.72 113.17 65.83 47.44 41.61 39.67 81.44 88.83 115.11 128.00 117.44 116.67 36.94 35.00 108.11 77.00	between trips. That's what makes vacation pay so good. James Macklin Samuel Ogden Konstan Benizelos Robert Campbell Julian Tite
93,72 113,17 65,33 47,44 41,61 39,67 61,44 68,83 115,11 128,00 117,44 116,67 35,00 108,11 77,00 143,50	between trips. That's what makes vacation pay so good. James Macklin Samuel Ogden Konstan Benizeles

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Spyridon Garnella	19498 104.99	Charles Elizey
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Arcangel Saaverdra Maxwell Longfellow Pablo Carmoega William MacDonald	12431 52.89	Denis Gomez
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William MacDonaid	12433 45.89	
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Earl Harrison	12436 65.72 12437 146.61	Harold Strehle
Hyman Pitzoresy	12437 - 140.01	Benito Cuenca
John McCauley	12438 35.78	Claude Hoppkins
Charles LaRosa	12439 40.44	Kenneth Blackstone
Hyman Pitkofsky John McCauley Charles LaRosa Henry Ward	12440 108.50	Lebe Branch
John Bourgeous	12991 30.11	John Bryant
Robert George	12442 35.78	
Edward Harrell Arthur Brooker	12448 40.44	Benjamom Tolbert
Arthur Brooker	12444 41.22	Henry Stump
James Douglas		Edward Bowers Edward Harrington
S. L. Archer	12446 38.11	Edward Harrington
		James Frangides
S. Activities Statement		Don Pagel
Arthur Wiess-		Thomas Lambert
ner, electrician:	100	Matthew Jackson
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Somehow it	1	Inocenco Cordona
seems every time	100000000000000000000000000000000000000	Wong Han Chin
	Allen and the	Min Glen Ho
I come back from	10 March	Wong Hel
a trip the Union	4 4 1	Chin Mine
	The state of the s	Won Vung Blog
has come up with	12000000	Wong Hai Chin Ming Woo Yung Piey Simon Bunda
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		Vincent Torolle
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the vacation pay.		Frank Hall
		Juan Hopkins James O'Hare
Land Control of the C		Bibancia Billarara
Birdie Biggs	12447 94.11	Andrew Morales
William Liston	12448 89.00	Guiseppe Galliano
John Horn	12449 37.33	
Markey Values	12450 196.61	Frank Piaseik
Arthuro Ruiz Joseph Ranieri	12451 72.33	LeRoy Martin
Joseph Ranieri	12452 101.11	Juan Diaz
Productor Halley	12453 99.20	Peter Piascik Martin Machel Maurice Murphy
Warren Forzly	12454 138,83	Maurice Mumber
Harry Lewis	12455 77.39	Luis Cuallette
Warren Forzly	12456 39.67	Luis Guellnitz
Eligio Lasoya Peter Garvin	12457 54,83	Loi Chee
Peter Garvin	12458 132.22	Frederico Magallanes
Joseph Werner	12439 77.76	Roy Hassey
Nicholas Tatar	12460 101.11	Hans Luntta
Basil Savoie Harry Posoff Joseph Kowalski	12461 54.83	Joseph Wing
Harry Posoff	12462 61.44	Joseph Wing Stanley Lowery
loseph Kowalski	12463 35,39	Edward Engelbrateon
Arthur Alsobrooks	12464 107.72	Edward Engelbretson Elmer Johnson
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Stephen Sloneski	12467 146,61	Stanley Vodels
Stephen Sloneski Thomas Collins	12468 39.67	Beed Clark
Finlay Chicholm	12409 44.33	Heed Clark John McDgniel
Elias Papalios	12470 143.50	Ernest Moyer
Angel Maldonado	12471 39.07 12472 136.50	Edward Yaneey
Middleton McKay	10477 136.00	Grover Lane
Nick Lygnos	12473 132,22	Willie Albert
Joseph Wheeler	12474 75,44 12475 81,67	Pedro Flores
Victoriano Martinez	12476 116.28	Charles Bedell
William Brown	12477 38.89	Furman Hipp
Billie Koontz	12478 65.72	Frank Schloesser
Roy Melatoch	12479 49.00	STEEL BOOK TO
Roy McIntosh	12480 58.33	
Paul Wooduck	12481 118.22	Frank Mar-
Newsome Dallos	12482 119.78	
famos tim	19403 119.78	tinez, steward
James Hill	12483 112.78 12484 135.53	dept.: When
Herman Sperling Roberto Aquilar	12485 94.11	
Moderto Aduliar	12486 120.17	you're on the
Ivar Rosnold	12487 44.33	beach and want
Tomas Juante	12488 42.39	
Goodwin Gullickson Fomas Juanta Kenneth Juichter	12489 73.89	to take some
Don McCombs	12490 38.80	time off, or some-
Lawrence McHale	12491 66.89	
Lawrence McHale Donald Wilson	12492 129,11	thing happens
Jerry Toleski	12493 39.28	and you have to
Constan Paraskeronoules	12494 144.67	
Constan Paraskevopoulos Nicolas Katsimanis	12495 87.11	stay home awhile,
Calisto Geneales	12496 49.78	this gives you the
Leoncio Sernidad	12497 99.17	
Calixto Gonzalez Leoncio Sernidad Walter Filipponi	12498 110.83	money you need.
Warren Chamberlain	12499 48.61	The second secon
George Queeley	12500 35.78	William Hartlove
Walter Zakes	19501 72.11	Jeremiah Logan
Albert Cosgrove	12502 49.39	Nicholus Peters
Edward Doherty	12503 45.89	Mont McNabb
Albert Cosgrove Edward Doherty Charles Dusha Elton Hamaty	12504 105.00 12505 103.06	Mont McNabb Howard Rode
Elton Hamaty	12505 103.06	Void
Mario Canalejo	12506 85.36	Louis Hopkins



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CONTRACTOR OF THE PARTY OF THE		
Charles Wilson	10000	126.39
Charles Edited	19594	55.61
Ewing Rain	10505	55.22
Joseph Casen	10000	
Denis Gomez	12030	99.17
Jack Callaway	10007	41.61
Charles Eliney Ewing Rihn Joseph Casen Denis Gomez Jack Callaway Walter Dunn George Smith Franklin Andrews William Thiemonge Harold Strehle	12336	141.56
George Smith	12500	42.00
Franklin Andrews	12540	43.56
William Thiemonge	12541	
	12542	104.61
Benito Cuenca	12543	111.22
Claude Hoppkins Kenneth Blackstone	12544	95.28
Kenneth Blackstone	12545	101.89
John Bryant	12543 12544 12545 12546	79.33
Albert Deforest	12347	83.83
	12548	69.61
Henry Stump	12549	40.06
Edward Bowers	12650	41.61
Edward Harrington	12551	39.28
James Frangides	12552	39,28
Don Pagel	12553	42.00
Robert Coleman	12554	45.11
Thomas Lambert	12555	63:39
Henry Stump Edward Bowers Edward Harrington James Frangides Don Pagel Robert Coleman Thomas Lambert Matthew Jackson Edwin Reighart	12556	50.94
Edwin Reighart	12557	87.89
Edwin Reighart Inocenco Cordona Wong Han Chin	12558	48.22
Wong Han Chin	12359	132.61
Min Glen Ho	12560	124.44
Wong Hai	12561	124.83
Chin Ming	12562	125.61
Woo Yung Piey	12563	128,72
Simon Bunda	12564	87.89
Ving Ming	12565	113,94
Vincent Tarallo	12566	83.33
Richard Leikas	12567	59.50
John Dillon	12568	41.22
Wong Han Chin Min Glen Ho Wong Hai Chin Ming Woo Yung Pioy Simon Bunda Ving Ming Vincent Tarallo Richard Leikas John Dillon Frank Hall Juan Hopkins	12569	38.89
Juan Hopkins	12570	60,67
Inmes O'Hare	12571	38.50
Didentio Dimitore	12572	54.83
Andrew Morales	12573	123,67
Guiseppe Galliano Frank Piaseik LeRoy Martin	12374	130.67
Frank Plaseik	12575	94.11
LeRoy Martin	12576	41.22 44.72 94.11
Puan Disz Peter Piascik Martin Machel Maurice Murphy Luis Guellnitz	12577	44.72
Peter Plascik	12578	94.11
Martin Machel	12579	www.ma.
Maurice Murphy	12580	39.67
uls Guellnitz	12581	139.61
Koo Moa	12562	101.11
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Frederico Magallanes	12584	70.00
toy Hassey	12585	89.06
tans Luntta	12586	132.01
oseph Wing	12587	68.44
stanley Lowery	12568	56,39
Edward Engelbretson	12589	60.67
Simer Johnson	12390	89.44
sdward Rossi	12591	38.50
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onn McDaniel	13585	131.44
treet Moyer	12396	57.17
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Frank Schlasses	12602	35.00
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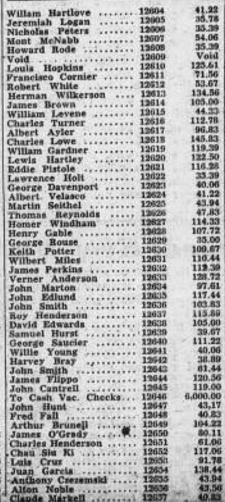
87,11 49,78 99,17 110,03 46,61 33,78 73,11 49,39 45,89 195,00 63,56 103,83 93,13 42,78 127,94 101,11

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oid bicorressores	12000
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ancisco Cornier	12611
obert White	12612
erman Wilkerson	12613
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illiam Levene	12615
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harles Turner	12617
bert Ayler	
harles Lowe	12618
illam Gardner	12619
ewis Hartley	12620
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wrence Holt	12622
corre Davennort	12623
eorge Davenport lbert Velasco	12624
artin Seithel	12625
homas Reynolds	12626
nomas steynoids	12627
omer Windham	12628
enry Gable	
corge Rouse	12629
eith Potter	12630
filbert Miles	12631
libert Miles	12632
erner Anderson	12633
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olen Edland	12635
ohn Edlund	12636
Mandanan	12637
oy Henderson	12638
avid Edwards	
amuel Hurst	12639
eorge Saucier	12640
Villie Young	12641
larvey Bray	12642
Ville Young	12643
SHOOK PHINDS	12644
ohn Cantrell	12645
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ohn Hunt	12048
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arthur Brunell	12650
ames Oursay	12651
harles Henderson	12652
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uan Garcia	12634 12635
inthony Czezemski	12935
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	- HERTER

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126.39	Gasper Mesaros	12658	63.00
55.61	Frank Vortkamp		135.72
55.22	John Krewson		- 83.61
99.17			46.67
41.61	Roy Arnold	12962	137.28
141.56	Mariano Seano	12663	131.83
42.00	Charles Chiappone	12064	119.30
43.56	Frank Young	12665	112.30
39.28	Bin Omar	12666	_103.06
104.61		12667	105.00
111.22		12668	37.33
95.28	Paul Pallesen	12669	43,56
101.89		12670	43.94
79.33		12671	43.17
82.83	Louis Budetti	12672	76.22
69,61	Albert Kamens	12673	94.50
40.06	Gosta Morlid	12674	80.11
41.61	James Martin	12675	124.83
39.28	To Cash Vac. Checks	12679	3,000.00
39.28		12677	56.78
42.00	Clarence Pettengill	12678	50.94
45.11	Lisardo Pena	12679	62.61
63:39	Lynwood Farr	12680	68.44
50.94	Joseph Sevigney	12681	68.44
87.89	Francis Olson	12682	41.61
48.22	Charles Ison	12683	38.11
132.61		and a second	- Child
124.44	The second secon	A STATE OF THE STA	A COLUMN
124.83	Ramon Oliviera,		_
TOR 67	THE RESIDENCE OF THE PROPERTY OF THE PARTY O	2000	No. of Lot, House, etc., in case, the case, th

Ramon Oliviera. FWT: This is the fastest I've ever collected any money. Not much fuss and bother.

41,22 35,78 35,39 54,06 35,39 Void 125,61 71,56 53,67 134,56

105.00



They tell me my	
check will be	0.00
ready in just a	
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P. C.	
Everett Marsh	. 12684 40.83 . 12685 43.94
Robert D'Firrfiat	. 12686 111.6
James Smith	. 12688 39.6
Micheal Kucik Norman Henson	. 12689 37.7
Joseph McDonough	. 12691 41.2
William McCarthy Russell Simmons John Hairclough	. 12692 40.8 . 12693 56.3
John Hairclough	. 12694 89.8 . 12695 47.8
William Pendleton	
Floyd Hurd	. 12697 130.6 . 12698 102.2
Aristotelis Miltsos Charles Ingram	. 12699 83.6 . 12700 43.1
Early Punch	
George Georgenich	. 12702 127.34
Harris Rester Ralph Skrotsky Frank Barrera	. 12704 89.4
Robert Meadows	. 12705 77.3 . 12706 98.7
Holer Pederson John McClain	. 12707 66.1 . 12708 95.2
Hiram Payne	12700 61.4
Hiram Payne Hugh Margan Kinness Lumpkin	. 12710 73.5 . 12711 99.1
James Krauss	. 12712 117.8
William Snyder Alfred Sawyer John McVicker	. 12713 68.8 . 12714 42.0
John McVicker	. 12715 43.1 . 12716 46.6
Wade Cook Donald Mease John Tobin	12717 54.4
John Tobin Claude Randolph	. 12718 47.4 . 12719 68.8
Charles Bryan	. 12720 36.9
Charles Bryan Leo Johnson J. T. Taylor James Roberson	. 12721 70.0 . 12722 113.9
James Roberson	. 12723 38.5 . 12724 40.0
Charles Thresher William Smith	. 12725 38.8
William Smith Louis Hudson William Randall	. 12726 94.8 . 12727 102.6
Eldra Young Mernin McKinnis	. 12728 35.3 . 12729 105.0
Manusca Wassassanith	19730 47.8
Donald Meade Joseph Caruso Charles Fedin Joseph Cash Paul Rogosch Ralph Landry	. 12731 39.2 . 12732 75.4
Charles Fedin	. 12733 73.5
Paul Rogosch	. 12734* 59,1 . 12735 108,8
Ralph Landry	. 12736 40.8 . 12737 119.3
Richard Severson Thomas Morris Albert Bonneau James King	. 12738 122.5
James King	. 12739 81.2 . 12740 116.6
Paul Clement Douglas Claussen	. 12741 58.7.
Dario Perez	12163 60.0
Amedio Vagnoni Martin Mitchell	12744 39.0
William Witty	. 12746 73.8
Duminado Llenos	. 12748 142.3
Dirk Visser	. 12749 138.4 . 12750 134.1
James Hudson	. 12751 137.2
Harry Collier Eugene Hoffman Harold Simmons	
Marion McAnench	. 12754 97.6 . 12755 61.8
Marion McAnench Archer Englehart	. 12706 42.0 . 12757 135.7
Olan Gustavsen	. 12758 37.7
Edward Police	Taken Taken
Edward Nash Murray Francis	. 12761 94.1
TEODER C MECHE CHE	1 P. Wall C. (1994)
Leonard Bonsignore August Valentine Arne Torgersen	. 12764 96.0 . 12765 100.7
Frank Matusiewicz Robert Henderson	. 12766 42.0
John Szczurkiewicz	. 12767 56.3 . 12768 90.2
Frank Ramos	. 12769 36.9
Mariano C. Loran Clain Fuseller	. 12771 39.3
Ernest Sanders	. 12773 48.6
Herbert Bumpass	12774 36,1
Marion Ciaglo James Eanes	12776 39.6
Leasuria Bumatav	. 12777 41.2
Billie Neely Louis Griswold Michael Servine	. 12779 43.1 . 12780 50.9
isomale Fontagon	AMVIDA DULG
Joseph Flever	12782 70.0 12783 74.6
(Continued or	page 251
THE PERSON NAMED IN	

SEAFARE CASH BENEFITS

TOTAL

\$101,602.94

Vacation Plan June 9-June 20 Welfare Plan June 1-June 14

PAID BY THE SEAFARERS INTERNATIONAL UNION . ATLANTIC AND GULF DISTRICT . A.F.L.

(Continued from		24)
Name	Check No.	Amount
Grady Brown	12784	108.50
To Cash Vac. Checks	12785	2,000.00
George Mandzak	12786	72.33
Ralph Michalsen George Jorgensen	12788	61.83
Stephen Barry	12789	136.50
Stephen Barry William R. Smith	12790	40.44
Clem Matte	12791	42.00 57.17
Ralph Rensley	12793	37.33
George Bossnot	12794	51.33
Minere Mchies	12795	44.72
Albert Turkovich	12796	42.78 68.83
Royal Hardy	12798	133.39
RODERL POSE	12789	38.11
John Flanagan	12800	35.94
John Fianagan Jack Strickland Hugh Rogan	12802	87.89
ABORDAN XAFOOFOURD	Addition	106.94
Abner Abrams Darrell Coleman	12804	80.89
Abner Abrams	12805 12806	43.56 82.06
Prank Janes		122.11
Void William Anderson Lucian Moore Joseph Green Rebert Beil James Trent John Mills	12808	Vold
William Anderson	12809	112.00 38.50
Joseph Green	12810 12811	50.17
Robert Bell	12612	40.06
James Trent	12813	89.63
John Mills	12814	98.00
Charles Mitchell Adolphus Watson	12816	36.94
Jesse Collins	12817	134.17
Edmund DeMoss	12818	70.00
Peter O'Neill Ennis Quigley David Klaner	12819	37.17 49.78
David Kisner	12821	73.11
	12024	41.22
Bernard Galleani	12833	39.28 43.56
David Blumbo	12825	43.56
Chang Young	12826	49.00
Rabon Figueiras	12827	146.61
Robert Lewis	12828	45.89 138.06
Bernard Eerman Henry Falgout	12830	114.72
Barney Carter	12831	141.94
Worm Stowick	12832 12833	121.72
Herman Holmes Robert Greel	12834	125.22
May DeMuth	12835	125.61
Charles Lee	12836 12837	103.06
John Hane	12838	141.94
James Long	12839	62.61
John Geary	12840	68.06
Albert Wunsch	12841 12842	47.44
Neiville Pacquing Joseph Richard	12843	38.11
Andent Ferrura	12844	38.50
Vicente Quirindonga	12845	78.56 147.39
Thomas Condon	12847	49.00
Harold St. John George Filomia	12848	38.11
Raymond Collet	12849	113.17
Richard Koch	12850 12851	46.67 35.39
Walter Richlark	12852	98.78
Gabriel Liamas	12B53	112.30
Edward Kurki	12854	53.67
Jerry Marconi William Saltarez	12855 12856	119.39
Robert Leary	12857	42.39
Dennis Zuwicker	12858	132.22
Emil Wagner	12859	55,22
Shio Shih	12860	83.61 82.83
Walter Johnson	12862	49.78
Harold Stever	12863	122.50

Harold Stever 12863 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.

Joseph A. Cave, Jr., born April 2, 1952, in New Orleans, La. Parents, Mr. and Mrs. Joseph A. Cave \$ \$ \$

David Allen Hunt, born April 9 1952, in Boston, Mass. Parents Mr. and Mrs. John H. Hunt-\$ \$ \$

Felix Rivera, born April 18, 1952, in Brooklyn, NY. Parents Mr. and Mrs. Alfonso Rivera.

* * * Georgianna Nielsen, born April 29, 1952, in Brooklyn, NY, Parents, Mr. and Mrs. Sigwart G. Nielsen.

* * * Milagros Bonefont, born May 5, 1952, in Bellevue Hospital, New York. Parents, Mr. and Mrs. Felix Bonefont.

Gerard Rogers, born May 11, 1952, in Brooklyn, NY. Parents, Mr. and Mrs. Patrick I. Rogers.

Kenneth John Beckerich, born May 18, 1952, in Yonkers, NY. Parents, Mr. and Mrs. Kenneth E.

fred Borjer 12855 126.78 Adam Quenedo 12903 76.22 defroed Borjer 12856 35.78 Joseph McDoughali 12904 35.39 lyador Rivera 12867 145.06 William Cathell 12905 35.39 lyador Rivera 12881 120.56 William Cathell 12905 35.39 hn Liston 12882 120.56 William Cathell 12906 37.33 darico Merjudio 12870 25.78 Bernard Boles 12907 35.78 darico Merjudio 12871 \$115.50 Lester Mack 12909 134.17 squale Miano 12872 132.61 Harold Weaver 12910 30.17 squale Miano 12872 132.61 Harold Weaver 12910 30.17 sorge Smira 12873 42.00 Edward Werda 12911 87.11 sorge Smira 12873 42.00 Edward Werda 12911 87.11 sorge Colof Hager 12875 39.28 Harry Byrd 12913 125.00 mford Kemp 12876 43.94 Robert Barbout 12914 113.56 lilliam Walsh 12877 43.94 Chas. Kellog 12915 124.44 gar Crockett 12878 63.00 Daniel Riley 12916 98.78 lilliam Walsh 12879 31.83 David Salgrado 12917 147.39 ncente Abringe 12880 38.50 Louis Almiedo 12918 142.33 mes Porter 12881 38.50 Edward Muller 12919 42.78 semical Bank 4 Trust Co. 12882 4.000.00 Trust Co. 12883 123.28 George Rourke 12921 70.78 semical Bank 4 12884 88.28 Nell Matthey 12923 71.17 ank Flemming 12885 58.33 Albert Wasstrom 12924 147.00 see Langley 12887 77.00 Charles Oppehimer 12925 59.50 raid Lowery 12887 77.00 Charles Oppehimer 12925 10.83 vin Slay 12889 122.89 Panagiotis Kaufodontis 12929 10.83 vin Slay 12889 122.89 Panagiotis Kaufodontis 12929 10.83 vin Slay 12891 80.89 Charlie Mexil 12930 89.06 mes Cole 12992 102.67 Readus Wheelington 12931 10.83 bert Herold 12996 41.61 William 12933 115.61 alter Heider 12996 43.66 Hannus Randoja 12933 115.61 alter Heider 12996 43.66 Hannus Randoja 12935 50.17 ank Kelieher 12996 43.66 Hannus Randoja 12930 50.17 ank				
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	fred Borier 12865			
	doros Kyriakos 12866	35.78	Joseph McDoughall 12904	35.39
Principal		145.06		
Seminar Color Co				
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WELFARE

REPORT NO. 31

By Lloyd Gardner, Asst. Secretary-Treasurer Period Covered By This Report-June 1-June 14

Cash on Hand	\$ 92,340.92
US Government Bonds	1,393,648.44
Estimated Accounts Receivable	210,000.00
Hospital Benefits Paid in Period	5,765.00
Death Benefits Paid in Period	12,500.00
Disability Benefits Paid in Period	165.00
Maternity Benefits Paid in Period	600.00
Hospital Benefits Paid Since July 1, 1950	169,851.00
Death Benefits Paid Since July 1, 1950	307,933.33
Disability Benefits Paid Since May 1, 1952	195.00
Maternity Benefits Paid Since April 1, 1952	600.00
USPHS HOSPITAL Henry C. Smallwood NORFOLK, VA. Lincoln Smith How B Alford Jr. \$45.00 George Vourloumis	15.00 30.00 30.00
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ì	Harold R. Harmon	SAVANNAH, GA.
į	Seba A. Ingram 45.00	Terrell D. Adams
١	Leslie M. Jackson	Warner W. Alfred 30.00 C. W. Epps
ŀ	William P. Murchison	Eugene Gardner
ı	John J. Owens	Erford A. Harrison 30.00
ŀ	Shirley E. Roundtree 15.00	Bernard M. Larsen
i	George C. Warren 30.00	J. T. Moore
ŀ	Robert R. White	Amedy L. Rice
į	\$485.00	J. P. Willis 15.00
	USPRS HOSPITAL	\$420.00
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ı	Albert L. Willis	15,00
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y	USPHS HOSPITAL GALVESTON, TEX.	
2	Jimmie M. Helfer	\$15.00
	James F. Kane	15.00
39	George K. Liebers	30.00
1	Joseph Neubauer	30.00
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	Jim F. Roberts	15.00
¥	Charles F. Scherhans	
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ų.	USPHS HOSPITAL	
,	SAN FRANCISCO, CAL,	
	Patrick Daugherty	\$15.00
	Charles R. Robertson	30.00
	Peter Smith	30.00
ß	David K. Sorenson	30.00
ä	William Timmerman	30.00
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Thomas J. Dawes	15.0
Robert L. Ecker	45.00
John H. Fairclough	30.0
Donald D. Falcover	15.0
Cedric U. Francis	15.00
William H. Gove	45.00
William C. Hall	30.0
John C. Henriksen	15.0
James E. Hillary	30.0
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Ray W. Larson	15.0
Philip C. McBride	15.0
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John Pedrosa	15.0
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KINGS COUNTY HOSPITAL BROOKLYN, NY Sabine Intigra
MERCER HOSPITAL TRENTON, NJ Anthony Browne
USPHS HOSPITAL FORT STANTON, NM
Charles Burton \$60.00 Thomas Isaksen 60.00 Donald McDonald 60.00 Archibald McGuigan 30.00 Renato A. Villata 30.00
\$240.00
USPHS HOSPITAL FORT WORTH, TEX.

Joseph P. Wise	60.00
7	\$120.00
VETERANS ADMINISTRATION HOSPITAL, CORAL GABLES, FI	N.A.
Anselmo Melendes 1	120.00
BELLEVUE HOSPITAL NEW YORK, NY	
George E. Moore	\$30.00
DEATH BENEFITS	

	\$12,500.80
Antonio Bertty	. 2,500.00
Matthew Forrest	2,500.00
ouls J. Willis	
Walter G. Jirak	2,500.00
Michael J. Lucas	\$2,500.00
DEATH BENEFITS	
George E. Moore	\$30.00
NEW YORK, NY	
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DISABILITY BENEFITS	
George M. Arnold	\$45.00
Joe Germano	45.00
John Hopkins	45.00
Otto P. Preussler	30.00
	165.00
MATERNITY BENEFITS	
Joseph A. Cave, Sr	\$200.00
Felix Bonefont	200,00
Kenneth E. Beckerich	200.00
-	600.00

FINAL **DISPATCH**

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

John Joseph Grams, 58: One of the earliest members of the SIU Grams, known to many in the Union as Johnny Grimes, died of



a heart attack in the Santa Catarina Hospital, in Rio de Janeiro on June 10. Grams was taken ill aboard the Potrero Hills a Mar Trade tanker and was re-moved to the hospital. He had

joined the SIU in the port of Savannah in December, 1938, switching over from the old International Seamen's Union and held a Gulf book, no. 56. Burial was in Rio de Janeiro.

* * *

Matthew Forrest, 53: A tumor of the lung caused the death of Brother Matthew Forrest on May 16 in the USPHS Hospital, Mobile, Ala. A native of Meriden, Miss., Forrest had been sailing SIU since December of last year and held FOW ratings in the engine department. He was buried in Union Line Cemetery, Union Line, Miss. His wife, Lula Forrest of Mobile, Ala., survives.

Antonio Bertty, 44: Brother Bertty was lost at sea on May 23 when he went overboard while on the Steel Maker. He had been with the SIU since July, 1941, sailing in the steward's department. Surviving is his wife, Inez Bertty, of 845 Stebbins Avenue, Bronx.

* * * Walter G. Jirak: Brother Jirak was found dead while ashore in Moje, Japan. He is survived by his brother, John J. Jirak, of 100 Nehous Avenue, Little Ferry, NJ.

\$ \$ \$ Louis J. A. Willis, 50: Tuberculosis of the lung complicated by an attack of thrombosis caused the death of Brother Willis on May 10 in the USPHS Hospital, New Orleans, La. Willis, was born in Algiers, La., and joined the SIU in New Orleans in 1947. He sailed in the engine department. Burial was at St. Bartholomew Cemetery. He is survived by his sister Lillian Aucoin, and a brother, Stuart Wil-

lis of Algiers, La. * * *

Michael John Lucas, 72: A veteran of 11 years with the SIU. Brother Lucas died of a pulmonary disorder on June 1 at the Deer's Head State Hospital, Salisbury, Md. Born in Brookens, Oregon, he came into the Union on May 15, 1941, and sailed as steward. In recent years he resided in San Francisco. Burial was in Parsons Cemetery, Salisbury, Md.

DIGEST of SHIPS' MEETINGS

TRINITY (J. M. Carres, Inc.) May 16— Chairman, D. B. Moon; Secretary, D. B. Wilson, One man missed ship in Bos-ton. Motion was passed to get a new Wilson. One man missed ship in Boston. Motion was passed to get a new washing machine, as the present one is worn out and we were not able to get a replacement part. Suggestion was made that the present machine get a complete overhaul. Motion was passed to get a new iron. Steward says he has ordered much new linen. There is a shortage of hand towels, sheets. Gaskets, valve for toilet needed. Sparks has asked us to stop amateur repairing attempts on the crew radio.

the crew radio.

May 18—Chairman, Joe Cave; Secretary, D. Wilson. Mate does not want to pay off, but to keep the same articles and crew. Fired man was rehired. Motion was passed that there be a payoff allowing permit men to get off the ship as per union rules. It was suggested that each man donate \$1 to the ship's fund.

No date-Chairman, W. Thomson: Sec No date—Chairman, W. Thomson: Secretary, D. B. Wilson. Scotty was elected ship's delegate by acclamation. Stewards department and delegates got a vote of thanks. It was suggested that men wear a shirt at mealtime and that more buckets be provided for the foc'sies. Lockers should be repaired and shelves built. Washing machine is needed and it was suggested that action be taken in New York on this matter. Toilets should be painted.

No date—Chairman, Willie Thomson;

No date — Chairman, Willie Thomson; Secretary, D. B. Wilson. Williams was elected ahip's treasurer, to take care of the ship's fund and the gear of men missing ship. Locks are needed on each foc'sle door for the crews. Cigarettes





MARORE (Ore), May 24—Chairman, J.
McStravick; Secretary, D. Nagy. Ship's
fund stands at \$10.50. Motion was passed
to throw the old washing machine overboard, keeping the agitator and motor.
Money made on sale of the motor will be
contributed to the ship's fund. Pantry
should be kept clean; bottles and glasses
should be kept clean; bottles and glasses. supplied for each room. Soap and linen will be issued at the same time. Collec-tion should be made for the ship's fund.

EDITH (Bull), June 6-Chairman, William Isbelt; Secretary, Louis S. Rizze. All members were requested to turn in repairs as the ship is going to drydock. Menu should be more varied. Discussion was held about television set and its use. SS Mae will be contacted about per-forming. Chief engineer will be told about water pressure in crew showers and the use of a blower for cool air.

SANTORE (Ore), June 8-Chairman, C. / SANTORE (Ore), June 8—Chairman, C. Kellegg: Secretary, R. Denzek, Ship's fund stands at \$27.60. If the ship is tied up due to steel strike, money will be turned over to steward for the new crew. Patrolman will be notified about member who did not attend meeting.

ANTINOUS (Waterman), May 15 Chairman, Donald Kissel; Secretary, W. D. Warmack, Beef on repair list will be referred to New York, Steward department wants more ventilation and cover for steam pipes in crew pantry. Bosun asked crew to be careful about using his room and sink. Steward got a vote of thanks for cooperation between depart-

SEATRAIN LOUISIANA SEATRAIN LOUISIANA (Seatrain), June 15—Chairman, W. Beverler; Secretary, L. Galuska, Ship's fund stands at \$15.23. Two men who missed ship in Texas City were reported to the New York hall. Disputed delayed sailing time will be taken up in New York. Suggestion was made to get benches for the upper poop deck. Steward asked men to take better care of the cots and to (Seatrain) to take better care of the cots and to return them to him when signing off the ship.

SEATRAIN NEW JERSEY (Seatrain). June 4—Chairman, Sir Charles; Secretary, Sir Charles. Ship's delegate reported a total of \$23.03 in the ship's fund. Engine department repair list will include better ventilation and more fans. Wastron April 16—Chairman, Jack Johnst Secrewas elected ship's delegate by acclamation. Welfare cards for new members elected ship's delegate. Ongoing watch will be obtained in New York. There is should be served first by the measman, a 50 cent deposit on keys of foc'sles of especially at breakfast. More night lunch

black gang. Steward department got a vote of thanks for the good service.

June 18—Chairman, Wassfrom; Secretary, Sir Charles. Steward will try to serve more beef; bosun asked if new cots and longer wind shoots could be obtained. He said anyone can ask the quar tained, he said anyone can ask the quar-termaster, to lower the gangway on get-ting off or on. Delayed sailing time at Texas City should pay off. Black gang contributed 50 cents to the ship's fund.

SANTA VENETIA (Elam), May 25 Chairman, Pat Fox; Secretary, William Small. Put Fox was elected ship's delegate. Engine and deck departments will be responsible for cleaning the laundry and washing machine; steward department will take care of the recreation

June 7-Chairman, M. A. Spires: Sec-retary, Irvin Smilowitz. Brothers asked to make a list of improvements to make a list of improvements to be sent to the negotiating committee.

HIGH POINT VICTORY (South Atlantic), June 16-Chairman, William Mullins: Secretary, F. Dickerson. Ship's delegate will see the captain about washing ma-chine.

DOROTHY (Buil), June 1—Chairman, W. W. Lawton; Secretary, R. C. Klenast. W. W. Lawton was elected ship's delegate, as the former ship's delegate left the ship in San Juan for examination at the Marine Hospital. \$27.75 will be contributed to the March of Dimes. If ship's fund is not in order at the payoff, crew members will take Dimes, if ship's fund is not in order at the payoff, crew members will take action against the former ship's delegate for misuse of funds. Tanks containing wash water need cleaning, as water is rusty. Steward has confirmation that the new washing machine will be delivered in Philadelphia. Coffee urn will be re-placed before the ship sails again.

GEORGE A. LAWSON (Pan-Oceanic).
April 27—Chairman, H. L. Meacham; Secretary, Earl Mullins, David Smith was elected ship's delegate. He will see the captain about fixing portholes in crew's quarters, passageway doors; chief engineer will fix the sink and ice box in crew's pantry and see about slopchest when the ship gets back to the states. Messroom should be kept clean; men should put cups in sink after using them. Butts should not be thrown on messroom deck.

May 17-Chairman, Edward W. Soeley: Sacretary, Earl Mullins. Ship's delegate will see the captain about getting milk. Men who get drunk and cannot stand their watches will be reported to the patrolman for action. Ship's delegate will see the captain about having the chief engineer repair the crew's washing ma-chine. All departments will make up a repair list.



COE VICTORY (Victory Carriers), June -Chairman, Harry Nelson; Roberto ncipe. Departmental delegates will make up repair lists and turn them over to ship's delegates. One copy will be given to the master, one to the patrol-man and one used for crew reference. More variety in the menus was re-

COEUR D'ALENE (Victory Carriers), May 25—Chairman, B. Taner, Secretary, Y. Melazinsky. Captain invists that the radio operator's shack be cleaned even though he was told by the patrolman that this is overtime. Rives was elected ship's delegate. New ice box is needed for the pantry. Repair list should be nosted.

posted.

June 8—Chairman, C. Sprano; Secretary, J. Malazinsky, Mate's working on deck will be referred to the patrolman. Beef between brother and captain will be settled in port. Motion was passed not to sign on until proper stores are aboard and necessary repairs are made. Card players should keep the messhall clean. Department delegates should submit repair lists before arrival. A new mit repair lists before arrival. A new library should be acquired.

JOHN B. WATERMAN (Waterman),

Editor. SEAFARERS LOG. 675 Fourth Ave., Brooklyn 32, N. Y.

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Book No. . TO AVOID DUPLICATION: If you are an old subscriber and have a change

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'Can-Shakers' Have No OK

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

No "can-shakers" or solicitors have received authorization from SIU headquarters to collect funds. The National Foundation for Infantile Paralysis is the only charitable organization which has received membership endorse-ment. Funds for this cause are collected through normal Union channels at the pay-off. Receipts are issued on the spot.

should be provided. Ship's delegate will speak to the captain about the washing machine.

Chairman, R. Stahl; Secretary. H. L. Gardner. Bedroom steward wants his duties clairfied by the patrolman at the next port.

SALEM MARITIME (Cities Service), June 14—Cheirman, L. L. Picket; Secretary, Christopher Karas. Christopher Karas was elected ship's delegate unanimously, Chief cook will write headquarters about a Union member who left the ship without paying money he ewed to the men. Port steward complained to the chief cook that the men are eating too many steaks. Membership advised the chief cook that the men are eating too many steaks. Membership advised the cook to refer the port steward to the patrolman if he makes this beef again. Washing machine for colored clothes needs repairing. It was suggested that the machinist look it over. Steward de-partment got a vote of thanks for doing a good job.

SEAPEARL (Colonial), April 27—Chair-man, Domeni Di Seli Secretary, Arture Mariani, Jr. Wiper who missed ship at Curacao will be reported at the next port. Second cook and baker was paid

PERSONALS

Frederick H. Johnson

Get in touch with your sister Dolly. Important. Jimmy nearly lost his life in Korea. Write at once to D. Clifford, 11 Fallen St., Boston.

Chief Cook Buddy Young Contact Charles Ayers, Rt. 1 Box 155, Burnsville, NC.

1 1 1 Ex-Deck Department SS Margaret Brown

Witnesses to accident in which William "Smokey" Grabenauer was injured please write to J. P. Nelson, Jr., 709 Carondelet Bldg., New Orleans.

> * * Ray Queen

Get in touch with your sister in Baltimore. Phone Lexington 0379. t t 1

William C. Meadors

Important. Contact mother at once. Write 2 Warehouse St., Spray, NC.

1 2

1 1 1 Robert G. Guerrero

Your help is needed in accident case involving Seafarer Nick Bechlivanis on SS Francis E. Warren. Contact H. Guttman, 66 Beaver St.,

John D. McLemore

Contact B. Glickman, 305 Broadway, NYC, regarding settlement of claim against Waterman SS Co.

4 4 William McDonald WP 10800

Contact me at 724 Glrard Ave., Bronx, N. Y., regarding money due me. Frederick Wray.

off in Curacao due to il.neas; this will be reported to the hall. Crew's quarters, galley, messrooms and passageways are to be painted. Water cooker is to be kept open at all times. Lockers are rusty and should be replaced. Departments will rotate the cleaning of the recreation room. Steward department got a vote of thanks for doing a good job. All hands will help keep the messroom clean and all cups should be returned to the pantry. Cots should be returned to the pantry. Cots should be taken off the decks during rough weather.

June B.—Chsirman, Domini Di Sei; Secretary, Arture Mariani, Jr. Master will give the go shead to the painting. Water cooler is working smoothly. Two OS missed the ship at Point Pierre, Trinidad. One oller was paid off in Trinidad due to sickness and replacement was signed on there. Second cook and baker was also signed on in Trinidad. Ship's delegate will contact the shipper on getting more American cigarettes, as we are running low. Suggestion was made to get two pumpmen instead of one, if the company will agree.

BLUESTAR (Traders), May 22—Chairman, J. Anderson; Secretary, D. W. Conroy, Captain will try to get screens in Bombay. Mattresses used on cots outside should be brought in or kept under tarpaulin while at sea. Discussions was held on keeping quiet while men are sleeping, proper dress during mealtimes, better sanitary work, care of the washing machine.



OMEGA (Omega), June 8—Chairman, James Weich: Secretary, Carl Simpson. Ship's delegate reported that his request to the captain to get fresh milk was refused, as the captain failed to recognize him as delegate. He stated that under these circumstances he could do the crew little good as their delegate and recommended that the members elect a new ship's delegate. After discussion, and recommended that the members elect a new ship's delegate. After discussion, brothers decided that election of a new ship's delegate would be admitting de-feat to the captain. Present ship's dele-gate will be retained with the full support of the crew and department delegates and the Union will be con-tacted at Montreal to see if representa-tion can be obtained to take care of beefs. Motion was passed to start a ship's Motion 'was passed to start a ship's fund. Men complain that there are weavils in the bread and the 'cod is monotonous. New supply of flour promised by steward at Montreal, when old flour will be dumped. Change of salads and more variety of night lunch asked, Discussion was held on the lack of medical attention and the condition of sanitary work and gear locker.

BEATRICE (Buil), June 15—Chairman, D. Clark; Secretary, Orlande H. Lopez. Ship's fund stands at \$20. Motion was passed to buy such tropical fruits as avocados, papayas. In the States, grapes, pears, plums, apples and bananas should be served. Motion was passed to call a special meeting with the port agent on the agreement between the Union and the company. The same patrolman should pay off the ship.

STEEL ADVOCATE (Isthmian), March 16—Chairman. Francisco Gornier; Secre-tary, Vincenzo De Giscome, New ship's delegate was nominated by acclamation. Washing machine should be cared for and left clean. Department delegates will make up repair lists. Members with old mattresses can exchange them, as new ones have come aboard.

new ones have come aboard.

Juns 1—Chairman, Vincenzo De Giacomo; Secretary, Bill Sutherlin. Crew was asked to donate \$1 to the ship's fund at the payoff. One brother missed ship at Colombo. Recommendation was made to cut a door from the crew pantry to the crew messhall. Chief engineer will report to the patrolman that the wiper did not do asmitary work satisfactorily. Deck delegate reported that the bosun did not call men in time for meals, nor appeint a member to make coffee. In Colombo, Ceylon, he had a man painting topside when the rest of the crew was securing and batting down hatches, although this type of ship needs all men on deck.

William P. Roma

Urgent for you to get in touch with Mrs. Rudick, 820 W. Firth St., Philadelphia. There has been serious illness in family.

Frederick Brady

Get in touch with M. H. Cowan, Employers' Group Insurance, 120-22 William St., NYC, regarding 1950 accident case.

WIKOKLIS (Dolphin), May 18—Chairman, N. Kodyles; Secretary, J. C. Sorel, Ship's captain will see the captain on repairs to be made at sea. Member requested a greater variety of fruit. Suggestion was made that the book shelf in the recreation room be fixed and that mattresses be changed, where necessary. One member was asked to clean up cupe and ashtrays in the messroom at night. June 8—Chairman, J. C. Sorel, Secretary, M. Otsen, Most of the repairs have been made: the rest will be taken care of later. Recommendation was made to ask the captain about getting a new washing machine placed amidship.

AMBERSTAR (Triton), May 30—Chairman, I. Craft, Secretary, Frank T. Calnan. Jose Pagola was elected ship's delegate and steward delegate. Discussion was held on the sugar containers in use in the crew mershall and the bad condition which the engine and steward department heads are in.

HIGH POINT VICTORY (South Atlantic) May 24—Chairman, Willard Mullins; Sec-retary, C. R. West, Motion passed to

2A until Dec. 12, 1952.

nave electricians list the parts needed for the porthole and have all repairs made before the crew signs on. Porthole fans should be replaced if they cannot be repaired. Ship's fund will be used to buy magazines. Coffee cups will be hung on a rack which will be built in the back of the pantry.

ALCOA CLIPPER (Alcoa), June 8—Chairman, R. L. Keliy; Secretary, R. N. White. Davis was elected ship's delegate by acclamation. Suggestion was made that the movie machine be left on board unless it is being repaired, and that it should not be taken for private use by any member of the crew. It is to be operated only by those who know how. Suggestion was made to show movies three times a day.

CECIL M. BEAN (Dry Trans.), May 18
—Chairman, John Mahoney: Secretary,
John Spring. Delegates reported no
beefs, with everything running smoothly.

VENORE (Ore), June 1—Chairman, Joseph Snyder; Secretary, M. E. Watson. Motion was passed for department delegate to turn repair lists over to the ship's delegate. All delegates and the patrolman will speak to company official about the lack of stores on the company's ships. Steward said that the shortage of food was due to a change of orders—ship made a 26 instead of a 10 or 12-day run. Steward is not allowed to requisition stores regardless of destination or stores received. Ship's delegate will ask the captain to publish slopchest price list. There is \$10 in the ship's fund. Money will be turned over to the ship's delegate by department delegates. Deck delegate reported overtime beef against the mate, who would not accept overtime for steward department painting done by members and who did not pick low men for overtime. VENORE (Ore), June 1-Chairman, Jo-

FRENCH CREEK (Cities Service), June 4 Chairman, Charles W. Genn: Secretary, V. L. Refcliff. Ray Bunce was elected ship's delegate: Vincent Ratcliff was elected treasurer. Suggestion was made that new books be obtained for the ship's library and that men return books after reading them. Ship should be fumigated.

TAINARON (Actium), May 25 Chairman, J. Mathews: Secretary, M. Bumpardner. Ship's delegate reported that although master and officers of this ship have been very good to the crew, some members have taken this as an opportunity to account and shipk their property. members have taken this as an opportunity to perform and shirk their proper duties. Bosun went on record as saying that the conduct of some members has been a disgrace to the Union and the good conditions aboard and to say that he would personally report performers to the partolman. Steward will try to get frosh fruits and vegetables in Greece; he will also try to get men to replace those that got hurt on the way over. Discussion was held on the water heater and various other badly needed repairs.

EDITH (Bull), June 4-Chairman, Wil-EDITH (Bull), June 5—Chairman, William Isbell) Secretary, Louis S. Rizzo. Radio in good condition was purchased in Baltimore. All members were asked to turn in repairs, as the ship is due for drydocking. Request for more variety in the menu was made. Motion was passed that members donate \$1 to ship's fund. Chief engineer will be contacted about water pressure in the crew's showers and about the possibility of using blowers for cool air.



SEABEAVER (Colonial), February 6—Chairman, Bill Thompson; Secretary, Gustav Lauth. Two brothers who missed ship in Brazil will be reported to the Union. There is a water shortage. Motion was passed not to go to any officer to ask for a change of job. Messman will serve meals before washing dishes; he will keep the messhall clean and put cups and dishes in the sink. The stove in the galley is partly out of order and the temperature in the meat and vegetable boxes is not accurate. No action is being taken on this by the chief engineer. Deck delegate asked for more cooperation in the cleaning of tanks. Windshutes for the engine room will be put higher; new awning will be put back aft for shade. Steward reported that he didn't get the amount of stores he requested. Fire stations should be looked after. SEABEAVER (Colonial), February 6-

CHRISTINE (Tini), May 25—Chairman, Carl Carlson; Secretary, Michael W. Burns. A. J. Khberski was elected ship's treasurer. Patrolman will check the hot water situation and settle the beef that there is not enough for crew's needs in Japan, as the tank is small and in bad condition.

BRADFORD ISLAND (Cities Service), May 5—Cheirman, Clifford Martin; Secretary, Isidere Astroff, Members are to keep messroom clean. Mensman is to keep tables and jars and bottles clean and spray the messroom more often. Strainer should be kept in the washing machine at all times. Chief cook and third cook complained to members about the night cook and baker, who is not clean, and does not wash pots, pans and other utensits properly. Baker promised to be more careful in his work, to bake different kinds of cakes and puddings, to keep and maintain cleanlifiess in the galley, Messman will take inventory every morning. Repair list will be made up before going to shipyard.

Selective Service has issued classifications for the following men:
Frank William Pascucci, 2A until Aug., 1952; Robert G. Perryman,

(Continued on page 27)

. DIGEST of SHIPS' MEETINGS

(Continued from page 26) stripped and soiled linen disposed of be-fore leaving. Steward's department got a vote of thanks for the meals.

LUCILE BLOOMFIELD (Bloomfield), June 1—Chairman, George Schmidt; Sec-retary, Tem Heaton. Irwin Moen wis elected ship's delegate. Chief mate will make up new slopchest price lists. Sug-gestion was made to make up repair lists. Discussion was held on getting new typescuring matterses. Quarters should innerapring mattresses. Quarters should be painted and more water supplied for showers. Ship should be fumigated on return to the States.

ALCOA PATRIOT (Alcos), May 19 — Cheirman, E. W. Maya; Secretary, James H. Thompson, Jr. Members should not wash their mouths at the drinking founwas their mouths at the drinking foun-tain. Old washing machine should be disposed of and the money used to buy pumps for new machine. Crew would like to go along with other Alcoa ships in asking that no meat be accepted in Trinidad, and would like to know what can be done about this situation.



REPUBLIC (Trafalgar), April 12—Chairman, George Hildreth; Secretary, Joe St. Marie. Delegates reported no beefs, a little disputed overtime. Discussion was held on keeping the messhall clean for the oncoming watch and seeing that the place was clean for measurement wanter. place was clean for messman and pantry-man coming on in the morning. There was also a discussion on who was to re-pair the washing machine, the crew or the company, as it is a company machine. One member was put off the ship at Wilmington, Calif.

June 8—Chairman, Abernathy; Secretary, P. Wilkins. John Burke was elected ship's delegate, Headquarters will be contacted about procedure regarding transportation and to find out about the ship's two sets of articles; the older men are on intercoastal and new men were put on coastwise articles. Steward and cooks and messman got a vote of thanks put on coastwise articles. Steward and cooks and messman got a vote of thanks for the excellent chow and service; the whole steward department was commended for the way they worked together and went out of their way to do extra things for the crew. Transportation rules were discussed. Repair list was made out and handed in to the

MALDEN VICTORY (Mississippi), June 3—Chairman, Pete O'Neil, Secretary, Vincent Sarello. Few hours of disputed overtime will be turned over to the patrolman. Steward asked membership to turn in old cots, so that they could be replaced for the next trip. The trip was a good one with the exception of a little misunderstanding here and there. Everything was squared away to the satisfaction of was squared away to the satisfaction of the crew. Vote of thanks went to the old man, who tried to satisfy the crew in every respect. Oh, brothers, what a clean sh.p we brought in!

MADAKET (Waterman), May 4—Chairman, Jack Thompson; Secretary, Art Praft. A new washing machine was purchased in San Francisco; the ship's fundnow stands at \$22. Louis Franken was

Quiz Answers

- (1) \$50 every half-year. succeeding years, you would be ahead of the other plan by \$50, \$100, \$150, \$200 and so on.
 - (2) Nicaragua.
 - (3) Low.
- (4) Panay. The Kearny and James were US destroyers sunk by U-boats. The Robin Moor was an SIU ship sunk by subs.
 - (5) 500 gallons.
- (6) The North Pole is the only Chair place from which any direction is south.
- (7) Yes, an even 20. Twice twenty-five is 50. Twice five and twenty is 10 plus 20 or 30.
- (8) Judge Kenesaw Mountain Landis (1921-44).
 - (9) Clear and colder.
- (10) 28. 14 plus 7 plus 4 added to 3 yield 28.

Puzzle Answer



elected ship's delegate. Vote of thanks and confidence went to Max Bryer, resigning ship's delegate, for a job well done. Coeking could be a little better. Decks in crew's quarters need painting. The four delegates will see that repairs are made when the ship reaches the States; a repair list will be drawn up, including repairs not made last trip.

May JI—Chairman, Jack Thompson; Secretary, J. Messaris. Ship's delegate reports that he spoke to the steward about the cooking and the steward promised to see what he could do about improving food. Motion was passed that no crewmember sign on until exsential repairs have been made. Vote of thanks went to the crew messman for his good job in keeping the messhall clean and serving the crewmembers to the best of his ability.

LASALLE (Waterman), June 1—Chairman, A. Bjornson; Secretary, J. Davis. There is a total of \$28 in the ship's fund. Motion passed to put up a new builetin board in the meanhall and a clock in the recreation room aft. Motion was passed to see the steward department patrolman about the duties of the second cook and baker at breakfast. Discussion was held on poor service in the meashall. Discussion was held on asking the patrolman about the duties of the steward when hot breakfast is not available. Shelves should be put up against the builchead over each table to make more room at the table. Patrolman should be notified that last trip's repairs have not yet been taken trip's repairs have not yet been taken

iBERVILLE (Waterman). June 8—Chairman, S. Kasmirsky; Secretary, A. Sevier. Murphy was elected ship's delegate. Bosun reports that he has received 36 screens and 18 porthole vents. Motion was passed to find out about getting fans for the crew's quarters. Delegates will do something about the rat situation aboard the ship in New York. Foul weather gear should be kept out of the messhall. Clothes should be taken out of recreation room when dry. Ship's fund should be started. Steward will take care of the money.

SKYSTAR (Mercador), April 26-Chair-SKYSTAR (Mercador), April 26—Chairman, Joe Wallate) Secretary, Tony Washink. Washing machine has been brought aboard and installed. New bunk springs are also aboard, but have not yet been installed. Chief mate wants men to be a little quicker getting to their fire and boat stations. Emerson was reelected ship's delegate. Washing machine should not be overloaded and should be turned off when not in use.

June 5-Chairman, Joe Wallace: Secretary, Tony Wasiluk. Captain told the ship's delegate that port authorities in Trieste said this was the only ship in two months that they had no trouble with.

two months that they had no trouble with.

The crew is very sober and efficient. Delegates reported everything fine; some disputed overtime will be turned over to the patrolman. Men were asked not to take the strainer out of the washing machine. Crew gave the entire steward department a vote of thanks for the excellent food during the voyage. Ship's delegate will explain to the patrolman the story of the wiper who signod back on the ship without hall clearance. Ship's delegate will find out why the ship has not been getting any newspapers or news letters from headquarters. Each delegate letters from headquarters. Each delegate will make out a repair list. Next crew will be told to make sure that all repairs are done before sailing, as the company likes to put repairs off as long as possible.



JOHN R. KULUKUNDIS (Martis); May 25 -- Chairman, A. A. Kessen; Secretary, C. R. Hummel, John Worley was elected ship's delegate by acclamation. New shower curtain will be ordered for the shower curtain will be ordered for the next trip. New washing machine will be installed. Question of who cleans up the recreation room, washroom and laundry has been settled to the members' satis-faction. Pairolman will be asked to in-quire about slopchest prices.

CANTIGNY (Cities Service), June 11-Antonio Goncalves, Suggestion was that wiper and ordinary on sanitation that wiper and ordinary on sanitation that wiper and ordinary on their depick up clean linen for men in their de-partments, provided bunks have been stripped and dirty linen sacked. Man on watch were asked to cooperate in keeping their quarters clean. Men voted in favor of a cold supper once a week. Members were asked to put out their cigarettes when leaving aft house.

PONCE (Puerto Rico), June 5—Chairman, Robert Lasso; Secretary, Pable Torres. Pedro J. Erazo was elected ship's delegate. Men in undershirts or pyjamas will not be served by the messman, Members leaving the washing machine dirty will be fined \$.50; money will go in the ship's fund. Wind scoops and screens are needed for the portholes. Radio will be sold for \$25; money goes to the ship's fund.

WINTER HILL (Cities Service), June 2 -Chairman, Thomas Durkin; Secretary, Thomas G. Davis. Although the patrolman Thomas G. Davis. Although the patrolman and captain agreed on a new washing machine when we were at sea, the captain said we are not entitled to one. Suggestion was made that all repairs be listed before the ship goes to the shipyard. Something should be done about the roaches and ants getting into the night lunch. Ship should be fumigated when it goes to the shipyard; crew will not sign on without the patrolman's okay on this. Television should be turned off if no one is watching. Ironing board should be purchased. Crewmembers should contribute \$1 to ship's fund.

June 12—Chairman, Thomas Durkin; Secretary, Jee Wyant. There is \$10.05 in the ship's fund. Charles Majette was

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.

Failure to keep your draft board informed of your whereabouts can cause you to be listed as a delinquent and be drafted into the services without a hearing. The Union in such cases can do nothing to ald Seafarers who fail to com-

elected ship's delegate; D. Clary, ship's elected ship's delegate; D. Clary, ship's tressurer. Book shelves should be put up in recreation room; crew is to donate loose change to ship's fund at the payoff. Delegates will make up repair lists before the ship goes to the shipyard. More linen is to be provided so that there will be enough for the whole voyage. Ship's delegate will see the steward about getting watermelons and cantaloupes soon. Members getting off at Lake Charles should notify the delegate as soon as possible, as replacements are hard to get in that port.

ALCOA CORSAIR (Alcoa), May 25— Chiarman, Major T. Costello; Secretary, Sam Carliste. Back pay from the last raise is to be paid no later than June 15, as it is in the New York office. The \$43.50 as it is in the New York office. The \$43.50 raised on tarpaulin muster that was turned over to the two brothers brought back as workaways was donted to the New Orleans hall for baseball equipment. Motion was passed that only authorized persons go to the ship's paint locker, as paint and varnish have been taken out without permission. Ship's treasurer will take the movie projector ashore and have it overhauled. Ship's delegate will contact the Mobile agent about a brother who missed ship in Culdad Truiillo. Unauthorized persons are to stay out of the who missed ship in Culdad Trujillo. Un-authorized persons are to stay out of the laundry room and away from the washing machine. Messhall should be kept clean during and after the movies: men who watch movies should help to clean up. Members should not tie up the ship's washing machine any longer than neces-sary, as other brothers would like to use it. Garbage should be put in the chute back aft while at port and over the side when at sea. the side when at sea.

STEEL SCIENTIST (Isthmian), May 24 Chairman, Sid Berger; Secretary, Pete Sheldrake. R. Hunt was elected ship's delegate. Motion passed to have the redelegate. Motion passed to have the re-pair list made out. Gangway watch is more effective and efficient than watch-men provided by the company. For the first time in 11 months all repair work was completed. Members were asked to return cups and glasses and not leave them on the decks and in the rooms.

STRATHPORT (Strathmore), April 13— Chairman, O. M. Brooke; Secretary, A. C. Carpenter. Ship's delegate reports that keys will be issued before arrival in port. Suggestion was made to give a vote of thanks to the steward's department for excellent meals. Recreation rooms should

May 25-Chairman, Charles B. Martin; Secretary, A. C. Carpenter. Although we crossed the international date line on Saturday, the captain had two Mondays in-stead of two Saturdays and said he was authorized to change the day any time he wished. Crew put in eight hours of overtime for this. Each member will give at least 25 cents to the ship's fund.

was elected ship's delegate. Suggestion was made that cold pitchers of water be provided at mealtimes and more ice be furnished. Steward promised a cold drink at noon. Table one will be used at all time by watch standers, so they can be

LAFAYETTE (Waterman), April 2— Chairman, E. Davis: Secretary, Peter Pat-rick. Minor beefs concerning food included the suggestion that meals have more variety. Ship's delegate will check on the new washing machine which should be brought aboard in Mobile. New mattresses are needed by the deck de-partment. Crew went on record as re-questing innerspring mattresses on all ships, and asking that this be entered in the new agreement.

April 13—Chairman, Joseph M. Carroll; Secretary, Peter Patrick. New washing machine and refrigerator were put on board in Mobile. Ship's delegate recom-mended that steward, who threatened mended that steward, who threatened men in his department with a hard time unless they cooperated, not he allowed to sail for a year as steward. Card play-ers should not throw cigarette butts on the deck and should keep messhall clean. Electrician said that there are no spare parts for the new refrigerator. parts for the new refrigerator.

IRENSTAR (Maine), May 3—Chairman, S. Zygarowski; Secretary, Virgil Regers. Harvey Hill was elected ship's delegate by acclamation. Only minor repairs were done, aithough the list was turned in in plenty of time. Agent in Wilmington, Calif., will be notified about repairs for the next trip. Vote of thanks was given to the deck engineer for mixing the

WACOSTA (Waterman), June 1-Chair-man, Manuel De Barres; Secretary, H. A. man, Manuel De Barres; Secretary, H. A. Orlande. Steward delegate reported that one brother will be brought up on charges for being drunk and performing aboard ship in at least five Japanese and Philippine ports, and falling to perform his work at these times. Crew asked for new linen, since almost all of the present supply either has dry rot, mildew or is torn. Suggestion was made that department delegates turn in their repair lists a few days before arrival. Night cook and baker complained that the foc'sle is much too small for the chief cook and himself.

NEVA WEST (Bioomfield), May S-Chairman, Lefty Parks: Secretary, M. Anderson. Ship's delegate will ask the first assistant engineer to anchor the washing machine. There is a balance of \$141 in the ship's fund. Steward department got a vote of thanks for good food and service. Messroom door will be locked in all foreign ports.

SANTORE (Ore), May 17—Chairman, Kellog: Secretary, H. D. Riggs. AB foc'sles need painting and more juices should be provided. Port steward needs an okay from the company to provide more cold drinks and juices. Patrolman will be consulted about whether the crew can buy their own juices.

KATHRYN' (Bull), no date-Chairman, not listed; Secretary, F. A. Bartolomel. Anibal Albe was elected ship's delegate by acclamation. A better brand of soap was requested.

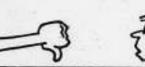
STEEL ADMIRAL (Isthmian), February 10—Chairman, John Ziereis: Secretary, Roy Poole. Ship's fund stands at 568; New men will donate 83 to the fund at Long Beach, Calif. An extra 81 will be collected for the purchase of sporting gear and film. McDonald was elected ship's treasurer. Cooperation was asked in fire and boat drill. Repairs were dis-

March 9-Chairman, B. Gary; Secreharch , McDonald. Crewmembers com-plained about the messman's routine work. He will set another table in the future. Rooms will be fumigated.

March 20—Chairman, B. Gary; Secretary, McDonald. Special meeting was called on the second cook's work. However, a member of the steward department volunteered to assist him. Second cook, therefore, was given two weeks in which to improve the quality of food.

May 17—Chairman, John A. Ziereis: Secretary, McDonald. Motion was passed to call patrolman aboard in New York to determine the reason for the bad food. Steward department will paint their rooms.

May 1—Chairman, John Ziereis: Secre-tary, McDonaid. Washing machine will be overhauled, either in New York or Bos-ton, and this will be paid for out of the ship's fund; the washing machine pump is out of order. Crew will buy a new iron next trip out of the ship's fund.



MARGARET BROWN (Bloomfield). May 16—Chairman. Roy Pierce: Secretary, B. F. Grice. Carson was elected ship's delegate by acclamation. Steward reported on the amount, and quality of subsistence stores, stating that this ship was the first of the company's ships to be stored under the new Union storing guide. There is an insufficient supply of soap powder. Suggestion was made that the slopchest be checked with the captain before leaving Norfolk. First assistant engineer should be told about clogged drains in the laundry and steward department showers.

ANTINOUS (Waterman), June 1—Chairman, R. Taliaksen; Secretary, D. Kissel.
Ship's repairs will be taken care of in New York and in Mobile. H. Killstrom was elected while delected the ship at St. Thomas. Proof of at least five rats on based must be characteristic. to the company before they will fumi-gate with gas, as they have a contract gate with gas, as they have a contract with an exterminating company and the ship is supposed to be vermin-proof. Chairs in deck lounge have not been repaired; holes in the deck have also not been repaired; beles in the deck have also not been repaired. Deck delegate thanked all members for donating purse of \$143 to his brother. There is a total of \$29 in the ship's fund and \$13 for the ball team. Each member will donate \$1 to the fund this trip. Money from the ship's fund be used to have beeks each trin. Washing used to buy books each trip. Washing machine needs a new belt. Members were asked not to use the crockery for ash trays, to return all extra linen and to stop throwing razor blades on deck in bathrooms.

> BETHORE (Ore), May 18 — Chairman, C. B. Ross; Secretary, E. L. Schmidt, Since card players habitually leave the mess dirty, motion was passed that they donate \$1 to the measman for cleaning.
> Coffee should be ready and hot for the
> watch and for all hands at coffee time.
> Jam jars should be covered.

ROBIN MOWBRAY (Seas Shipping),
March 2—Chairman, Jimmy Davis: Secretary, W. Rogowski, Motion was passed
to have both washing machines sold, and
turn money over to the ship's fund. Englacer should be told about the leaks
in the crew's heads and pantry. Desk in
messman's room needs fixing.

May 25—Chairman, Freddy Hart; Secretary, James Davis, \$20 will be donated from the ship's fund to the purser
in appreciation of his showing motion
pictures. Collection for the fund will be
made at the payoff. Rooms should be

painted. Electrical fixtures are out of order and should only be touched by electricians.

SEAGARDEN (Penin, Nav.), June 1— Chairman, Al Kramer; Secretary, Wil-liams, Action has not been taken on re-placement and repair lists submitted after the ship's first meeting. Steward department was given a vote of thanks by the entire crew. Deck department delegate reported that the gangway was rigged in a dangerous way.

TRANSATLANTIC (Pac. Wat.), May 15

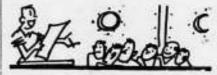
—Chairman, T. R. Terrington; Clyde L.

Still, Suggestion was made that the ship's
delegate speak to the chief engineer
about shifting the water from the wash
water tanks to a double bottom, since
the water is too hot to use. One man in
each department will clean the recreation room and laundry.

SEABEAVER (Colonial), June 1—Chairman, Al Lingham; Secretary, J. W. Tanney. Bad meat will be thrown over the side and good beef purchased in Argentina. Crew gave steward a vote of thanks for the way in which he handled this situation. Captain agreed to see what can be done about the awning at the next port. Draw in Curacao will be in American money.

STRATHPORT (Strathmore), May 3— Chairman, A. C. Carpenter; Secretary, Charles B. Martin. Meeting and inspec-tion of the ship took place with the cap-tain and a detailed repair list was drawn

STEEL MAKER (Isthmian), June 1— Chairman, Arnold; Secretary, Sal Ter-racina. Entire ship's fund plus voluntary contributions made at the payoff will be given to the widow and family of a dead brother and fellow crewmember. gave a vote of thanks to the steward's department for their efforts.



STEEL WORKER (Ishmian), May 17—Chairman, Jack Denlay; Secretary, Richard J. Peterson. Suggestion was made to see about getting a salt water shower on deck and to keep unauthorized persons out of the passageways. Fantail awning should be put up. Captain on this ship is remembered from the Steel Surveyor, whose crewmembers had the same beef as the brothers have now—bigh depochest prices. A commission of high slopchest prices. A comparison of prices between this trip and the last, under another captain, shows the big difference clearly.

ROBIN DONCASTER (Seas Shipping), May 3—Chairman, Red Biumenberg; Sec-retary, E. Max. New York port agent will be informed about last trip's repair list. H. Buckner was elected ship's del-egate. There is a balance of \$45.25 in the ship's fund. Suggestion was made that all new men donate a dollar to ship's

May 18—Chairman, Red Blumenbergs Secretary, I. Pearce. Motion was passed to have the Union officials in the port of payoff contact the public health department about the scuppers from the toilets and showers overflowing into the messhalls. Ship's delegate will make sure that the mate orders screens for all portholes. Crewmembers agreed that meals are not up to standard. This beef will be taken to the patrolman at the payoff.

TROJAN TRADER (Trojan), May 4—Chairman, William J. Smith; Secretary, Robert A. Derosia. Steward said cots were ordered for the next trip. Repair lists should be made up by department delegates and given to the captain. Suggestion was made to have the patrolman check on previous promised repairs. Weather doors on main deck should be sprung into shape and new gaskets supplied, if necessary. plied, if necessary.

May 25—Chairman, John A. Sullivan; Secretary, R. A. Derosia. Vote of thanks went to the baker for his excellent work. Patrolman will be notified that Patrolman will be notified that commu-nications are not being received through the mail. Need for first aid kits in the engine room and in the galley will be brought to the patrolman's attention.

CHIWAWA (Cities Service), May 25 Chairman, James Canard; Secretary, Sid-ney Segree. Ship's fund now stands at \$36.45. Disputed overtime will be turned over to the patrolman at the payoff. Milton Hintor was elected ship's delegate by acclamation. Greater variety of sea food was suggested. Retiring ship's del-egate got a vote of thanks for a splendid

ANNISTON VICTORY (South Atlantic), April 23—Chairman, J. S. Bragg; Secre-tary, L. E. Harris. Delegates reported everything in good condition. Laundry should be left clean after use. Sanitary men will arrange a definite time to clean the recreation room and will show the the recreation room and will clean the water fountain too. Suggestion was made that anyone who raises a disturbance by getting drunk should stay on shore, and not keep members awake who like to sleep.

May 18—Chairman, Bill Brown; Secretary, L. E. Harris. Motion was passed that no one sign on for the next voyage antil a new ice box has been provided. Motion passed to have all draws in the United Kingdom made in US currency.

ALICE BROWN (Bloomfield), May 21. Chairman, Paul Marquest; Secretary, S. T. Arales. Suggestion was made that requisitions for the next voyage be or-dered now, since there was a shortage of a few items of foodstuffs this trip.

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. OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION . ATLANTIC AND GULF DISTRICT . AFL.

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A hearty "well done" to the hundreds of newcomers who entered the ranks of the SIU during the recent boom in shipping.

Oldtimers and youngsters alike you've proved yourselves to be worthy SIU men.

Your participation in the Union's affairs on ship and ashore have helped to make the SIU stronger. Your continued support will aid the SIU in its never-ending program of bettering life for all seamen.







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