VOL. XIV No. 5

# SEAFARERS & LOG

MARCH 7

. OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION . ATLANTIC AND GULF DISTRICT . AFL .



# Members Soon Will Be Issued **Deluxe Books**

Seafarers in the Atlantic & Gulf District will have a real beauty in their hands before long when distribution is begun on the new SIU Union Book.

enmasse, because they only accom- time. modate a 10-year or 12-year record at most, has necessitated the new book issue, and its promises to be

It is expected the trade-ins, old bock for new, will begin within a month, since proofs and samples are already completed and mass printing of the valuable little vol-

## **Court Bans** Tug Aid In Oil Strike

Seeking to gag organized labor support assisting the striking Tidewater Oil Employees Association, oil barge operators have secured a temporary New Jersey restraining order against the International Longshoremen's Association and its Marine Tugboatmens Local 333.

The 2,000 workers in the TOEA, an independent union, broke with management nine weeks ago after balking at stalled negotiations for a new agreement. Their efforts to enforce the beef at the Tidewater oil refinery and tank farm in Bayonne, NJ, have been aided by the ILA, MM&P and the SIU.

Obtaining the injunction in Superior Court, Patterson, the barge operators, who transport oil products in the harbor area, asserted that the activities of longshoremen in helping the strikers was harming their business. Meanwhile, the strike is continuing as actively as before.

Seafarers at a headquarters branch meeting February 13 voted to assist the striking refinery workers with a \$600 cash gift.

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The expiration of many books ume will turn them out in jig

The exchange of books will be at no cost to the membership in line with the Union policy of providir g all services w.th no charge attached. They will be distributed a batch at a time, in keeping with a new numbering policy set-up conforming to alphabetical listing. Seafarer Brown will have a B-number and Smith a number beginning with S. Since many men have a sentimental attachment to a number that they've sailed with for so many years, a space has been left in the new book for former book numbers.

The design is similar to the existing model. That's where the comparison stops, however, as a thorough overhauling has been made to bring record entries and all data up to par with current bookkeeping methods of the Union. 14-Carat Job

The book will have an all-leather cover, gold-leaf lettered with the man's name and number, and 14carat gold tips to keep it whole. Inside pages will be waterproofed and will have a place for an identifying photo of the Seafarer. An attractive folder will be provided,

(Continued on page 17)

SIU Story On Airwaves



Story of SIU operations and Union's newspaper were discussed on industrial relations program over Fordham University's radio station WFUV Thursday, Feb. 28, by Herbert Brand (center) editor, and Bernard Seaman (left), art editor, SEAFARERS LOG. Program's moderator was Robert J. Mozer.

# Get Lawyer, NMUers Told

The NMU has a few words of solid advice to its ill members who are unable to collect maintenance and cure benefits from the operators. According to the last issue of the NMU's newspaper, members who have difficulty getting such benefits which are provided

for in that union's contract+ have to pay for legal aid to says flatly that men should get can not be obtained through the collect them.

lawyers when "claims for main- help of the Union representatives." The article, quoting National tenance and cure benefits . . .

As far as weekly hospital bene-Secretary Neal Hanley of the NMU, are contested by the operators and fits and death benefits are concerned, the NMU Secretary says that "lawyers are not needed" to collect them, and continues that "Union officials in every port are prepared to give necessary advice needed" in collecting these claims,

Members Victimized The reassurance on legal aid was offered, the article said, when it was learned that members have been "victimized by having to pay legal fees to obtain claims to which they are justly entitled under the . . . Welfare agreement.'

In other words, beneficiaries and members of the NMU in order to collect benefits from the Insurance company to which the NMU turned over its welfare plan, have been compelled in some cases to get a lawyer before they could receive their just due. In at least one instance, previously reported in the LOG, the widow of a NMU member had to go to court to collect a death benefit.

A SIU Welfare Fund spokesman commenting on the article, de-I am looking forward to my first clared, "The reason so many NMU I was very proud that our in- opportunity to visit the New York members and widows of members ad to run to lawyers to their claims settled is because the NMU has abdicated its responsibility to represent the members and turned over its whole welfare operation to an insurance company.

## SIU Handles It

"Where the SIU distributes hospital benefits every week in the form of cash to the men in the hospital, and mails out death benefit checks immediately upon receipt of death certificates, the NMU member or beneficiary has to make application to the insurance company. The company is never anxious to give out money and will investigate and delay and sometimes refuse benefits, compelling the member or his widow to hire a lawyer."

When it comes"to maintenance and cure it has always been the practice in the SIU for a Union representative to go after the company and collect such benefits if they are disputed, in contrast to the NMU policy of telling members that the union can do nothing for them, and me assertine of

# SIU's Plan 'Amazing:' Sen. Murray

(The following article was written expressly for the SEAFARERS-LOG by Senator JAMES E. MURRAY (D.) of Montana, Chairman of the U S Senate Committee on Labor and Public Welfare.)

I first became well acquainted with the Seafarers' International Union, Atlantic and Gulf District, during the investigation by my subcommittee of labor relations between the Union and Cities Service Corporation. The invest'gation revealed that the Union's efforts

# Sailors Union **Born 67 Years Ago This Week**

The 67th birthday of the Sailors Union of the Pacific was celebrated wherever SUP men sail.

It was on March 6, 1885, that a Street wharf in San Francisco to form a union that was later to become the SUP.

The impetus to the meeting was of the tanker industry. a shipowner plan to cut the men's wages to \$20 a month. It was decided then and there that the only I am sure it will do much to assist way to fight the scheme was to your members. The Union has asform a union. The 220 men pres- sumed a great responsibility in the ent raised a sum of \$34 to rent a administration of a joint plan, and meeting hall for the next night. At that meeting the union was estab- ion, certainly in the maritime inlished and a constitution and by- dustry, to actually make vacation laws were unanimously adopted.

Simple ceremonies were held yesterday in San Francisco to commemorate the occasion.

The men of the SIU A&G district on this birthday say to the SUP, "Steady as she goes, broth- that your Union will continue its

to organize tanker seamen had met with vigorous resistance.

Happily, as we found, the Union was strong and intelligently organized and led, and was able to overcome employer resistance. The struggle was certainly one of the epics in the history of American labor, and at the conclusion of our investigation I had a deep and abiding admiration for your great Union. Incidentally, throughout my boyhood I always wanted to go to sea. Undoubtedly the glamour and romance of seafaring has greatly added to my interest in your af-

vestigation played a constructive yesterday in San Francisco and part in the establishment of good operation. labor relations in the Cities Service tanker fleet. I know that after the high executives of Cities Servgroup of aroused seamen, an- ice learned the facts, they made a gered at shipowners' wage-cutting determined and effective effort to schemes, gathered on the Folsom establish good relations. According to my information, the Union and the corporation now enjoy peaceful and stable relations which contribute much to the well-being

> I have recently heard of the establishment of your Vacation Plan. so far as I know it is the first unpayments to its members. I think it is an amazing feat that the Union could pay out in excess of \$100,000 in one week, in 13 ports, without a serious mistake.

I have the utmost confidence SUP, "Steady as one goes, brothe unusual growth in atrength and



Senator James E. Murray

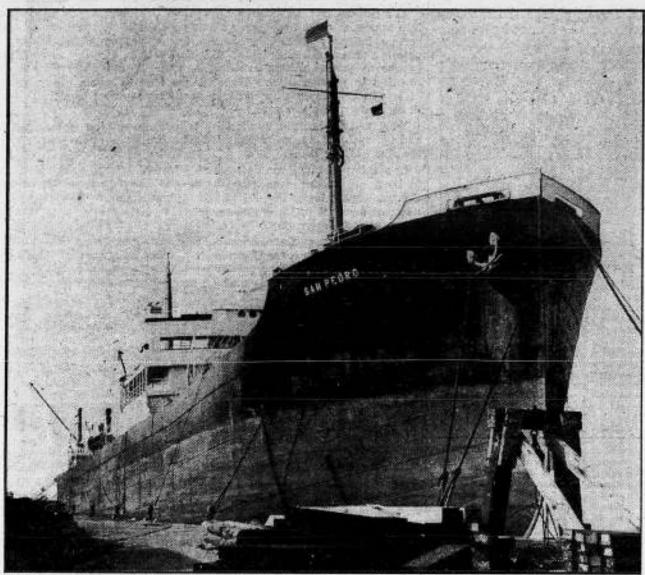
numbers under able and devoted leadership.

hiring hall and see it in act

Current LOG Biggest Ever

The new, streamlined LOG will be a 28-pager beginning this issue and continuing through subsequent editions of the Seafarers' own newspaper. The addition of four extra pages has been prompted by the expanding welfare and brand new vacation operations presented in full in the LOG, as well as the desire to include additional news and feature reading matter. The fact that this issue marks the largest SEAFARERS LOG ever presented to SIU readers can be attributed wholly to the mounting interest and support by the membership to make their paper the most alert and attractive Union newspaper in the world.

# US Port Security A Myth



Wide open for potential subversive traffic to and from ship, the Panamanian - registered San Pedro lies at dockside at foot of Wolcott Street, Brooklyn. Pier gate was open with no guard and LOG reporter boarded ship and took photos without being questioned. Crewmen were all foreign nationals.

# **SIU Vacation Payments Well** On Way; 200G's In 3 Weeks

Continuing to serve up thousands of dollars in vacation benefits with every working day, the SIU Vacation Plan paid out over \$200,000 after only 20 days of operation. While the

pace has slackened off a bit from the early rush, payments include the thousands of dollars in the two-week period Monday, February 19, through Saturday, March 1, totaled \$102,-896.59. Added to the money paid out in the first week's comes to \$202,067.57.

The above-listed figures apply to vacation pay only and do not

# Co's Nearing MidwayMark In Back Pay

With some shipping companies completing all payments and others not yet beginning, payment of retroactive wages to Seafarers back to November 1, 1951, shows a spotty aspect. A good number of the small companies and some of the larger ones, notably Waterman, Calmar and Cities Service, have virtually wound up the job of making payments. Others are well on the way toward completion.

paid out weekly by the Seafarers Welfare Plan in death and hospital benefits.

In the 20 days since the Plan first started paying out benefits, a total of 3,183 Seafarers have reoperation, the grand total ceived vacation checks from \$35 on up, depending upon the total number of days on their sea and port time discharges. The largest check paid out thus far went to Seafarer Edward Zebrowski, OS, covering the period from June 1, 1951, when the plan went into effect, until February 26, 1952, when he signed off the Lewis Emery Jr. Zebrowski received a \$105.36 for the ninemonth period. Maximum obtainable for a full year's sea and port time is \$140. Zebrowski had been riding the Emery steadily on the coal and Army cargo run to Eu-

Smooth Job

Despite the tremendous amount of clerical work involved in handling the applications in New York and in all outports, the job has proceeded with remarkable smoothness. After the initial rush of payments subsides, the Vacation Plan expects to pay out benefits in an even shorter time than it now takes between filing of application and issuance of check. In New York, the Plan has gotten the time limit down to one-half hour and is confident it will be turning out the checks within 15 minutes of filing. Payment in the outports is At this stage it would be difficult necessarily limited in speed beto estimate what percentage of cause of the mailing problem, but

deck maintenance men, over the stewards department workers are (Continued on page 17) (Continued on page 17)

March 1.

proval of the Wage Stabiliza-

tion Board is required which

make for some delay in get-

ting the money to the men in-

volved, but in any event pay-

ment will be retroactive to

monetary matters at anytime+

Stewards Overtime

during the contract's life. Ap- dividing line on overtime rates, to receive overtime in the home the Union emphasizes that the port for work before 8 AM or existing overtime rates paid for after 5 PM. Questions have arisen the various ratings will continue under this clause as to what the for the remainder of the contract. home port was. It was determined in negotiation sessions that the In addition to the wage in- home port was the port of payoff creases, clarification was reached with two exceptions. The home port for all Robin Lines ships is Although the newest increase partment overtime on freight New York, and for all companyputs some of the day men, notably ships. Under the existing contract, owned ships of the Mississippi (Continued on page 17)

# Failure To Screen Foreign-Flag Ships Perils US Security (Copyright, Seafarers Int. Union, A&G Dist., 1952)

Despite the establishment two years ago of a security program for America's waterfront, our piers, harbor facilities, oil terminals and drydocks are wide open to any potential enemy.

Thousands of seamen aboard foreign-flag ships arrive in United States ports every day with virtually no

restriction on their movements or check made of their back- threat. The question might even be grounds.

Guised as seamen, a small army of saboteurs, spies and spy couriers could be landed in this country with little to stop

While the United States Coast

Guard, which is charged with operating the security program, has checked the security of the 400,000 American seamen and longshoremen, the biggest danger to the na-

tion's safety has been left unchallenged, and indications are that little if anything is being done to plug the hole in this country's security program.

While American seamen are screened, the procedure made more difficult for American seamen to get duplicates of lost papers and even the men sailing on the Great Lakes must undergo the screening process, the gate is left wide open to a really dangerous

raised: Is the security program really aimed at making the ports spy-proof or is its intent to give the Coast Guard tighter control of American seamen?

The staunchly anti-Communist Scafarers International Union, which in this matter is working with the Coast Guard in its attempt to minimize the dangers to the vitally important ports of this country, undertook this week to learn what, if any, steps are being taken to plug the dangerous gap. The result was startling!

The New York office of the Coast Guard reported that it was aware of the shortcomings of the security program as it is now operating, but



Under the present security program:

 American seamen Longshoremen are screened, yet no provision is made to screen possible subversives on foreign ships tying up in our

• Unscreened foreign - flag ships tie up at restricted piers barred to unchecked Ameri-

• Hundreds of foreign seamen jump ship here every

The McCarran Act bars "suspected" visitors: no such rule on foreign seamen.

• Enemies - for example, the convicted Communists now at large - can escape this country on those foreign ships which require no seamen's papers.

could not report that steps are being taken to clamp down. Restrictions on foreign seamen aboard foreign-flag ships actually are no more stringent today than they were prior to the security program.

Half-Way Check The Department of Immigration stated that it checks crews of foreign ships for possible undesir-(Continued on page 10)



First Scafarer to apply for vacation pay in Lake Charles, Melton R. Henton (right) hands completed form to SIU Agent Leroy Clarke. He got a check of \$89.04, for 229 workdays.

A \$30 increase for all day men in the deck and engine departments, with the exception of wipers who will get \$15, went into effect on March 1. The latest increases were negotiated by the Union under the exclusive SIU reopening clause which allows for renegotiations on

on the question of stewards de-

# **Lame Ship Draws Shrimp Boat But Coast Guard Aint A 'Comir**

Mobile.-Like the traditional "Queen for a Day" stripped of her trappings the morning after, the SS Cape Corwin retraced its ghostlike course to New Orleans and once again comfortably settled herself in this port's layup fleet.

Allocated to the Waterman Steamship Company under government authority, the vessel was withdrawn from the boneyard near Mobile and, with an SIU riding crew aboard, towed to New Orleans to be refitted for active service. She no sooner arrived there, after a hectic 17-day tow on a trip normally taking three to four days, when she was declared unfit for service and marked for a return to the reserve fleet.

The incident, costly in dollars to the Government and in hardship for the four Seafarers making up the riding crew, also drew the fire of the SIU participants because of the role of the Coast Guard in the situation. In a report to the LOG, brothers Paul Chattey, W. H. Graddick, Charles O. Lee and Clyde Rayford set forth what transpired.

The Cape Corwin left Mobile for New Orleans on the last day of January under tow of the tug H. C. Whiteman for New Orleans. On February 1, the tow line parted and, due to heavy seas, the tug was unable to make contact with the fathoms of water and dropped anchor; however, the hook would not hold until they drifted into nine feet of water.

No Lifeboat

noted, the sea had gone down enough for them to have been able to launch a lifeboat-if they had one-and get supplies from the tug, which was standing about five

112, appeared February 3 and ship. The steward men are though it chinned with the tug for a while, also made no attempt to contact the Cape Corwin, despite distress flags flying, a barrel of oil burning on deck and other indications that aid was needed at once. The next day, the Whiteman moved in to about three miles away and sent over a boat-but still no groceries. Fortunately, no one aboard was sick or hurt at the time, the SIU quartet agreed. \*

February 5 brought no change in the situation and the men took to chopping up hatch boards for heat. Some of the water supply was used up the following day for washing so the men could get themselves clean and finally the skipper, who was riding with them, be made to get fuel to cook and ror in utilizing marine radar data heat with they'd be forced to get may help nip future collisions at ashore some other way.

This was accomplished by one of the Seafarers "hitching" a ride on a shrimp boat to the tug H. C. navigator to visually track the Smith, and getting in touch from course and speed of vessels to dethere with SIU officials in Mobile, who contacted Waterman and meet or cross. The non-reflecting arranged for a shrimp boat to de- plastic screen is edge-lighted and the men on the evening of the speedier interpretation of observseventh, after a week of founder- able data.

With the outside world now aware of their plight, assistance the information or utilize a maneuwas rushed to the scene and tow lines were gotten aboard to float the ship down to New Orleans.

The fact that the ship was subsequently found not up to standard and towed right back again where it came from, with a different crew aboard, was bad enough from the taxpayers' standpoint, the Seafarers remarked, but why the Coast well as the probable time of con-Guard didn't see fit to look in on tact. them or let them in on the secret if they had changed distress sig- ess could mean fewer sea mishaps nals is one of the mysteries they'd and losses of life, maritime ob-



Trip on "ghost queen" Cape Corwin was a real hard-luck junket for (L-R) Seafarers Clyde Rayford, W. H. Graddick, Charles O. Lee and Paul Chattey.

# powerless ship. Drifting for several hours, the Seafarers sounded 10 MCS Charges Flop; CG Clears SUP Men

Five SUP crewmembers of the Alaska Bear have been The following day, the men cleared by a Coast Guard examiner of charges brought against them for violent and unruly behavior aboard the ship

and in foreign ports. At the+ ing the vessel in Karachi, In-A Coast Guard boat, the Nike dia, and refusing to work the members of the Communistcontrolled Marine, Cooks and Stewards Union.

Exoneration of the five deck hands was hailed by the SUP as foiling a frame-up.

The Alaska Bear left San Fran-

# **New Radar Rig**

A plastic "reflection plotter" deas told that if no attempt would signed to cut down chances of ersea.

> Designed to fit over the radar termine the point where they may

Use of the new device does not require the navigator to remember vering board. Wax-pencil markings on the plotting surface appear to be reflected as though they were on the face of the screen, so that the luminous radar "pips" can be retained. Several successive "readings" will enable a calculation of where the ships might meet, as charges as unfounded.

If constantly followed, the procservers say.

same time, members of the cisco last October 4 for the Orient. steward department, who Upon arriving in Karachi, India, miles out from them, but the tug brought the charges, are still the steward department told the made no attempt to find out their awaiting hearings for delay- captain they would refuse to work unless the five SUP men were discharged. The reason given for this was that their lives were threatened by the sailors and they could not continue work.

## Stewards Obstinate

A hearing was then held by the American vice-consul in the port of Karachi. He found no grounds for the steward department behavior and ordered them to sail the ship. However, when the vessel left Karachi, the men refused to work, and the captain put them in the brig on bread and water. One of the SUP men involved, Gottfreid Ruff, a carpenter, took over the galley for the next leg of the trip. When the ship arrived in Cochin the stewards went back to work.

On the ship's return to San Francisco, January 17, the stewards department and the five SUP men were taken off for an investigation by the hearing examiner of the local Coast Guard in San Francisco, who found nothing against scope, the plotter enables the any of the deck hands. The men subsequently returned to work on the Alaska Bear.

However, they were not in the clear yet. Just before the ship was ready to leave again, the stewards liver stores, fuel and cigarettes to has an optical set-up permitting department refused to sign on and on February 3, the Coast Guard again took the five men off to face 21 charges preferred against them by the stewards. A trial was then held before Daniel H. Grace, Coast Guard hearing examiner from New Orleans who was brought in as an impartial outside hearing officer.

> After a five day trial, during which the chief mate testified that the SUP men had done their work properly and fulfilled all orders. the exact course and the point the examiner dismissed all the

> > The SUP is still looking forward with interest to the outcome of a Coast Guard hearing on the memhers of the steward department for their refusal to work the ship out of Karachi.

# SIU NEWSLETTER rom WASHINGTO

The current investigation by the special Congressional subcommittee into tanker sales of the former Maritime Commission, negotiated with certain interests headed by Joseph Casey (former Congressman) is pointing up the alien control of US corporations engaged in shipping. Insofar as the acquisition of ships from the Commission is concerned, the Senate subcommittee will never be able to prove any violation of law in the Casey ship dealings or that undue influence was used in receiving the allocations.

What will be brought out is that, legally, everything was on the up and up, and that everyone complied with the letter of the law but not the spirit of the law.

One thing that will result from this investigation, however, is sure to be a recommendation from the special Senate subcommittee that Congress enact legislation to tighten up any loopholes existing now in Sections 9 and 37 of the Shipping Act, 1917, having to do with transfer of vessels to foreign flags.

Another result of the current hearings into the Casey ship dealings with the former Maritime Commission is the revelation that US owners may charter to foreign corporations at very low rates and, therefore, reap a huge profit, tax free, through the operation of the vessels under foreign registry.

The US Coast Guard, it will be recalled, was authorized sometime back to use 500 officers and 4,200 men to conduct a limited port security program in 10 major ports of the United States and in 4 fields of activities. These four fields consisted of, first, screening of seamen to eliminate subversives; screening of dock workers; protection of all port areas; and the control of shipments for explosive loadings.

Throughout the country, Coast Guard has issued some 225,000 validated seamens' documents so that this phase of the activities is pretty well cleaned up.

However, the stevedore problem is still before the Coast Guard, and it is expected that by the end of June 30, 1952, about 225,000 stevedores also will have been screened.

Something that has been brewing for a long time but has never been faced head-on is the subject of Government competition with private enterprise in the steamship business. This matter will come in for a lot of attention in a couple of months before a special Subcommittee on Sea and Harbor Transportation, of the House Armed Services Committee.

During the past few weeks some elements at the Capitol, not directly connected with the House Armed Services Committee, have quietly been digging up facts as to competition to privately-owned ships offered by the Military Sea Transportation Service. Although this matter at the moment is held to be confidential, figures thus far unearthed by some of the staff boys in Congress will show that numerous passengers (in addition to cargo) have been carried on MSTS vessels that could, and should, have been carried by American privately-owned

In addition to Government competition with shipping on the high seas, the special House Armed Services Subcommittee also has been delving into the matter of Army-Navy competition with private bargetug operators within the immediate port areas throughout the country.

The Chairman of the special Subcommittee, Representative Havenner. California, is very friendly to the cause of private enterprise, wants to keep the Government's competitive ship operations down and, with just a little persuasion from those interested in the merchant marine, would be only too happy to recommend, in the final analysis, a firm policy prohibiting Government competition when privatelyowned ships and tugs are available to do the job.

\$ Over the objections of some maritime unions, the Departments of Commerce, Treasury and the Federal Communications Commission are teaming together to work for passage of legislation to suspend the 6 months previous service requirement during the emergency, in connection with radio operators on cargo vessels.

The position of these Government agencies is based on the current shortage of radio operators.

The Federal Communications Commission recalls that some unions had opposed such a move, primarily on the basis that safety required that radio operators be experienced. However, FCC emphasizes that the proposed legislation it favors does not automatically suspend the previous sea experience requirement but would only give FCC authority to modify or suspend it for limited periods of time when it might appear that such action is necessary.

Officials of FCC, recognizing the desirability of having experienced radio men as operators aboard ships, state that they are no more inclined to waive this requirement "except when necessary," than they are to waive any other requirements of its rules designed to insure operators are fully qualified.

For many months, the US merchant marine has been expanding, primarily because of the addition of Government-owned tonnage thrown in to take care of abnormal requirements. However, the peak has been reached, with the active merchant fleet amounting to about 2,046 vessels. Unless the emergency becomes worse, this fleet gradually will begin to decline, and when all of the Government ships have been returned to reserve, will amount to a maximum of 1,250 privatelyowned vessels still in operation.

In the meantime, American shipowners will keep the Government advised as to the availability of privately-owned ships to carry foreign aid shipments so that the Government can schedule the orderly return to inactive status of government-owned ships now carrying the coal, grain and other bulk cargo shipments.

# Insurance Agents Laud SIU Support In Strike

Expressions of thanks for aid rendered by the SIU to the Prudential Insurance strikers have been received from both national and local officers of that organization.

The insurance strikers, membersa of the Insurance Agents International Union, recently concluded an 82-day strike against the Prudential Insurance Company which won them wage increases and other improvements for some 15,000 agents. It was the first successful large-scale white collar strike of its kind.

In the course of the strike the

# Yarmouth, Eva Sales Stalled By US Rules

Efforts by the Eastern SS Company to sell two popular cruise ships long familiar to Seafarers have been snagged so far by governmental requirements imposed on the prospective buyer despite US Maritime Administration approval of the sale to Brazilian in-

Affected by the proposed sale to the Companhia de Navegação São Paulo are the sister ships Evangeline and Yarmouth, both of which had worked the cruise lanes between New York, Boston, Nova Scotia and the Bahamas.

Holding up the sale are a maze of federal regulations that would make the buyer conform strictly to US laws, according to a spokesman at Eastern.

Among these are the requirements that the ships be made available to the US during an emergency, that they not be sold without Federal Maritime Board permission or transferred to another flag, and that they have to be sold or chartered to the US, upon request, under the same conditions as if they were owned by an American citizen.

Additional limitations are imposed on where they may sail. The new owners must agree not to operate them in trade with Soviet-dominated countries or anywhere else than the Western Hemisphere, this last further limited by a ban on possessions.

The Evangeline has been out of service since September, 1950, laid brought to the Lakes through the up at a Hudson River pier. Com- Mississippi River and the Illinois pany officials state, however, that waterway. Owned by the Southern summer cruise plans for the Yar- Steamship Company, she has been mouth are going forward unless purchased by the Huron Portland

SIU membership twice voted financial contributions totaling \$1,-250 to the insurance agents. Seafarers also made daily trips to strike headquarters in Newark with coffee, donuts and cigarettes for the strikers. The SIU's assistance to the strikers, financially and otherwise, was greater than that rendered by any other union in the New York area, the heart of the walkout.

"Morale Booster"

Isidore A. Landsman, regional organizer for the Union, wrote to SIU Secretary Treasurer Paul Hall that the daily trips made by Seafarers with donuts, coffee and cigarettes "was certainly a great morale booster."

"The visit by the striking agents to your fabulous headquarters in Brooklyn," he added, "was an inspiration to them."

Similarly, Oscar d'Adolph, acting president of Local 19 of the union wrote, "Mere acknowledgment of your contribution . . . could not possibly express for my membership and myself our deep appreciation."

"Please accept my heartfelt appreciation for all you have done for us and our neighboring locals in New Jersey."

James Moran, Jr., trustee for the Insurance Agents, wrote in a similar vein, declaring, "I wish the Seafarers Union for the great help they have been to us in the strike. Their generosity made this small success possible."

# Ship Switching To Great Lakes

A 6,020-ton ocean freighter will go into service as a Great Lakes cement carrier by 1953.

The Coastal Delegate, now under charter to the Bull Line for trade between New York and the West Indies, will continue in that service until mid-1952, when it is expected to go into a Hoboken shipyard for calling at ports of the US and its alterations in preparation for its new career.

The 321-foot vessel will be

# Master Deaf To Crew Plea As I Dies of Food Poison

Just returned from a hospital siege in the Azores, two Seafarers off the Longview Victory related a harrowing tale of food poisoning striking down six crewmembers and bringing death to one of them. They charged neglecf by the captain was indirectly responsible for



Clarence Arnold (left) and M. M. Currier, crewmembers of the Longview Victory, back in New York after suffering a severe case of food poisoning on the ship which led to their hospitalization.

# Oil Paintings Lead In SIU Art Entries

Oil paintings held an early lead as entries started coming to thank you and other members of in from far and wide in the First Annual Seafarers Art Contest. The number of oil paintings which have been received thus far came as somewhat+

> high degree of skill required to produce a good oil.
> With the deadline for entries set

at May 10, 1952, there is still plenty of time for all ambitious Seafarer artists to enter any one of the four categories covered by the contest: oils, watercolors, drawings and miscellaneous which includes any type of sculpture, carving or handicraft work. There's plenty of opportunity to pick up a prize too, since three prizes will

'Convoy Safe'

In Simulated

of a surprise in view of the be distributed in each category. and there is no limit on the number of entries or on one man entering more than one category in the contest. Nor is there any limitation on the subject matter of the art work.

Some well-known Seafarer pen and ink artists are yet to be heard from. Interestingly enough, most of the entries coming in so far are from men who had never contributed to the LOG previously.

Use Registered Mail Contestants who want to submit entries should mail them to the Art Editor, SEAFARERS LOG, 675 4th Avenue, Brooklyn. It is desirable to send the entry by registered mail to make sure the work doesn't get lost. It is also very important for the contestant to identify his entry very clearly by

All entries, winners and losers, voy indicates that the Defense will then be returned to the own-

## putting his name and address on the back or bottom. A Navy tactical maneuver in the middle Atlantic area involving will be exhibited in New York is the largest city in the Azores simulated attack by undersea craft headquarters for a week following on a "dummy" merchant ship con- conclusion of the contest. Entries

is - stolen philosophy should an emergency arise. Atlantic Fleet exercise Convex III, concerned with the protection of merchant shipping, is now underway with about a hundred ships. The first convoy to "safely" reach port pulled in at Charleston, SC, last week. No merchant ships

Department is employing a lock -

the - barn - before - the - horse -

euver. Through the simulated "enemy" attack, the Navy strategists hope to develop techniques for defending US merchantmen, too often sitting ducks in the face of enemy attack, if and when the necessity for transporting troops and supplies in

are actually being used in the man-

A force of 60,000 is engaged in the exercises. Seafarers sailing the sealanes along the Atlantic seaboard from Maine to the Caribbean may possibly observe the operation, which will continue through March 19.

another war develops.

## SS Alice Brown 'Hits the Bricks'

Philadelphia-The SS Alice Brown took an unexpected cargo to sea with it, although the extra load never got to the vessel's next port of call. The hazy weather obstructing the view of the pilot when the Bloomfield ship departed from pier number five caused the ship to take half of the tower at the head of the pier to sea with it, Pat McCann, ship's delegate, reported. Though the ship suffered no damages, it is unofficially disclosed that the bricklayers of Philadelphia extended a vote of thanks to the ship for making extra jobs for the local membership because of repairs necessary to the tower.

the death of James Doherty, AB, and prolonged and serious illness for Clarence E. Arnold, wiper; and M. M. Currier, AB who were worst affected by the ailment.

Furthermore, they said the ship's operator, Victory Carriers, was not far behind in its callous neglect of the ill seamen. After the men had been put ashore in the Azores Arnold said, the company not only failed to notify his wife but cut off the allotment on which his wife and two children were dependent, without a word of explanation to

Just Left Port

The Longview Victory had just left the port of Brake, Germany, near Bremerhaven January 31 and was running into the English channel when Doherty, Arnold and Currier suddenly took ill about a half hour after lunch. They suffered from continuous vomiting, diarreah and severe cramps. Several other crewmembers were stricken that same evening. The exact cause of the poisoning is not known, although some maggots were found in creamed corn which was served to the crew.

Although within easy reach of half a dozen channel ports where he could have put the men off for medical attention, the captain failed to do so. The men involved sent word to the captain that they were in bad shape, but evidently the captain and mate thought that they were putting it on, because as the mate put it, "they don't have a temperature."

Belated Advice

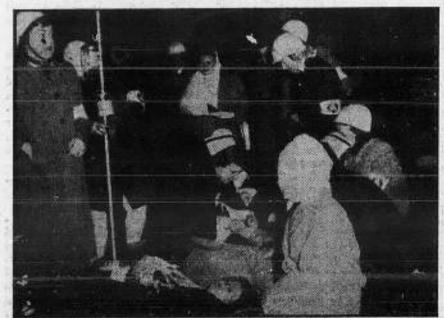
Further, as far as Arnold and Currier can tell, it was not until they were well out to sea and still severely ill that the captain radioed for medical advice. He was notified that the men were suffering from food poisoning and should be given milk of bismuth. By this time, however, they could no longer put into port as they were out at sea. It wasn't until they were ill for a full week that the ship finally put in at Horta Fayel in the Azores on February 6. But it was too late for Doherty. He died before he could get medical aid.

Even ashore the sick men's troubles were not over. Hospital facilities in Horta Fayel were primitive, as there was no heat nor any modern equipment. The two men could not understand why they were not put ashore in Puerto Delgado which where they could get better care. The same viewpoint was held by the American consul in Puerto Delgado. "Incidentally" Arnold said, "the consul was never notified of our illness, though the captain was supposed to send word to him. It was only when we got out of the hospital 18 days later and went to Puerto Delgado ourselves that he found out about it."

Back home now, the two men are still receiving treatment. Arnold's eyes have been affected by the illness and are badly bloodshot. Currier, who had only one kidney to begin with, has apparently suffered damage to it as he still has back cramps and headaches.

An SIU headquarters representative, when notified of the case, declared, "This kind of treatment is further evidence of the utter disregard some operators have for human lives in their pursuit of the dollar. It isn't the first time that seamen have been neglected in foreign ports because there ish't any Union representative around to keep the operators in line."

## Aftermath Of "Air Raid"



Bomb "casualties" are treated by Civil Defense aids and nurses in course of mock air-raid drill held at SIU headquarters in Brooklyn. "Victim" is receiving plasma transfusion while other "wounded civilians" await further care.

# New Drugs TB Seamen's Cure?

New hope for the many Seafarers who suffer from tuberculosis is contained in the announcement that two new "miracle" drugs have proved highly effective in treating the disease.

Thus far the two drugs, rimifin Matthew Bruno, a patient at the TB germ might develop resistance (or nydrazid) and marsilid have been utilized on an experimental basis in ten hospitals only, two of them being New York City hospitals and the other eight being Veterans Administration Hospitals. A limited number of patients at the hospitals involved have been receiving treatmer, and - have shown marked improvement in advanced cases of TB. All experts in the field, however, are unanimous in cautioning the public that it is too early to tell the real value of the new compounds.

## Not in USPHS

A spokesman at the Staten Island Public Health Service Hospital said that at present none of the USPHS hospitals where Seafarers are treated have yet received any supply of the new medications.

gone by of poor food, overcrowdwhich contributed to its spread.

Seafarers at the Manhattan Beach hospital, which is an institution for TB patients, were reported dramatic effects on TB patients to be considerably cheered over who were too far gone to operate,

about the news

Bruno

many times before that they want to wait and see before saying anything. They do say that they

timistic. They've

been fooled so

have some of these new drugs on order for us. It has made us a whole lot happier and everybody is keeping up with the stories about it in the papers."

The two new drugs have been six years in the making at two drug companies. They are synthetic compounds made out of coal tar derivatives and promise to become very cheap when mass-TB has long been a scourge of produced. The actual production seamen, particularly in the days of the drug involves only two major steps, conversion of a coal ing, and ill-ventilated foc'sles tar derivative known as gamma picoline into isonictonic acid, and then into rimifin.

While the new drugs have had the new development. Seafarer doctors are cautious because the

hospital, declared, "We're all happy to them. In order for the drug to be effective in the long run, it has but the doctors to be able to overcome this reare not too op- sistance.

Patients who have received the drug at Sea View Hospital, a New York City institution on Staten Island, were those who were considered hopeless. Appetites were quickly regained, and became ravenous. Coughing stopped and weight gains of five to ten pounds a week were common. Patients who were bed ridden could get up and walk.

Giant super-super tankers, able to carry more oil than five typical pre-war ships, are expected to be under construction by next year in the yards of the Bethlehem Steel Co.

Two 44,000 deadweight ton tankers ordered from British builders by the same company have already lost their title as the world's largest with the placing of orders for two 45,400-ton capacity bottoms 700 feet in length. The ships will be longer than the biggest American flag liner now in service, the America, although they will still be dwarfed by the 990-foot United

The super-supers will be operated by owners of the largest independent tanker fleet, World Tankers, and will have speeds exceeding 16 knots, despite single screw propulsion.

An estimated cost of \$10,000,000 will turn the vessels out by December, 1953, for active service, double the price of currently working 28,000-ton super-tankers and six times the price brought by T-2s sold by the government under the ship sales act.

Each of the 45,400-ton giants will

# Top of the News

THEY'RE MAKING IT OFFICIAL NOW-With representatives of 14 countries attending in Lisbon, Portugal, the North Atlantic Treaty Organization (NATO for short) has agreed on formal establishment of a united armed force for Europe, including divisions from West Germany, France, Italy, Belgium, the Netherlands and Luxemburg, Present plans call for the establishment of an army of 50 divisions by the end of 1952 in Western Europe, as well as for the construction of airfields, roads, depots, and other building projects. Greek and Turkish troops were brought under General Eisenhower's command, although they will be apart from the so-called "European Defense Community." This setup makes it possible for German troops to participate in the united armed force without being a full-fledged partner in "NATO."

THE BIGGER THEY ARE . . .- Texas oil millionaire Glenn Mc-Carthy, quite a headline grabber these past few years, is suffering from a widespread ailment common to us all-financial trouble. McCarthy is in hock to the tune of \$34,100,000 to the Equitable Life Insurance Company and hasn't been able to meet payments. The Insurance company is consequently taking over management of his oil properties in addition to the fabulous Shamrock Hotel in Houston, Texas. He also owes a mere \$5 million or so to the Metropolitan Life Insurance Company. Action was taken by Equitable when McCarthy fell two years behind in payments. While all that may be an awful load of debt to carry around, it takes a good man to touch someone for a \$34 million loan.

THEY WEREN'T APPEALING ENOUGH-The United States Court of Appeals has upheld lower courts in two important cases, that of Julius and Ethel Rosenberg, convicted as A-bomb spies, and James J. Moran, who perjured himself before the Kefauver committee. The court unanimously approved the Rosenbergs' convictions based on the grounds that they had transmitted secret information about the structure of an atom bomb to agents of the Soviet Union. In doing so, the court upheld the death sentence originally imposed by Federal Judge Irving R. Kaufman in April, 1951. A further appeal to the Suprème Court is pending. In Moran's case, the former side-kick of New York's ex-Mayor, William O'Dwyer, had his five year sentence for perjury affirmed. Moran was found guilty of lying to the Kefauver Committee about the visits of a number of racketeers to his office when he was with the Fire Department. Moran has just been sentenced to 131/2 additional years for his role in fuel-oil inspection shakedowns.

GARDEN OF EDEN REVIVAL?-The government of Iraq has announced adoption of a long-range irrigation plan using the waters of the Tigris and Euphrates rivers to bring millions of acres under cultivation. Ancient Mesopotamia, legendary site of the Garden of Eden, was a very fertile country several thousands of years ago when legendary kingdoms constructed elaborate irrigation works long since fallen into disuse. The new plan will be financed in part from oil revenues and will be an attempt to get back to the "good old Mesopotamian

HOW TO MAKE A QUICK BUCK-Under act of Congress, the Internal Revenue Bureau is allowed to pay up to a total of \$500,000 to tipsters who inform the bureau about delinquent taxpayers. Last year the bureau paid out the full amount and collected \$9,700,000 in unpaid taxes. Tipsters usually are given about 10 percent of the amount of taxes collected, although this is not a fixed figure. The largest award last year, \$62,000, went to an informer who let the bureau know about one taxpayer's practice of keeping two sets of books with different figures in them-one for himself and one for benefit of the tax collector.

ORDER ONE FROM SEARS-ROEBUCK-Great Britain has announced that she has produced an atomic bomb and has a plant ready to go into regular production. The British version of nuclear fission in action will be tested sometime this summer in the arid and empty interior of Australia. Two fully-loaded freighters have already left home for the long trip to the test site, a trip made necessary by the lack of suitable open space in England to conduct such a test. The British announcement means that three countries, US, USSR and England, now have atom bombs with other nations probably preparing to get in on the act. What was once the world's greatest secret is now becoming almost as common as a washing machine-though slightly more expensive.

A SLIGHT LEAKAGE OF FUNDS-Waste of funds in construction of huge air bases in Morocco is the latest subject of Congressional inquiry. An army auditor and other investigators have told a House of Representatives subcommittee that at least \$50 million has gone down the drain in the form of waste, kickbacks, and collusion on overcharges for equipment. Biggest source of waste was on overcharges for supplies and equipment with consequent kickbacks to the purchasers. Arab workers on the job were shaken down in order to get employment. Much of the material purchased by the Army for base construction was bought without advertising for competitive bids. Total cost of the bases is estimated in excess of \$300 million.

DEMO CANDIDATE NUMBER 2-With still no word from President Truman as to his 1952 intentions, another Democrat has thrown his hat in the ring, Senator Richard Russell of Georg's Senator Russell attracted attention by his chairmanship of the MacArthur hearings and is expected to have strong Dixlecrat backing as well as support from party regulars in the South, Meanwhile Senator Kefauver is pressing his campaign vigorously and will oppose President Truman in the New Hampshire preferential primary and elsewhere. The president, while his name has been entered in New Hampshire, isn't talking about his future plans but has again praised Governor Adlai Stevenson of Illinois. Another candidate mentioned as a possible Truman choice is Senator Robert Kerr, Oklahoma oil millionaire;

# NSA Retires 7 Ships As Coal Needs Drop

A sudden slack-off in European needs for coal has caused the Maritime Administration to withdraw seven ships from service. The ships are all operated by the National Shipping Authority under GAA charter+

to private owners. The seven ships, six of which are remaining in the reserve fleet. are crewed up by the National Maritime Union and none by the SIU, will not go back to the mothball fleet but for the time being will be anchored at docks in New York and Norfolk. In the event the cutback continues they will be put back in the boneyard.

Others Stand By

Aside from these first seven on standby status. They will keep on which work had begun in the clines.

boneyards to recommission them

Most of the ships operated under the GAA charter have been carrying coal and grain to Europe and elsewhere. Mild winter weather in Europe has built up coal stockpiles and grain shipments abroad have also decreased. Since it is the policy of the National Shipping Authority to stay in business only so long as private operships, additional ships of an un- ators cannot handle all cargoes the determinate number are being put cutbacks are more or less automatic once cargoes decline. Additional skeleton crews on board until such retirements of NSA ships are extime as it is determined what their pected in spring and summer have three-fourths the displacefate will be. Sixteen other vessels months as the demand for coal de- ment of the Cunard passenger

## Union Chief Learns SIU Methods



Explanation of how SIU vacation pay works is given by Vacation Plan representative to two hq. visitors from the American Federation of State, County and Municipal Employees, President Arnold Zander (right), and International Representative Jerry Wurf.

# Sea Calls Back Oiler, 72

The sea's own will return to her when their country needs them, and Gerald Fitzjames. 72, is just back from an eight-month foreign trip to prove it.

Fitzjames left sailors Snug Harbor on Staten Island after a comfortable sojourn of less

than a year there in answer to + the feverish Government ap- | shipped from San Francisco on the | D-Day in Normandy, though he peal for rated men to return to sea during the current emergency. He's been out since then in engine ratings with the North Platte Victory (Mississippi) on trips to the Near East, Germany and Japan.

Now looking to ship as a deck engineer-those "black gang" jobs are a little too wearing on the legs from having to climb around so over me all the time," he recalled, much-he urged younger men now sailing to realize the multitude of steam replaced sail and some of benefits that have come their way his experiences in two major world through the SIU.

belying his age, Fitzjames first noted particularly being in there

of Sydney back in

been going to sea any longer.

FIRST ANNUAL

1. OILS

2. DRAWINGS

3. WATER COLORS

4. MISCELLANEOUS

THREE PRIZES IN EACH CLASS

seafarers

art contest

since then, and to it until he can't pull his share of the work

"I guess I've had a lucky star

as he recounted the days when wars, both of which he sailed Still vigorous, though with energy through without a scratch. He

sailing ship Maid was a ripe old 65 at the time.

"Time was when you had to He has bring your own bedding, knife, fork and spoon with you," he declared, "but today, a seaman sailing with expects to stick the Seafarers has every advantage he can think of." As long as a man does his job and pitches in with his shipmates, the 72-year-old cautioned, he'll live a good life.

## SIU Raps Bid To Reopen Ship Sales

The SIU has concurred in protests by American shipowners against a proposed law enabling Philippine interests to purchase eight government-owned, warbuilt vessels as a dangerous precedent.

Legislation permitting the sale would reopen the Ship Sales Act of 1946 at a time when American buyers are unable to secure additional vessels from the government reserve fleet and chartered ships now active are being returned to layup status.

The measure, now being weighed by a Senate Committee on Interstate and Foreign Commerce, was attacked as presenting a one-sided advantage to foreign buyers who, opportunity as American buyers to secure ships when the Act was in force but failed to take advantage of it.

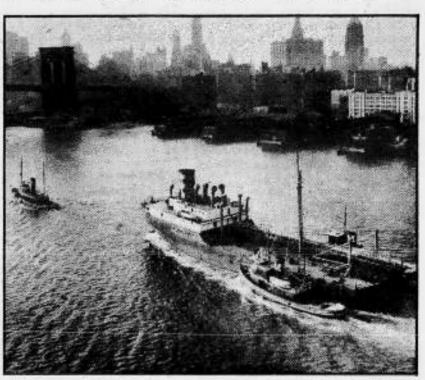
## Unfair to Market

Creating a precedent in allowing foreign buyers to secure the vessels would unfairly affect the cur- tow. rent market as well as open the door to future sales by the same method, opponents urged. Philippine citizens are the only foreigners presently permitted to charter American Ships.

It is not up to the US Congress to bolster foreign maritime fleets at a time when the American merchant fleet is at low strength and few steps are being taken to insure its active future.

Seafarer officials point to the continuing national apathy toward the projected Long Range Shipping Bill which has long languished in Congress, as sharply contrasting with the legislation favoring the foreign sale.

# Split Ship's Stern **Towed Into Port**



The stern section of the crippled Fort Mercer passes under the Brooklyn Bridge as tugs haul her to berth at 23rd Street in Brooklyn after taking her in tow off Cape Cod.

Thirteen crew members of the ill-fated tanker Fort Mercer won their battle against the sea by riding the stern section of their ship into New York last week. The Fort Mercer.

along with the tanker Pen-+ dleton, had been broken in were taken in tow off Nantucket it was pointed out, had the same two in a severe storm off Cape Both sections of the Pendleton were completely wrecked in the storm, as was the bow of the Fort Mercer, but the stern stayed affoat and was subsequently taken in

> Thirteen members of the crew stayed aboard the stern half of the tanker, deciding to ride it out. Although five men on the bow lost their lives, the men stayed on the stern reported that they were comfortable at all times. The ship's power plant was working, so that there was plenty of heat, light and good food.

## Stick It Out

When the ship split, there were 34 men left on the stern and 11 on lives in her splitup, with half of the bow section, five of whom were the ship going on the rocks and subsequently casualties. The Coast the other half sinking soon after Guard removed 21 men from the the crew had jumped onto lifestern of the ship but the remaining ratts floated over by a Coast Guard 13 decided to stick it out until they cutter.

lightship.

Crewmen disclosed that they ate very well throughout the ordeal, since the galley was in the extreme stern of the wreck. With food stocked for 45 men, the remaining 13 had ample supplies of steak, turkey, bacon, milk, eggs and other eatables.

After being taken in tow, the Mercer was still not out of danger as she had to negotiate the tricky waters of Hell Gate on her way to Brooklyn. Nevertheless, the towing passed without mishap. In addition to saving half of the ship, the owners recovered some 45,000 barrels of oil carried in her stern section tanks.

Crewmembers of the unfortunate Pendleton were not so lucky. Nine out of the crew of 41 lost their

# Cartoon History Of The SIU

CONTEST

CLOSES

MAY 10

Government Fink Halls



send your work in now to 1

675 Fourth Ave. . Brooklyn 32, N. Y.

• THE ART EDITOR

SEAFARERS LOG

All fink halls and crimp joints hewed to the same pattern. A five spot counted more than ability with good jobs peddled over the board. Only the union's strength and the wartime shortage of ratings kept the Shipping Board's private fink halls from monopolizing hiring.



The set-up was part of a plan for post-war union smashing by shipowner and bureaucrat. Fearful of the union's growth, they used the war emergency to build their union-busting apparatus. Seamen had served their purpose and they were out to re-



The war's end saw soldiers coming home and shipping at its peak. Contracts had expired but prosperous shipowners wouldn't talk wage increases. A strike called on May 1, 1919, brought quick surrender, with a two-year contract that was the best ever up until then.

# PORT REPORTS

Mobile:

## Shipping Slowing a Bit After a Stretch in High

The outlook for the coming two weeks indicates that things will be very slow around here, considerably quieter than it has been in this port for quite a while.

We had the Beauregard, Warrior and Morning Light (Waterman) in here for payoff, plus a run of Alcoa ships, the Cavalier, Pennant, Roamer, Patriot and Clipper, and the North Platte Victory (Missis-

On the other side of the ledger, the sign-ons were: John Kulukundis (Mar Trade); Monarch of the Seas, Beauregard (Waterman); est. Alcoa Pennant and Roamer, and the North Platte Victory. In-transit to this port was the Alcoa Ranger.

Just back from several trips on the Morning Light is brother Alfred Wright, a member of the SIU

since 1941 who

sails in the deck

department. He

came by to apply

for his vacation

and was glad to

hear about the

smooth opera-



Wright

tions of the system set up in headquarters to handle these ap-

plications. Al thought it would be quite a while before he'd see his check, but he found to his amazement that he'd just have to stick around a few days or a week at most. In this way he can take a rest, pick up his money and be ready to

ship all over again.

He asked to add his thanks, like many other members, to the officials of the Union, for a job well cone on the many benefits he receives through our negotiators' long hours of work and effort to make Seafarers' conditions the best in the maritime field.

There's little doing of note in town. But our members in the Among them are W. J. Gray, T. Burke, J. Jones, E. E. Dykes, G. Robinson and S. S. Irby.

Cal Tanner Mobile Port Agent

Seattle:

# **Shipping Pace Out Here**

We're still holding up our end put in more than 90 days time. n shipping as it remains consistently good. As far as shipping goes here, we'll stick to our slogan -The Best in the Northwest.

Since the weather's improving, we hope some rated men will head out this way as they're sure to get out in jig time. We always have to send to the outports to get the men as fast as they're needed.

The David B. Johnson (Mississippi) paid off in Portland with just routine beefs aboard her and signed on again. Also signing on were the Fairport (Waterman) and

## SUP Offices In New Hall

The SUP's office is at the SIU A&G Hall where the complete facilities of the building are available to Sailers Union men. Shipping, beefs, mail and all other SUP services are maintained at the 675 4th Ave., Brooklyn, ad-

the Alaska Cedar (Ocean Towing), Wilmington: which limped in here after suffering a crack in her hull during a storm up north. She's been fixed up and is back in shape.

The Seastar (Triton) and Massmar (Calmar) were in for a short stay as intransits. The last-named of these, plus the Fairisle and Johnson, took on a couple of the few remaining men on the beach and nearly cleaned us out.

We are having a bit of trouble with Ocean Towing regarding the black gangs on their ships, but we hope to have this straightened out before long.

Vacations are still the topic on everyone's tongue. The boys are really happy with the set-up and hail this gain as one of our great-

Emil Austad and F. I. Gibbons, two of the brothers in the local marine hospital, could use a little cheering up via mail or a visit the next time one of their shipmates comes to town.

Generally, our slim crop of men, especially those with ratings, is making our hair grow a little thin. We can't even shake a first-tripper out of the bushes, let alone find an oldtimer on the beach.

Jeff Morrison Seattle Port Agent \$ \$ \$

Savannah:

## **Shipping In This Port Heavier for a Change**

The picture down here is looking up as far as shipping goes. We shipped men to eight ships that turned into this port and also racked up a half dozen each in payoffs and sign-ons.

Among the ships that took men off the beach were the following: Dorothy (Bull); Zane Grey (Isthmian); Robin Wentley (Robin); Cape San Martin, Southstar, Southwind; Jesse H. Metcalf (Eastern), and our port namesake, the Seatrain Savannah (Seatrain).

Business is expected to continue at this healthy pace for the commarine hospital could use a little ing two weeks, according to prescheering up by mail or in person, ent indications. The number of men on the beach being small, there was no regular branch meeting.

The men coming in are a happy gang because of our new Vacation Plan set-up, which is surely making a hit both near and far. Fact is, the men must be figuring their vacation dollars every time they sign on, or should I say \$ign-on, because every day they work adds 'Best in the Northwest' because every day they work adds up to a husky check when they

E. B. Tilley

## **Lynn Victory Deck Gang** Cheered as Fire-Killers

Just as we anticipated in this port of seesawing activity, shipping was just fair for the past two weeks, the bulk of business provided by in-transits to the port.

Two payoffs and sign-ons highlighted the picture. The Lynn Victory (Triton) and Madaket (Waterman) paid off and signed-on right away again.

The in-transits kept us busy for a while. These included: the Republic (Trafalgar), which came in twice; Portmar, Seamar, Marymar (Calmar); Yaka, Fairport (Waterman); Steel Admiral, Steel Flyer (Isthmian), and Angus MacDonald (Mississippi).

We had a little hassle on the Lynn Victory when the captain failed to set sea watches and the ship did not clear port. I managed to secure 440 hours there. The old man's excuse was that he was trying to get engineers, but he did not make provisions of launch service for the crew. It took a phone call direct to the owner to get the okay, but the crew stuck and did not pay off until we squared away the beef.

## Ammo-Slinging

The deck department on this same ship came in for high praise from the chief mate as the best crew he'd had in the last 30 years. When a fire broke out in number three hold, the crew jumped in and put it out, even slinging around cases that were beginning to burn by hand. The kicker in this story is that the hold was loaded with ammo.

There is a growing tendency of men missing ships and then squaring it away with a fine. They just pile off here and then try to get the Korean run. The only trouble with that is they're getting fooled. We have very few ships going into Korea. Most of them go directly to Japan.

There are many smiling faces on the beach these days with the vacation checks coming through. Money flows on the boulevard, and the boys are digging down deep bringing out their discharges.

Among our old timers out here are brother "Babe" Aulicino, "Red" McManus. In the marine hospital and eager for a bit of mail from their friends are F. Cohen. T. G. Lyons and E. L. Pritchard.

Well, generally we've got no beefs. The weather has been great new snow off the sidewalks. and shipping, though not at a peak, Savannah Port Agent is holding its own. We haven't

shipped too many jobs, but with | San Francisco: the climate being so wonderful and the women dandy and handy, nobody has a desire to move out too fast. But those who do will have a chance soon as we expect a regular boom here in about two weeks.

> Sam Cohen Wilmington Port Agent \* \* \*

## Paying Off at Sea Easy **Way to Trouble in Port**

The business of the port wound up fair, better than usual anyway, for the period, although the weather was at the other extreme.

We had eight payoffs and two sign-ons during the last two weeks to keep us in practice.

In for payoff were the following: Anson Mills (Seas Shipping); The Cabins, Julesburg (Mathiasen); Trinity (Carras), plus the French Creek, Government Camp, Bradford Island and Bents Fort (Cities Service). The Anson Mills and The Cabins signed-on for another

There was an overtime dispute on the Anson Mills which we gotpaid, and a slopchest beef which we easily squared away before she sailed for France. We have been repeatedly warning the men about paying off at sea, but the crew on the Julesburg went at it anyway. We took hold of an OT dispute on her when she came in and got it cleaned up.

## Agents Thanked SIU

Our regular meeting featured a discussion on the Welfare Plan and the ships that are sailing shorthanded. Some of the representatives of the Prudential Insurance Agents were on hand to thank the members for their support during that beef. They had full use of our hall and all other help we could give them during their strike.

The brothers at the meeting were also pleased to see our two Union films, This Is The SIU and The Battle of Wall Street, the first time most of them around here had hours work to be done within 10. seen them.

Those of us working in the port feels on the matter of issuing skis, snowshoes or a small dog-sled to us so we can make the ships. The trains have been stopped, the Teddy Freeland, Jesse Lewis and roads are blocked to buses and there is no way to get to the ships unless you have a good dog-team on hand. We will knock off for now as we have to go out front and shovel eight more inches of

Boston Port Agent

## **Labor-Backed Mayor No Bargain to AFL Carmen**

Shipping turned mighty fine this period-although it had stood very low for a long time. We're having some nice sunny weather after a spell of rain, so that both shippingwise and weather-wise things are looking up.

All the ships that called here took some men off the beach, so we could use some hands out here, particularly rated sea-going men.

Two ships in for payoff, Brightstar (Dolphin) and Malden Victory (Mississippi), and both signed on again. The in-transits to the port totaled seven, including: Marymar, Portmar, Massmar (Calmar); Steel Admiral (Isthmian), and Yaka, John B. Waterman and Madaket (Waterman).

The activity shaping up for next two weeks looks good too, with four payoffs and three in-transits already in sight. These figure to be the following: Arizpa, Ponce De Leon (Waterman); Carroll Victory, Bessemer Victory (South Atlantic), all payoffs; Yaka, Jean Lafitte (Waterman) and Steel Flyer (Isthmian), in-transits.

We just had routine beefs on all the ships coming in, but plenty of big smiles over the vacation pay.

## Short Strike

There's nothing much new in town either, except for a short strike by the AFL Carmen's Union.



Bearden

it looks like the Mayor tried to give the boys a rough go, although he was well backed by labor in the last election. The beef centered around the fact that the city

From where I sit,

wanted the men to put in their eight hours a day over a period exceeding 10 hours, despite a city charter provision calling for eight

After a couple of days a court rule was handed down stating that want to know how the membership these men were right to demand the existing set-up of eight in 10. The guys are back on their jobs now, but the Mayor is still bellyaching that the city is going bankrupt. We didn't have to send in any support during the beef, as the Union had an effective strike and no outside help was needed.

> We had brother Arvel J. Bearden in here off the Portmar, a man who said he'd get a chicken farm and went ahead and got one. A native of Louisiana and member of the SIU since May, 1943, Bearden sails nothing but carpenter and is one of the best, on ship or ashore. Most of the vessels he rides he acts as ship's delegate or deck delegate, and he always brings in a clean ship with all beefs in first class order.

> His place is located northeast of Los Angeles and now that he's on the beach, Brother Bearden expects to head home and see if anything hatched while he was away.

> Another of our members, R. Ulmer, who just paid off the Madaket in LA, came in for a breather, but before he could get it was shipped to the John B. Johnson in Portland. A tough go, the brother admits, but when the Union needs men, it's up to everyone to turn to as a replacement.

The thing to do, he says, is ship when you're needed and take your vacation later on when things turn

H. J. Fischer West Coast Representative

tory Steel Surveyer (Lubusian) ammunity of the

# & G SHIPPING RECORD

Shipping from February 13 to February 27

PORT -	REG. DECK	REG. ENGINE	REG. STEW.	TOTAL REG.	SHIP. DECK	SHIP. ENG.	SHIP.	TOTAL
Boston	49	27	9	85	23	17	10	50
New York	199	170	104	473	171	162	93	426
Philadelphia	62	66	32	160	42	43	- 20	105
Baltimore	168	112	101	381	187	135	112	434
Norfolk	165	130	104	399	124	102	98	324
Savannah	26	25	29	80	33	38	27	98
Tampa	12	11	12	35	21	19	16	56
Mobile	51	48	45	144	45	43	44	132
New Orleans	109	60	62	231	126	81	93	300
Galveston	54	54	56	164	73	70	54	197
West Coast	54	- 65	47	166	81	59	60	200
TOTALS	949	768	601	2,318	826	769	827	2,322

# PORT REPORTS

New York:

## **Outlook Turning Better** For Men Seeking Berth

The pace of shipping has been a little slow these past few weeks, although it has picked up in the last couple of days, and prospects for the coming period look good. Quite a few ships due in for payoffs.

We paid off a total of 21 ships and signed-on four in the last two weeks. The big difference between the payoffs and sign-ons is due to the fact that a large number of the ships are on continuous articles. All of our payoffs ran fairly smooth, however, with all beefs being taken hire and fire as he saw fit, or can care of at the time.

The following were in the tally for this period: Lone Jack, Abiqua, Salem Maritime, Council Grove, Winter Hill, Cantigny, Royal Oak (Cities Service); LaSalle, Hastings, Wacosta, Gateway City (Waterman); Binghampton Victory, Beatrice, Inez. Puerto Rico (Bull): Shinnecock Bay (Mar-Trade); Seatrains Georgia and New York (Seatrain); Sea Magic (Orion); Steel Vendor (Isthmian), and Fort Bridger (US Petroleum).

Our sign-ons were the Steel Inventor and Steel Voyager (Isthmian); Wild Ranger (Waterman), and Robin Mowbray (Robin).

## Puerto Rico Back

That strike down in Puerto Rico is over, and we have the good ship Puerto Rico back on her regular run again. We hope she runs steady for a while. Those boys have had more vacations in the past six months than a Standard Oil sailor gets in three years.

There's a happy note in that we are able to report that we haven't been plagued by performers aboard the ships in port for the past couple of weeks.

## Bar Busy

The Port O' Call bar is now doing a rushing business with a great number of the boys coming ashore to their own bar to quench their thirst. It must be quite an attraction, as I have seen some of the oldtimers around lately that states will enable stable market I hadn't seen for some time.

I must say also that I've seen some really big smiles around the counter on the third floor where Many of the men who have been to sea for 10 and 15 years had never collected a dime for vacation before. They have good reason to be happy about the new Vacation Plan.

> Claude Simmons Asst. Sec'y-Treas. \* \* \*

New Orleans:

## **Farmers Union Pickets Bring Home the Berries**

We're happy to say that everything's running along very smoothly here. The port has settled down to the regular routine, with the election for governor and the Mardi Gras over.

Shipping is very good with plenty of jobs for the takers, and

and Robert Lowry (Bloomfield).

The Joyce Kilmer (Mississippi) crewed up finally after leaving drydock, as did the Del Mundo, Sud, Oro (Mississippi); Puritan, Pilgrim, Ranger (Alcoa); Clearwater Victory and Robert Lowry.

In-transit activity was a-humming, with the following recorded: Alcoa Corsair, Pennant, Cavalier, Roamer (Alcoa); Steel Vendor (Isthmian); Del Mundo, Oro (Misissippi); Seatrains Louisiana, New Jersey, Georgia (Seatrain); Monarch of the Seas, Afoundria (Waterman); John Kulukundis (Mar Trade); Southern Counties (Southern Trading), and Margaret Brown (Bloomfield).

Since the last report the AFL Electricians went out at the Kaiser plant in a beef against a sub-contractor who had the idea he could a man for any trivial reason. Without electricians at the plant it will not be long before Kaiser will straighten out this sub-contractor in order to get things going in full swing. These anti-labor characters have to be put in their place or they'll run wild.

## Berry Pickers Win

The other strike situation involves the Louisiana Fruit and Vegetable Producers Local 312 in the strawberry country. After picketing several berry plants in Ponchatoula, Hammond, Albany and White Hall, the union has gained complete control of the strawberry crop in the state. Five major handlers of berries tried to hold out against the farmers, but learning from past experience, the farmers were not going to be deprived of the packers and handlers before the berry crop started in. Last year the farmers struck late in the season and although they got their price it was too late in the season and some berries were lost. They made sure no berries would go to non-union handlers this season by striking early.

Market Control As in the past, the berries will be auctioned at Hammond by competitive bids, but by controlling the berries no one market will be flooded and thereby lower the price in that area. The union has now set its sights on handlers in both Tennessee and Arkansas.

When these are organized, a controlled flow of berries from three prices.

Quite a few brothers from this port live in the strawberry country or have families or friends their being with the SIU spread a lot of unionism in that area

> Lindsey J. Williams New Orleans Port Agent

Lake Charles:

## SIU Stands By to Help As Electricians Picket

Shipping and business in this lovely city has definitely been booming the past two weeks. If there's anything we like to see around here, it's plenty of ships and mucho jobs to keep the boys happy.

The local prosperity is abetted no end by the comings and goings of Cities Service ships, the recent crop including the Lone Jack, Winter Hill, Fort Hoskins, Government Camp, Cantigny, Bents Fort, Salem Maritime, French Creek and Bradford Island, all of whom shipped quite a few men each.

Over in Port Arthur, Texas, the good ship Federal (Trafalgar) came in, shuttling between the mighty Mississippi and Texas ports. The

boys positively do not quit her as she is running in competition with the US mint in making money.

We also had one of the SUP tankers, the Frank A. Morgan, which car-

ried a large number of SIU brothers. We went down and paid her off in company with the SUP representative and everything ran off

On the local labor scene, the AFL Metal Trades Council is negotiating for a new contract and has served notice on the refineries that they intend to get it or else. The AFL Electricians have a picketline on the air base here against one of the contractors, and the Building Trades Council is making headway in its contract talks. We've notified the IBEW that the SIU branch in this port stands ready to give them all the aid it possibly

## Machinists Active

Lastly, the AFL Machinists are moving to organize local garages and are meeting with huge success. To date, they have every garage in town signed up with pledge cards and expect to call for an NLRB election very soon.

Things are quieting down on the political front now that labor's friend has been reelected sheriff of the parish (county) for another four a minimum. years. He won by over 3,000 votes unhold our rights

Yulee H. Crews, who's been sail-| bership's approval. Our SIU Washing for the past 12 or 13 years. He ington representative, Robert Mawas in the campaign to sign up the thews, has been in the city assist-Cities Service fleet, and won't sail ing in the search and looking over anything else now because, as he a few sites we have lined up. We says, we should ride them now to expect to hear from headquarters collect the gains that we worked concerning this plan for the port so hard to score. Yulee sails in of Baltimore in the near future. the steward department, usually as the department delegate, and always does a fine job.

The biggest item for conversation these days around the hall (when we can find enough men to talk to) is the-vacation pay, par- the deck and engine departments, ticularly the fact that it was secured at all as many didn't think they'd see it in their lifetime.

One of our good brothers who lives in Lake Arthur, La., about 50 miles away from here, is taking up figures that since a CS tanker only of men. stays in port about 10 hours, he can fly home with his 'copter, chin a while and be aboard his ship again in quick time. So far he is on lesson number one put out by the International Correspondence School.

We don't know how far he'll get on this project, but we can be sure there won't be any fuel problem anyway with a refinery just a coon's breath away.

Leroy Clarke Lake Charles Agent \* \* \*

**Baltimore:** 

## Wide Search on to Get **New SIU Hall for Port**

Shipping has really gone over the top in this port, with over 400 men moving out during the past period. The exact figure, 434 shipped in all departments, is a record peak for this branch.

Contributing to the heavy activity were 24 ships paying off, 13 sign-ons and six ships in-transit. With the exception of a couple of small beefs submitted for clarification, all vessels paid off and signed-on without a hitch.

We would like to impress on the brothers at this time the responsibility they have in the education of newcomers which the Union is taking in, due to the overabundance of shipping. Since we can't help but get a few performers and foul-ups in taking in these men, it is therefore up to each member to help the Union as much as possible to keep, performing at

Of special interest in this port and showed the anti-labor gang are the efforts now being put forth the vacation pay is being paid out. there. There is no doubt that that we do not intend to have to obtain a new branch hall in goons around when we strike to the port. A search for suitable buildings is now going on and it The only old timer we have on is expected one or two sites will the beach at present is brother eventually be selected for the mem-

The membership will also be pleased to note that the wage discussions for day workers on SIUcontracted ships have been climaxed with the Union securing a \$30 monthly for all daymen in with the exception of wipers, who will receive a \$15 monthly increase in base pay.

Despite the huge outgoing flow of manpower through the SIU hall here these last two weeks no ships the art of helicopter flying. He were delayed in sailing for lack

> Earl Sheppard Baltimore Port Agent \* \* \*

Galveston:

## Snappy Graham Crew Wins Plaudits for SIU

This port was really humming with activity as shipping over the past period turned very good.

We had six ships in for payoff and the same bunch signed on again. Among them were the following: Sunion (Kea); Neva West (Bloomfield); William Carruth (Trans Fuel); Oceanstar (Triton); James H. Price (South Atlantic), and William A. Graham (Waterman).

A flock of in-transits pulled in during the period, including: Bradford Island, Logans Fort, Abiqua, Chiwawa (Cities Service); Seatrains New York, New Jersey, Texas (Seatrain); Petrolite, Julesburg (Mathiasen; Schuykill; Afoundria, Beauregard (Waterman); Evelyn (Bull); Compass (Compass); Frank Morgan; Del Oro (Mississippi); Catahouls (National Nav); Southern Counties (Southern Trading), and Cape Grieg, just out of the boneyard.

The William A. Graham, in for payoff from India, came in very clean and smooth. Nothing could compare with the cleanliness of that ship, both inside and outside. The boys made plenty of overtime, and you could see it all by the looks of everything when you walked aboard the ship.

As a matter of fact, Capt. Miller of the US Maritime Administration, the port captain, called the hall and stated he wanted to commend the SIU, its officials and especially the crew of this ship for the condition of the vessel and the conduct of the crew during their voyage.

Keith Alsop Galveston Port Agent

# HALL DIRECTOR

SIU, A&G District BALTIMORE ...... 14 North Gay St. Earl Sheppard, Agent Mulberry 4540 BALTIMORE 276 State St. Richmond 2-0140 Richmond 2-0141 Dispatcher Richmond 2-0141
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NEW ORLEANS 523 Bienville St.
Lindsey Williams, Agent
Magnolia 6112-6113

NEW YORK ... 675 4th Ave. Brooklyn STerling 8-6671 NORFOLK ... 127-129 Bank St. no major beefs cropping up except the usual run of disputes handled at the payoffs or sign-ons.

Payoffs for the period included the following: Del Oro, Del Sud, Savannah 2 Abercorn St. Payoffs for the period included Sal Colls. Agent Savannah 2 Abercorn St. Payoffs for the period included Sal Colls. Agent Savannah 2 Abercorn St. Payoffs for the Period Sal Colls. Agent Savannah 2 Abercorn St. Payoffs for the Period Sal Colls. Agent Savannah 2 Abercorn St. Payoffs for the Period Sal Colls. Agent Savannah 2 Abercorn St. Payoffs for Sal Colls. Agent Savannah 2 Abercorn St. Payoffs for Sal Colls. Agent Savannah 2 Abercorn St. Payoffs for Sal Colls. Agent Savannah 2 Abercorn St. Payoffs for Sal Colls. Agent Savannah 2 Abercorn St. Payoffs for Sal Colls. Agent Sal Co

the following: Del Oro, Del Sud,
Del Aires, James Duke (Missisisippi); Aicoa Puritan, Pilgrim,
Ranger (Alcoa); Clearwater Victory, Steel Surveyor (Isthmian),
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Paul Hall
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PORT COLBORNE ..... 103 Durham St Ontario Phone: 5591
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Elgin 5719 VICTORIA. B. C ..... 6171/2 Cormorant St. VANCOUVER, R. C.... 565 Hamilton St. SYDNEY, N.S..... 304 Charlotte St BAGOTVILLE, Quebec ..... 20 Elgin St. Phone: 545
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Phone: 3-3202
QUEBEC.....113 Cote De La Montague
Quebec Phone: 3-7078
SAINT JOHN.....177 Prince William St.
N.B. Phone: 2-3049

## **Great Lakes District**

ALPENA ...... 133 W. Fletcher 

## Be Sure to Get Dues Receipts

Headquarters again wishes to remind all Seafarers that payments of funds, for whatever union purpose, be made only to authorized A&G representatives and that an official Union receipt be gotten at that time. If no receipt is offered, be sure to protect yourself by immediately bringing the matter to the attention of the secretary-treasurer's office.

The union's word of advice is to insure that all monies paid are credited to your SIU record. Insistence on an official receipt will prevent "can shakers" from soliciting funds for unauthorized purposes, and will bar any foul-ups later on.

# Panamanian Flag Ships -Ideal for Subversives

Panamanian registry, long a loophole through which shipowners can escape maritime safety codes, wage standards pel them to require such papers. It and other regulations, also provides one of the biggest gaps is possible then, for someone wishin the security of US ports.

parties to and from this country, Panamanian flag ships are a special case. Other foreign ships are usually manned by their own nationals and as such under control of that nation. Panama not being a seafaring country, ships under its flag are manned by a conglomeration of foreign and American seamen who are more or less outside the regulatory scope of their native countries.

## No Questions Asked

The procedure for getting aboard sweet, indicating that they would

While ships of all foreign nations terested in getting out of the US provide easy access for interested in a hurry. Inquiries made by a LOG staffer at the Panamanian consulate in New York, produced a list of 25 shipping companies and agencies in New York alone where a seaman could get a job. The consulate sought no evidence of seamen's-papers and said that it did not issue credentials. The consulate merely referred the man to the shipping companies.

It is the general practice of Panamanian companies and their agencies to ask for seamen's papers. Papers of any maritime nation are acceptable, so that a seaman from a Panamanian ship is short and Poland, to cite one example, could ship an Panama flag ships. But

ing to leave the country to get himself a job on a Panamanian ship without seamen's papers.

## No Outgoing Check

All that the US government demands of the Panamanian company or any other foreign ship, is a full and accurate list of the crews' names. Failure to supply a complete list or use of assumed names on the list would subject the company at most to a small fine.

Of course, if the company knowingly conspired with a fugitive from justice it could suffer more serious penalties. But that wouldn't agent. stop a man from getting aboard under an assumed name without scamen's papers if the company Panamanian ships would be ideal regularly to Iron Curtain countries, were so disposed to hire him. This for any foreign agent interested help make them an easy pipeline be an easy mark for anybody in- there is nothing in US law to com- would probably be much easier in in doing a job of plain or fancy. for two way traffic of undesirables.

Tin cup days still live on Panamanian ships. Note bare wood table and wooden benches. Crew has to help itself as there is no messman. In contrast, officers eat in banquet-like atmosphereand the two pot system prevails.

Panamanian ship might pick up a man obtained a set of seamen's man as replacement on a plerhead papers from any country, he could jump, or through a local one-shot run regularly to and from the US

Aside from the possible exodus of US citizens on a sub-rosa basis,

some of the smaller ports where a spying in this country. Once the on Panamanian ships with nobody being the wiser for it. The fact that many Panamanian ships run

# US Lacking Port Security

(Continued from page 3) ables: fugitives, men who have records of being deported previously and men who have criminal records. A eursory check is also made for possible subversion, based primarily on information that has been furnished the agency from other sources. In other words, they work much the way the Customs men do in apprehending smugglers. Unfortunately, a search won't reveal a man's subversive tendencies.

The Immigration Office in New York told the LOG that it is impossible to make a close check on all foreign seamen entering the country. A shortage of personnel is part of the story; the department has also discontinued its practice of fingerprinting foreign seamen and now only does so if a man has stayed in the country over 29 days.

In a recept television show an official of the Immigration Department told of the recent deportation of over 100 alien seamen-men who had jumped ship in this country and had been here for months and years. Anyone of these men could have been a threat to this nation's security. And for every 100 departed, there are dozens of others who are not apprehended. "We're too lax with foreign seasummed it up to the LOG reporter. diction.

Other federal agencies whose work is of an investigative nature were checked by the LOG to learn suing seamen's certificates and what role they played in the secur- maintaining hearing units for disity program. The answers given the ciplining

into the picture, but our role cannot be publicized."

None of the agencies, however, reported that there was any program in effect or in the planning stage to combat the danger.

## State Dept. Policy

Several questions could be raised as to the wisdom of certain practices of this nation in relation to foreign-flag ships. One well-known policy of this country's State Department has been to oppose a large American merchant marine except in time of war. The State Department believes that goods for foreign countries should be carried in foreign bottoms to help the trade balance. The problem of what the State Department would do in time of sudden hostilities when a large foreign-and unscreenedmegchant marine would raise grave questions of reliability and security has never been made clear.

In the government, the security program for the nation's waterfront was set up by government agencies with little working knowledge of the waterfront.

The Coast Guard's job until World War II was one completely apart from the actual operation of the merchant marine. Merchant men. We don't have control," was seamen until then were under the the way the immigration official Department of Commerce's juris-

When the Coast Guard was handed the additional duties of isseamen, its set-up

LOG ranged from "We've got noth-, brought American civilian seamen, ten piers last week ships of foreign, were purchased under the Mergroup. The hearing units, so sim- one Panamanian and one Honilar to courts martial proceedings, have never been endorsed by the stated that these ships would conmen of the merchant marine, who tinue to use these restricted piers. feel they should be tried in civil courts.

The Coast Guard has done an exeellent job in its screening program. American seamen have found that the appeals boards have been a man's security; however, the Seafarers International Union has merchant marine.

At the same time the SIU does not seek preferential treatment for men on American ships, nor does it believe foreign seamen should be the target of any special witch the direction of a program in which precautions are aimed almost primarily against the American seamen.

The Seafarers International Union has felt that from the beginning of the security program the maritime unions of this country -the men who know the waterfront best-should have been consulted.

Throughout the country wherever ships tie up, the potential danger to this country is ever

## No Law Barrier

Citizens of foreign nations who wish to visit the United States must be screened under the provisions of the McCarran Act. In many cases persons who have applied for visas to come to the United States have been barred. There is no such procedure for foreign seamen. If a spy or saboteur were to attempt entry into the United States, his best bet would be to become a crewmember of a ship hitting the United States.

It wouldn't be difficult. In a one-day spot-check of the ship arrivals in New York 39 ships entered New York harbor. Of these, 19 were foreign-flag ships. These ships tied up at plers throughout the city-oil docks, drydocks, passenger terminals and piers recently declared restricted.

duran. Moreover, the Coast Guard

At these restricted piers the only precaution being taken by the Coast Guard is the posting of additional guards.

These ships in restricted piers were not tramp vessels, which may fair where a question arose as to not touch an American port again for months or years, but were ships in regular service—an ideal set-up never given blanket endorsement for subversive elements. One of to its quasi-military rule of the the ships, the passenger ship Argentina, is in regular service to South American ports. Another ship at the restricted dock, the Horta, is in regular service to Portugal and the Azores. And outside of the restricted areas, ships of hunt. The SIU, however, questions Panamanian, Honduran and all maritime flags of the world tie up regularly.

## LOG Boarded Ship

In New York this week a LOG reporter boarded a Panamanianflag ship at its pier. There was no guard at the gate, no pier official anywhere to check the going and coming of seamen. The reporter boarded the ship, took pictures and left without once being met by anyone except an Italian speaking crewmember.

Not only are New York niers open to foreign flag ships but tankers of all of the nations have the right to enter strategic highoctane gasoline production centers situated along our coast.

With the decline of the Communist Party in American waterfront unions it is only natural to assume that the Communists would have to resort to the use of foreign flag ships for their operations. While Gerhardt Eisler escaped from this country as a stowaway aboard the Batory, it is also very possible that the Communist fugitives presently at large escaped aboard other vessels flying flags of other nations.

Particularly useful by subversive elements would be ships flying Panamanian flag.

According to the survey made by the United States Naval Intelligence-verified with photographs and names-most of the ships trad-In New York on March 1 ten ing with Communist China and plers were classified restricted other Communist controlled areas areas. Longshoremen working the fly the Panamanian flag, a good piers have to carry port security many of them owned-ironicallycards in order to work these clas- by American interests. Many of They are outposts which are de-sified areas. Yet at three of the the foreign flag ships in this trade fenseless.

ing to do with it" to "we do enter under the jurisdiction of a military registry were tied up; one British, chant Marine Act of 1946, when this country was glad to help "our friends to gain their maritime standing and rebuild their economy to withstand the pressure of communism."

## Means of Escape

While foreign flag ships, notably those of Panamanian and Honduran registry, might well constitute a threat to our security through the transporting of subversives to this country, these vessels could also serve as a means of refuge for Communists, spies, saboteurs and fugitive Americans who wish to escape this country.

While an American must carry a seaman's certificate and be screened before he can work on an American ship, no such provisions are made for crewmembers of Panamanian flag vessels. For a man to get a job aboard a Panamanian flag ship he needs no seamen's papers, no passport, no previous experience -nothing except the rules of a Panamanian Steamship Company. All these potential enemies of our country could theoretically leave on one of these vessels. The regulations under which ships of Panamanian registry operate are extremely loose and are almost totally at the discretion of the vessels' owners.

According to a spokesman for the Seamen's Syndicate of Panama, which supplies men in this country for Panamanian flag ships, possession of a book issued by the Panamanian consulate would be authorization enough to secure a berth on a Panamanian ship.

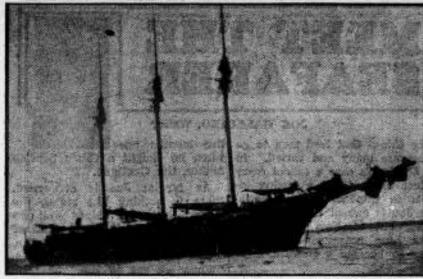
In the vital oil terminals along the coast foreign-flag tankers arrive daily. At Norfolk, the hub of coal shipments for European rearmament, ships of all nations are at the loading piers constantly. In the Gulf and on the West Coast the situation is the same.

The threat to the piers and the port cities of our country is a very apparent one and a very tempting one to our enemies. From these facilities this nation will launch its armies and its supplies if it has to stop an aggressive enemy. Our enemies are well aware of that, Here, too, is the gateway for the spies and saboteurs whose targets are inside our country.

Our ports are our outposts against the enemies of our country.

Editor, SEAFARERS LOG. 675 Fourth Ave., Brooklyn 32 N Y

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Three-masted lumber schooner, the Nomis, is pictured at anchor, sails furled, with a full load of lumber on her deck and in the hold.

# Life On A Schooner -Way Back In '35

It's the rare seaman who has an opportunity to turn back the clock and find what sailing was actually like a century ago. Seafarer Leroy Martin is one of a handful that have

undergone this unusual ex-+ perience. In 1935, at the age ship displacing 457 tons. She used of 19, he signed up for a voy- to run regularly between Charlesage under sail aboard a small ton, SC, and the New York-New lumber schooner, the Nomis, which gave him a thorough taste of the sea as it used

Aside from the use of an auxillary gasoline engine to raise anchor and sails, life and work aboard the Nomis was pretty much the same as it was on the hey-day of sail, 100 years ago. Even the owner-skipper, Captain Charles C. Clausen, fell into the same pattern. He was a true "sea dog" 80 years old, who had been on sailing ships since the age of ten, starting out in 1865 right after the Civil War.

In his day, Captain Clausen had commanded passenger packets, the cream of the sailing trade, catering to the tastes of trans-Atlantic travelers He continued sailing for some time afterwards



and was nearly 90 when he died.

## Sailing A Hobby

Martin's spell of service aboard the Nomis grew out of his enthusiasm for sailing as a hobby. He, his brother and two friends owned a small sailboat which they operated in the waters of the Raritan River near their home town, Perth Amboy. At that time there were a dozen lumber schooners running in all. regularly into Perth Amboy, many of them from as far off as Nova Scotia. When the Nomis put in at Perth Amboy at the end of one of her coastwise trips, the quartet signed on as her deck gang.

The Nomis was a three-masted



England area, carrying lumber, with an occasional load of coal or potatoes from Maine's Aroostook County. While Martin was uncertain of her history, indications are that she was built in Maine shipyards in the period just prior to the first World War. At that time there was a brief revival of sailing ship construction, mostly for the lumber trade.

## Sank Off Hatteras

Shortly after Martin's trip aboard her, the Nomis came to an untimely end on the treacherous reefs near Cape Hatteras. She ran aground at Ocracoke Inlet in a storm and broke up after the crew was taken off her by breeches buoy.

After Martin and his friends signed on as deck hands at \$45 per month, the Nomis ran from Perth Amboy to Charleston, a trip which took 13 days. She spent a couple of weeks there taking on a cargo of planks. The lumber was stacked by hand in the hold, as well as ten feet high all around the deck. While in Charleston Martin ran into a common nautical problem, the size of the draw. Captain Clausen evidently kept a firm hand on his mariners, for he only allowed two draws of \$5 each while in port.

ran back to New York and from there to Bridgeport, Connecticut, The entire trip took some 10 weeks arrangements being what they

gang, which slept forward, the moment of day or night, unless of Nomis carried three others; cap- course when there was sail setting tain, mate and cook whose quar- to be done, in which case it would ters were aft. In theory, the deck be all hands aloft. gang's day was divided into ten hours' watches one day, 14 hours lights the Nomis depended on kerthe next. Watches were rotated osene lanterns. In foggy weather, and split up in this matter by use a hand foghorn was used for sigof two dog watches of two hours nalling. Aside from the gasoline



The Nomis shown going "wing and wing" with the wind directly aft. Martin was at wheel.

stood watches together, each one steering half of the watch.

In practice however, the men would be on call at all times. When headwinds blew up, which was more often than not, all hands would have to go aloft to shift topsails in order to tack the ship. Sail had to be set and shifted by hand since the gasoline engine merely raised them. The Nomis carried enough sail to keep the gang hopping; foresail, mainsail spanker; foretopsail, maintopsail, spanker topsail; fore staysail and three jibs.

With no electric power or refrigeration, life aboard the Nomis was pretty primitive. The food supply was necessarily limited to nonperishables such as casks of salt pork, potatoes and plum duff. Eggs were available while in port but fresh fruits, vegetables and milk were out.

## Laundry Problem

Fresh water was a pretty severe problem. It had to be carried in casks and lugged by the pailful, making for a very limited supply reserved for cooking and drinking. Salt water came into play when the crew wanted to wash clothes or clean the foc'sle. A bucket was put over the side and the water heated on top of the coal-burning galley stove. The crew would then scrub their clothes with it, using the deck for a washboard.

The crew foc'sle boasted the traditional wooden bunks with straw mattresses and no springs. Warmth was supplied by a pot-bellied woodburning stove. With plenty of lumber aboard, fuel was no difficulty, When fully loaded, the Nomis but the men had to do a little sawing as one of their side duties, both for this stove and to supply before returning to Perth Amboy. kindling for the galley. The watch were, at least one man would be asleep in the foc'sle at any given

For illumination and running each in the afternoon. Two men engine, the only other concession



Mate of Nomis was lucky fisher- Deck load of lumber was stacked high around the entranceway to the man. Note salt pork barrel, (rear), crew's foc'sle "down in the hole." and he sault to salt to



Longshore gang stacked planks of southern pine on Nomis' deck while the schooner was at anchor in Charleston harbor.

the use of towboats for docking when the wind wasn't right. Otherwise she would have had to wait Evidently the cook's medical reoutside the harbor until favorable winds sprang up.

## **Emergency Operation**

Work on the Nomis, a hard grind under any circumstances, became tougher for Martin when he suffered an infected hand. The infection spread and blood poisoning set in, swelling the arm up to the shoulder. With no radio aboard, the skipper tried to signal passing steamers to take Martin off, but none came close enough to get the signal. He decided that the only way out was to operate.

Consequently, the captain sterilized a razor blade by boiling it tice mixture of cornmeal and lye on a ship like that."

to modern times aboard her was | which Martin applied regularly, wrapped in a cloth, to draw the remaining pus from the infection. cipe had genuine value, because in a week the swelling disappeared and the arm was as good as new. All this time, one handed or not, Martin had to steer, stand watches and go aloft.

> The trip on the Nomis was Martin's only voyage on a sailing ship, although he worked subsequently on a four-master while she was in port. When he signed off the Nomis, he continued working on dredges and harbor boats, switching to deep sea ships during and after the war,

While under no illusions as to the "romance" of working a sailover the galley stove. He then cut ing ship, the trip was a memorable an "X" at the original site of the experience for Martin. "It was a infection, and the mate squeezed long hard grind day after day," he out as much of the pus as he could. said, "but if I had the opportunity, The cook put together a hot poul- I would like to take one more trip

# Washington Gaining Fast As Important Sea Port

The area surrounding Washington, the nation's capital, long fallow as a port of entry of any consequence, is fast growing in stature as a shipping point.

It's importance to Seafarers, of course, has never been pinpointed as a place to ship out from, but rather as as the site of the Congressional mill which annually grinds out some 350 new laws affecting the maritime industry in one way or another.

Disclosure of the 1950 figures and the estimated statistics for the year just past are expected to show a continued sharp upturn in the activity of sea-borne commerce through the Washington area. Showing a steady increase every year, the shipping activity is believed considerable for a city some distance away from any large industrial center.

Its geographical location - 180 miles from the Atlantic Ocean and 108 miles up the Potomac River from its mouth in Chesapeake Bay -is certainly not one to build up any reputation as a major port of entry.

But many items for local consumption do arrive daily on barges and inland vessels sailing the Potomac. Petroleum and petroleum products, for one, are a major incoming cargo essential to the sprawling center of federal government in the District of Columbia and suburban Virginia area.

Building materials for the construction of expanding quarters for government bureaus and agencies also provide a considerable bulk of the cargo arriving up the river, as does pulp wood and newsprint for the mountains of printed matter emerging from the capitol each day.

## Georgetown Wharves

The major activity, moreover, is nowhere near the actual seat of the government but beyond the District of Columbia in historic Georgetown, whose side unloading and storage space required. It was an important port during the early history of the country, principally for tobacco export. With the coming of the railroad and larger ships unable to navigate the shallow Potomac. in the nineteenth century its commerce grew negligible.

Nearby Alexandria on the opposite bank of the river is also experiencing a relative boom in commercial shipping and adds to the rise in water-borne traffic for the entire area.

Though the "Port of Washington" won't in the foreseeable future loom as an actual threat to the prominence of major US ports such as New York, Philadelphia, New Orleans, Houston or San Francisco, it is worthwhile to note it is once again a "going concern" for water-borne commerce, in addition to its function as the hub of government in the United States.

## Olde Photos Wanted by LOG

The LOG is interested in collecting and printing photographs showing what seagoing was like in the old days. All you oldtimers who have any old mementos, photographs of shipboard life, pictures of ships or anything that would show how seamen lived, ate and worked in the days gone by, send them in to the LOG. Whether they be steam or sail, around the turn of the century, during the first world war and as late as 1938, the LOG is interested in them all. We'll take care of them and return your souvenirs to you.

# IN THE WAKE

crews of Columbus and Magellan saw it and rejoiced, convinced dispute in sea slang, probably that their patron saint, St. Elmo, stems from the same direction as city of low intensity induces electricity on the ship or other object that happens to be under its an early complaint. When someinfluence. The induced electricity one chews the fat today, he usuconcentrates at the extremities of ally just talks on and on ainflessly. structures where it becomes visible.

\* \* \*

A plum pudding has a special significance for American whalemen. It's a term used for the muscular substance in the tongue of sperm and humpback whales ... The light, fast boats formerly used by the Moros on piratical expeditions are called salisipans. These dugouts from the southern Philippines have a wash strake made of palm leaves (nipa), which also serves as a protection for the paddlers against arrows and darts when fighting.

\* \* \*

In the waters of the Suez Canal or lower Danube River a salmon tail has nothing to do with the finny delicacy by the same name. Used to get increased turning power when navigating narrow waters, it is an extension plate added to the trailing edge of the rudder . . . Sampan, the general name for a small open boat or skiff in the East Indies, Malaya, China and Japan, is said to be a corruption of "shan-pan," which in Chinese means three planks.

t t t

Natives of the south of England refer to a wrecker as a mooncurser, because of his practice of enticing vessels ashore by tying a lantern to a horse's bridle and hobbling one leg so that the animal's stumbling simulated the motion of a ship. Naturally, this was not possible on fair, moonlit nights, hence the name mooncurser.

\* \* \* Antenna is Latin for a sprit or known as schitiki.

St. Elmo's Fire, an electrical yard, though in modern science it phenomenom frequently observed usually means an insect's "feeler" at sea, got its name when the and in radio terminology an aerial

. . . A beef, either a complaint or was near at hand. The "fire" is to chew the fat, referring to the caused when atmospheric electri- gristly salt beef which requires much chewing before it can be swallowed, and which caused many

When a ship was caused to heel over on its side for making repairs or the like, she was said to careen. from the French carener, or Latin carina, or keel. A place where this was often done gained the name of Careenage, sometimes abbreviated, as in Bridgetown, Barbadoes, to "The Ca'nash" . . . The sailor's name for the cootie, the bothersome body louse that GI's first became familiar with during World War I, comes from the Polynesian word kutu, meaning a parasitic

The lodestone, magnetite with magnetic properties, was used as a kind of mariner's compass by the Norsemen, Arabians, Chinese and other early nautical peoples. Floated on a piece of wood in a basin of water, it always pointed to the north . . . At loggerheads, a shore phrase meaning to quarrel or be in disagreement, probably arose from whaling practices. A loggerhead was a post in a whaleboat to which the harpoon line was made fast when the whale

\* \* \*

was "ironed."

19. Bearing of Mal-

23. Ship's initials

24. Ties up

25. Symbol for

arsenic

28. Took men

aboard

29. Log reader

lorca from Ibiza

26. Pitcher Parnell

27. Heavyweight con-

31. Spread to wind

tender in 1951

A tourniquet, as we know it, usually refers to a surgical device for stopping bleeding, but the French seaman uses it to open a watertight door aboard ship. It's the equivalent of a "dog" or snib Seaweed or sea grass, excellent for manure, is one of the principal sources of lodine . . . Elk leather is used to make the sail and rigging for a Siberian dugout

rating

37. Father

Abbr.

47. Stockades

49. Large tub

40. Vipers

33. Where Browning 50. Woman's name lived in Italy 51. Greek letter

Puzzle Answer on Page 27

41. One of the

42. Sailors' patron

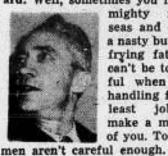
44. Where Jask is

66. Italian money:

39. Britain's fleet:

Question: What do you consider the most dangerous part of your

Walter C. Patterson, chief steward: Well, sometimes you run into



mighty rough seas and can get a nasty burn from frying fat. You can't be too careful when you're handling fat. The least jolt can make a mess out of you. Too many

\* \* \*

Thomas J. Heggarty, AB: Working on deck topping off and han-

dling gear is no pienie any day. Guys can get tangled up in lines as easy as pie. I saw one man get caught up in a line going over the side and fly off in it just as if he were a bird.



Rudy Leader, messman: I don't think you run into anything too dangerous in the



But I guess handling hot liquids or oil in the galley can be plenty tricky in rough weather. You al-

steward depart-

ment. At least I

haven't, anyway.

ways have to watch your step.

t t t

Bob Roberts, oller: If a man's not wide awake when "feeling" the

crank and the ship is pitching, he'll get a whack he'll remember. Checking that oil flow is no joke if you're still sleepy or not alert while you're doing it. It's a hard lesson



for someone who turns to gassed-

Samuel L. Vandal, baker: Cooking donuts. No, I'm not kidding. It's usually done



at night with nobody around, and a guy trying to take down the deep fat fryer will be a sad sight in the morning if he don't know just what he's doing.

You have to be extra cautious on that job.

\$

Charles P. Benway, FWT: There's nothing like what happens to a

man when he falls from the crosshead grating into the crank pit. You heard about it a lot years ago, but not as much now. It's practically impossible to come out alive



once you get caught in there.

# MEET THE SEAFARER

JOE GALLIANO, Walter

The things that lead men to go | five months ago Joe Galliano's case a school essay contest touched off a lasting interest in shipboard life. Nowadays Joe is one of the "regulars" sailing out of New Orleans on Delta Line passenger ships and hopes to become a steward some day.

Joe, a native of Passaic, New Jersey, was just 13 years old when he won the essay contest sponsored jointly by the US and Italian governments. The prize was a threemonth tour of Italy on the Conte de Savoia, one of the luxury passenger liners of the Italian Line. He doesn't recall what the essay subject was, but the trip certainly proved memorable, opening up a fascinating vista of travel and change.

When the war came, he joined the Navy and spent 31/2 years in service. Like many a returning veteran who went off to war just out of school, Joe didn't know what to do with himself when it was all over. He knocked around in his native Passaic for about a year, most of the time as a member of the "52-20" club. Finally some friends of his, who were already sailing with the SIU, persuaded him to come along with them to Savannah. They caught a South Atlantic Line ship out of there on which he made one trip before returning to New York.

Wall Street Baptism Joe landed in the big town just in time to become involved in the Wall Street strike. He received his baptism of fire as a union man | trip. by spending a month or more in support of the Financial Employees

picket line.

When the strike ended, Joe and his side-kick found shipping a little slow in New York. They was more active at the time and caught the Del Valle. One trip on Mississippi's Latin American run was the proof of the pudding for Joe. He has been riding Delta line ships steadily up until about at no cost to him."

to sea are many and varied. In when he caught a Cities Service tanker, the Cantigny.

As far as Joe is concerned, there is nothing like riding the Delta Line cruise ships. For one thing, there are the attractions of South American cities like Rio, Montevideo and Buenos Aires. 'When we get to Rio," he said, "everybody who is free comes on deck to see the port, no matter how many times they've seen it before." In addition to being satisfying to the eye, Delta Line seamen find a good time in the Brazilian metropolis.

## Facilities Open

This is especially true when it comes to the Delta Lines baseball teams on which Joe performs usually as a third baseman. All the facilities of the luxurious Gymnasia y Esgrima and the Municipalidad clubs are open to the team's players. Brazilians are wild-eyed sport enthusiasts and the clubs offer the last word both as to sports and entertainment. With all that, Joe's favorite city is Buenos Aires where the food is tops and the prices right.

Riding the cruise-ship itself has its solid points too. "You meet some wonderful people, and the crew is really a fine bunch." Delta cruise ships being smaller ones out for the relatively lengthy period of 47 days, the atmosphere is informal and there is plenty of time to get acquainted. The usual quota of cruise ship festivities also makes for a congenial and pleasant

While he finds the South American run enjoyable, Joe isn't content to let it stop at that. He is awaiting the opening of the steward department school for as he put it, "Ihave been looking for the took off for New Orleans which chance to improve myself. It's good to be a member of a Union like the SIU and work under top notch conditions but it's really a wide-awake Union that gives a guy like myself the opportunity for advancement

# YEARS AGO

ships . . . California oil plant underway. shelled by enemy sub offshore, inflicting minor damage in first aton mainland parachute troops raid French coast . . . Russian fleet blasts Nazi Crimea line, relieves Sevastopol, under siege since previous

Seafarers blasted NMU proposal of a maritime "czar" for the east coast with authority to crack down on any union activity that "might hamper" war effort . . . Desert dust temporarily halted fighting in Libya, grounding rival air forces . . . Java under continuous bombardment and invasion attack as Nipponese forces moved on Bali . . . Worsening US-Vichy relations eased as Marshall Petain promised that French fleet wouldn't be turned over to Germans.

\* \* \* Treasury proposed pay-as-yougo tax plan, sought to hold down battleship Maine in Havana, inflationary buying . . . FDR enters 10th year in White House . . . War (1898) . . . OPA revealed AFL-CIO chiefs issued strong plans for rationing of sugar . . . caution against wage curbs while Admiral Ernest J. King assumed profits, prices continued to rise top Navy post . . . Tom Mooney, Marore torpedoed by sub pack earlier, died.

Fighting to retain a foothold on with no lives lost . . . Two other Bataan, battered US planes at- SIU ships sunk in sea accidents tacked Subic Bay concentration of same week . . . Spring training Japanese fleet, sinking three big for the 1942 baseball season got t t t

Japanse won hold on Sumatra, twice bomb Darwin on Australian mainland . . . Caposition protests mount, Churchili reorganizes British cabinet following fall of Singapore . . . RAF pounds Kiel, exacts heavy damages, casualties in raid on factories near Paris . . . Burma defenses weaken as entire civilian population of Rangoon is evacuated . . . Unbeaten contender for boxing's welterweight title, Ray Robinson breezed to 28th straight win . . . Brig. Gen. Eisenhower named war plans chief on Army staff in reshuffling of US staff, field commands . . . Trial to determine war guilt opens in France.

\* \* \*

The House voted a record \$32 billion measure to pay war costs ... US, Cuba commemorated 44th anniversary of the sinking of the springboard for Spanish-American . SIU-manned ore carrier freed from prison three years artel 1500 been

# The Seafarers Puzzle

## ACROSS

- 1. Ships are needed to carry this 5. Bring a yawl close to wind 8. Complaint 12. Seaman with rating
- rating 13. Girl's name 14. A song 15. Lower, as
- weather 16. Where ships are laid up 18. Man's nickname
- 19. Where Cape Sable is: Abbr. 20. Medical abbre-
- viation
  21. Call. in poker
  22. Bay SE of
  Honshu
  24. Owner of the
  football Giants
- 26. Region in Belgium
- 28. It ence guarded Bhodes 32. Bird of
- Australia 33. Making a loud
- noise 34. Before 35. Holy place in Tibet
- water
- Gibraltar

- Ana is
  51. Lake port
  52. Cougar
  53. A great place
  54. Sea awallow
  55. Passage S of
  Rabaul in WW II
  56. Siff earth for
  gold
- B7. Greek war god

- DOWN
- 1. Stop at a port 2. Wind instru-
- 3. New plant at Chalmette
- 4. Irish sea god 5. Projecting arms
- of cranes 6. Fuss 7. City on the Irrawaddy
- 8. Bengal or Biscay
- 9. Periods of time
- 10. Where Youghal . Bay is
- 11. Cover, in craps
- 17. Infielder's muff

- 37. Breathe rapidly 38. They cut the
- 39. Victor in Battle of Britain 40. Animal native to
- 43. Cap, Haiti 44. Docked
- Switzerland 48. Where Santa

## SEAFARERS \* LOG

March 7, 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, Herment Brand; Monoging Editor, Ray Denison; Art Editor, Bernard Braman; Photo Editor, Daniel Nilva; Stoff Writers, Herman Arthur, Irwin Spivace.



## Locking The Barn ...

The hue and cry set up in all corners of the nation to cleanse the country of possible fifth columnists and saboteurs in the person of subversive elements like the Communist Party and their "pink" fringe of supporters has left a monstrous flaw

Assuming we can rid the US of these undesirables before a real emergency sets in, what about the unending flow of potential security leaks daily entering the country via virtually every major port in the land? We refer, of course, to the danger implicit in a policy of not screening crews of foreign ships crowding into our harbors within a stone's throw of vital harbor defense installations.

American seamen have to wade through a maze of security procedures set up to check their national allegiance and competence to sail on ships carrying billion dollar defense cargoes-a necessary step in times like these-while alien seamen flock down the gangways of foreign-flag ships into the US as free as the sea-birds flying over them.

What worth has such a policy-shortsighted at the outset -since it subjects the mass of patriotic citizenry to security controls in a search for the potentially subversive few, and at the same time conspicuously overlooks the bloc of thousands of foreign seamen in whose midst, cloaked as seamen, there may be an entire corps of subversives?

The SIU is not anti-alien or anti-foreign seamen. We just want to make clear this loophole in our security program.

If the national security program requiring screening and loyalty checks of seamen on American ships is to have any purpose, why has the more obvious security loophole been left untouched?

We wonder if the screening set-up is no more than a means of imposing controls on the comings and goings of American seamen. There is no reason why we should be more suspect than men sailing under allegiance to foreign flags.

## Vanishing Bogeymen

In some quarters it is still popular to scare children with they would appreciate it at San frightening tales of bogeymen. The fellow-traveling Marine, Cooks and Stewards Union tried the tactic out on the Coast Guard with five SUP crew-members of the Alaska Bear cast in the bogeymen's role. They found that the Coast Guard examiner wasn't interested in fairy-tales, because he threw out a long list of MC&S-sponsored charges and exonerated the sailors 100 percent. The ship's stewards department, which was flagrantly guilty of refusing to sail and refusing to work the ship while at sea, is now undergoing a Coast Guard crackdown.

There is no love lost, nor will there ever be, between the SUP and the MC&S and justly so, for the leaders of the stewards union are among that dwindling handful who still hold fast to every twist and turn of the Kremlin line.

With all their professed concern for working people, the MC&S leadership was perfectly willing to frame five sailors, and possibly cost them their livelihood just to take a crack at the SUP. It's another in a long line of unsavory illustrations of how the Communist-liners operate on the waterfront.

## **Outports Next**

With the opening of the Sea Chest and the Port 'O Call Bar, the long and complicated task of setting up a new headquarters building has been completed. All facilities are now operating smoothly and efficiently giving Seafarers the very best kind of service and convenience.

The functioning of the new headquarters in its various departments, particularly vacation, welfare, and contracts, is of benefit to all Seafarers no matter what port they sail from. Nevertheless, the Union fully appreciates the desire of Seafarers in the outports for the same kind of modern conveniences and physical comforts that are available to their brothers in New York. Consequently, the Union is now knuckling down to work on the problems of the branch halls in the outports. It will take a little time, just as New York did, but the planning is now underway. Men sailing from the outports can rest assured that new setups will be provided for them which will be comparable to what now exists in headquarters. them there are a property of the control of the con

## LOG Is Example To Errant Men

To the Editor:

I am writing this letter to you concerning the SEAFARERS LOG which I was receiving at the San Quentin penitentiary. I have been transferred now, and the only possible way I can get the LOG is by notifying you of the change. I would appreciate it very much if you would send me the LOG to the new address.

During my stay at San Quentin, as a former Seafarer I had the occasion to meet men from different union organizations around the country. The interest in the LOG was so great that it took me at least thirty days to pass the LOG around to the fellows of these different unions. They all praised the good work that you fellows are doing in the SIU. The former seamen were especially pleased because they are hungry for good, honest waterfront news that the LOG gives its readers.

## New Hall Is Hit

The issue with the pictures of the new hall in it really made a hit, The men just couldn't say enough in praise of it. The LOG itself didn't need any explaining as it talked for itself. I know that Quentin if you could possibly keep on sending the LOG there.

I can honestly say that receiving the LOG regularly made us realize what kind of fellows we had the honor to work with when we were on the outside. It made us realize that to be a good union member we would have to take a genuine interest in our work, work hard, and participate in our Union that made our gains possible.

## Leave Drink Alone

leave the booze alone, the down of a great many of us and the main reason for our being-where we are. I hope that you will put this letter in the LOG so the fellows will see that we appreciate the good work that they are carrying on towards making a better seamen.

I also hope that the gashounds will take an honest tip from one who knows too well what it means to drink too much. Leave the booze alone, you will be a lot better off. Believe me when I say that, or else some of them will be keeping company with me if they don't take my advice.

In closing, I and the other fellows who read the LOG thank you once again for the really fine job that you are doing.

## Name Withheld

(Ed. Note: As requested the LOG will be forwarded to this man's new address. In addition we will continue to send a copy of



# As I See It





ANY OF US HAVE HAD THE shock of learning that one of our shipmates has come down with the TB bug and has to be confined to a hospital bed for endless months or years. I can think of a couple of men I've sailed with who are now drydocked in a TB hospital. That's why its such welcome news to learn that the doctors have come up with a couple of little pills that might nail down that TB germ for good.

TB has long been one of the worst perils facing seamen. In the days of crowded, dirty foc'sles, poor food and long hours, TB sent many a seaman to the hospital to cough his lungs out. Even today, with all the improvements the Union has fought for and won there are TB hospitals filled with hundreds of seaman.

No matter what the Union has done or will do in the future, Seafarers will have to work in close But most of all it taught us to quarters and be exposed to heat. chill and dampness. It's part of the job, just like the miner going down in the pit knows he is going to inhale that coal and rock dust into his lungs.

The doctors tell us that right now they're not sure whether the new drugs have all the answers. SIU and improving things for all Even if they do, it's going to be some time before they are put to general use, one reason being there's simply not enough of the stuff to go round right now.

## Comfort to Seafarers

In the meantime, Seafarers at least have the comfort of knowing that their Union will continue to pay out those weekly hospital benefits, no matter how many months or years they are bed-ridden. And here's where an important fact should be emphasized not only for TB patients but for any hospitalized Seafarer. Your Union is the only one that guarantees that its hospitalized members will receive sick benefits indefinitely.

the LOG to the San Quentin run by insurance companies they with death and injury every day prison.) pay off for a few months at most. on the job.

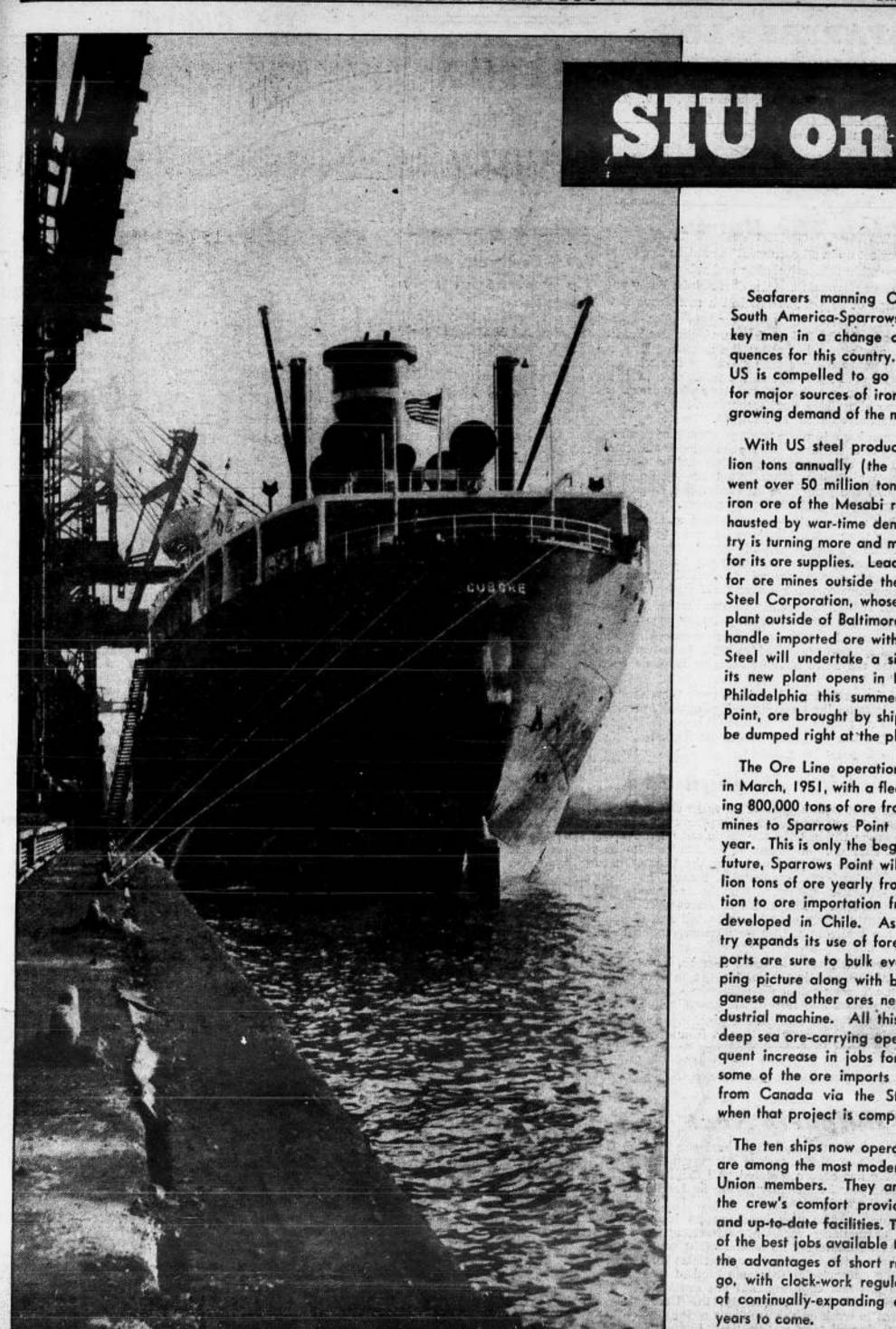
In the NMU, for example, hospital benefits last only 13 weeks. Then they yank off the feedbag, although you might be just as badly off as when they started. Not so in the SIU. You get that dough as long as it's needed whether it's ten days or ten years.

TALKING ABOUT TE AND our benefits points up something that the public, and the operators, don't always realize. The man who goes to sea runs far greater risk of accident and disease than the man ashore. Aside from the death-dealing power of the sea itself, there is the problem of getting early medical attention.

If you're shoreside and you break a leg or come down with the flu, the doctor or ambulance is there within a half hour. But once the ship leaves port and heads for sea, the suffering seaman has to wait days and sometimes weeks for medical aid. Usually what happens is that serious infections and complications set in, making things far tougher than they would be if medical care was available on the spot. That's why, for example, your Union has fought for the addition of penicillin to ships' medicine chests, and for welfare benefits in

A tragle illustration of this simple fact is the case of a Seafarer aboard the Longview Victory who died of food poisoning just one day away from port. Whatever the facts of the case, it does make clear that the Scafarer faces terrible danger if he sufferers illness or injury on ship, far from a doctor or a hospital bed.

Therefore, when your Union sets its sights on broadening the scope and increasing the size of its welfare benefits, the public, government and everybody else concerned should realize that these demands are not plucked out of thin air but are solidly based on the actual In most of these welfare plans needs of Seafaring men who play



li nek shirekti, si ke ar'i espenjila yasar li nek misinag unia si suntuanga

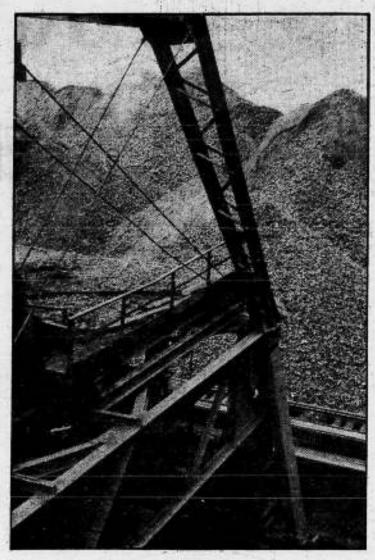
Seafarers manning Ore Line ships on the South America-Sparrows Point, Md., run are key men in a change of far reaching consequences for this country. For the first time the US is compelled to go outside of the country for major sources of iron ore to feed the evergrowing demand of the nation's blast furnaces.

With US steel production topping 100 million tons annually (the pre-war figure seldom went over 50 million tons) and the first grade iron ore of the Mesabi range in Minnesota exhausted by war-time demands, the steel industry is turning more and more to foreign sources for its ore supplies. Leader in the development for ore mines outside the US is the Bethlehem Steel Corporation, whose huge Sparrows Point plant outside of Baltimore is ideally situated to handle imported ore without transshipment. US Steel will undertake a similar operation when its new plant opens in Morrisville outside of Philadelphia this summer. Like at Sparrows Point, ore brought by ship from Venezuela will be dumped right at the plant site.

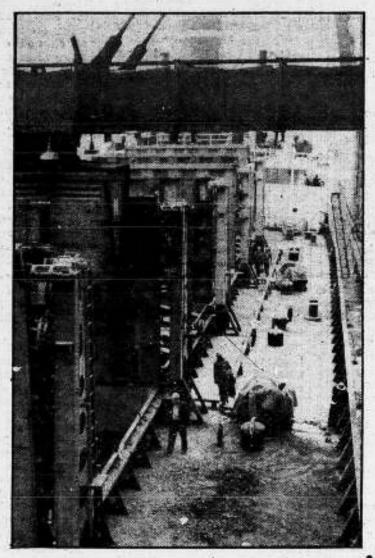
The Ore Line operation started a year ago, in March, 1951, with a fleet of 10 vessels carrying 800,000 tons of ore from Bethlehem's El Pao mines to Sparrows Point up to the end of the year. This is only the beginning, for in the near future, Sparrows Point will be receiving 3 million tons of ore yearly from Venezuela in addition to ore importation from mines now being developed in Chile. As the US steel industry expands its use of foreign ore, iron ore imports are sure to bulk ever-larger in the shipping picture along with bauxite, copper, manganese and other ores needed to feed our industrial machine. All this means expansion of deep sea ore-carrying operations with a consequent increase in jobs for Seafarers, although some of the ore imports are certain to come from Canada via the St. Lawrence Seaway when that project is completed.

The ten ships now operated by the Ore Line are among the most modern vessels manned by Union members. They are well designed for the crew's comfort providing roomy quarters and up-to-date facilities. The ore shuttle is one of the best jobs available to Seafarers, offering the advantages of short runs which come and go, with clock-work regularity, and assurance of continually-expanding operations for many years to come.

# Sea Lane



Huge ore stockpile at Sparrows Point needs constant refilling to keep up with demand. The Venezuelan run supplied 800,000 tons last year.



Operator in cage of overhead crane trolley arm directs operations as ore is scooped out of Cubore's hold through hatches (lower left).



The big scoop gets to work inside the hold gulping up giant-sized bites of raw material which will later be converted into steel.



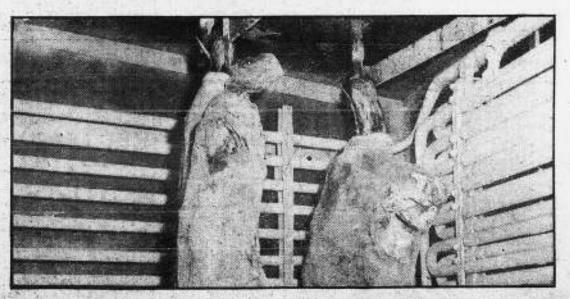
Crew of Cubore lines up patiently waiting to collect money due for voyage. Ore Line paymaster came aboard when ship tied up to dole out cash.



In course of payoff SIU Baltimore branch patrolman, Curly Masterson, brings men up to date on dues and settles beefs that arose during trip.



With payoff completed, March of Dimes gets share. Cubore's deck delegate, T. M. Jones, signs name to scroll recording his contribution.



Two sides of beef hang in the ship's chill box ready for use. Modern refrigeration is one of up-to-date facilities provided on Ore Line vessels.

# MARITIME

Two Navy icebreakers, lend-leased to Russia during World War II, have finally been returned to the US. Recommissioned at Bremerhaven after being handed over by the Russians, the Northwind and Westwind were found to be in good shape for sea-going duty. They are now in Boston . . . Bids on five vessels sunk off the coast of Florida during the war will be opened by the Maritime Administration next week. The ships, two tankers and three freighters, are the Lubrafoil, Halsey, Leslie, Norwalk and Laertes. They are lying in 48 to 300 feet of water.

Petroleum suppliers have been told that Navy requirements of special fuel oils must be met by the July delivery date at the peril of cutting certain fleet operations.. Requirements of 9,500,000 barrels "remain uncovered to the extent of 5,300,000 barrels" a spokesman revealed . Owners of a new high-speed freighter, the Silver Gate, claim she'll be the "highest powered cargo vessel in the world," with a loaded speed of nineteen-and-a-half knots. Built in Germany, the all-welded ship has two 8,000 horsepower diesel engines which developed twentyone-and-a-half knots on her maiden run.

A frail houseboat that parted her lines and strayed into the stormy Gulf of Mexico with a small, middle-aged woman aboard has been found tossing around in heavy seas about eight miles from the mouth of Suwannee in Florida. Its lone occupant, a 120-pounder, had finally managed to push a 175-pound anchor overboard . . . Record barge-borne grain shipments passed through the ports of New Orleans, Houston and the Illinois waterway last year.

The converted freighter Courier, refitted for use as a floating radio station to beam the Voice of America across the Iron Curtain, is in Chesapeake Bay testing equipment this week. Manned by Coast Guardsmen, she will have a shakedown cruise in the Caribbean and depart, probably in May, to relay broadcasts in a way to cut down attempted radio interference from Soviet broadcasts . . . The Great Lakes tanker fleet, comprising 103 vessels, carried over sixteen million tons of petroleum products during 1951, setting a new record for the fourth

The first Scandinavian ship with a fully equipped movie theatre is now being built in Holland for trans-Atlantic service . . . Ship losses during January, abetted by stormy, wintry seas in many areas, totaled 10 complete losses and 823 partial losses, exceeding by over a hundred the figure for the same period a year earlier. A breakdown showed 163 resulted from collisions, 160 from weather damage, 117 stranded, 47 from fire and explosions and 146 from damages to machinery . Charged to war reparations, a busy shipbuilding operation for the USSR is going on in East Germany. At least four passenger ships are on the ways now.

Ten more oceangoing vessels are going into Great Lakes ore operation by the 1953 shipping season, several of them this year. Three vessels 710 feet long will be cut in half on their way from New Orleans to Chicago. The remaining ones can make the trip without suffering a hatchet job . . . Salvaging of 150 new cars dumped into the Ohio River when a barge capsized in December are now underway. Pontoons will be lowered and attached to the barge by divers in order to float it . . . The Government again extended a "temporary" suspension of price controls on the shipbuilding industry, affecting sales, repair and conversion of vessels more than 65 feet long. The extension runs to May 13.

The Coast Guard reported "only 25 persons" out of 30,000 screened last year for jobs in the Great Lakes were rejected as poor security risks . . . The Senate Commerce Committee has approved a bill to extend for two years the authority of Canadian ships to carry passengers between Alaskan ports and the continental US . . . Most of the imports through the port of Houston during 1951 came from south of the border, particularly Mexico, which supplied crude oil, coffee and benzene. Latin America accounted for 61 percent of the shipments, and Europe, principally Belgium, France and Holland, for 26 percent . . . A 30-man Russian crew at Genoa, Italy, is testing the 4,650-ton motorship Tobolsk, the second such ship built there and ready for delivery to

Stormy seas went on the rampage last week, flooding part of the business section in downtown Havana, Cuba . . . An offer by the owner of the ill-fated pleasure ship Noronic which burned at a Toronto pier in 1949 with a loss of 119 lives has been accepted by all but 22 of the claimants for damages. Settlement of \$2,150,000 was okayed by 553 suitors for damages resulting from the disaster on the vessel, which cheated their employees by paying had been manned by members of the Canadian SIU . . . Australian dock workers have walked off their Jobs in sympathy with wharf laborers who wheel hand trucks. Sydney harbor was tied up when Harry Poling in Teamsters Intl. on chocks under the davits or be cradled between the davits. the laborers objected to moving three instead of two bags of fertilizer headquarters was victimized by a at a time on a hand truck.

They'll have to behave-The CIO, which has been plagued recently by disputes between member unions, has appointed an arbitrator lifeboat is carried to settle such disputes. The unusual aspect of the appointment is that he will have the final say with no appeal from his decision. First man to take on this delicate task is Dr. George W. Taylor, who used to be chairman of the Wage Stabilization Board. 28 of the 35 CIO unions have ratified the new set-up.

\* \* \* Wetback problem grows-The wholesale invasion of the United States by hundreds of thousands of illegal Mexican immigrants, known as "wetbacks" is still with us. The wetbacks enter the US by swimming or wading the Rio Grande and then go to work for as little as 10 cents an hour usually on farms. The Mexican government is trying to get the US to penalize employers hiring wetbacks so that legal importation of Mexican workers under safeguard, can continue. The AFL Farm Labor Union charges the US has failed in a pledge to bar wetbacks from this country.

Oil Keeps Flowing-A strike call by the Oil Workers International, set for last Sunday, March 2, has been put off pending federal mediation. Companies involved include Sinclair, Texas, Cities Service, Shell and Socony Vacuum. Union demands total 25 cents an

\$ t t Year Round Wages-One of the few guaranteed wage plans in the country has been obtained by the United Packinghouse Workers at the National Sugar Refining Company. Some 1,100 workers employed there will be guaranteed an average of 37 hours paid employment for every week of the year.

hour and other items.

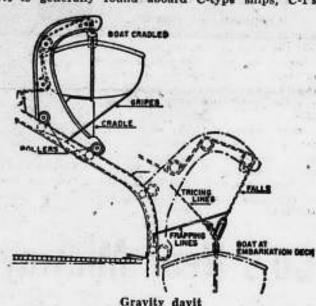
\* \* \* Odds 'n Ends-Price Increases brought an automatic three cent hourly boost for more than a million automobile, aircraft and farm implement workers . . . 8,000 New York bus drivers got six cents an hour under the escalator clause . . . CIO Electrical Workers is demanding interest payments from GE and Westinghouse on \$15,000,000 worth of wage increases held up for several months by Wage Stabilization Board . . Cost of living has in-. . More than 14,215 employers less than the 75 cent minimum wage in 1951 . . . Bookkeeper

# On the Jo

Familiarity with the operation of davits and the launching of lifeboats are included among the required skills for an AB ticket. There are three types of davits which are currently in use among most ships operating under the American flag; they are respectively, the gravity type, boom type sheath screw, and quadrant davit.

The gravity davit is generally found aboard C-type ships; C-1's,

C-2's and C-3's. As the name implies it is based on the principles of gravity. The in two cradles which are mounted on rollers. The rollers move over two parallel tracks at right angles to the side of the ship. When not in use, or "cradled" the boat is held at the top of the davit. When the gripes are released and a brake lever raised, the entire assembly, boat



and cradle, rolls down the tracks by gravity until the lifeboat is suspended over the side at the embarkation deck.

Tricing lines swing the lifeboat into the ship's side and hold it in position until frapping lines are secured around the falls. This brings the boat in position for boarding. The tricing lines are then cast adrift and the boat loaded. When the lever is raised again the boat continues downward until it reaches the water.

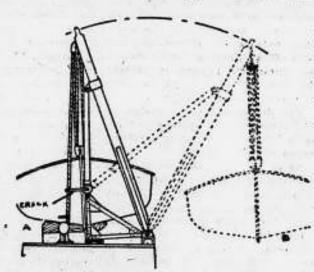
Care must be taken when raising the boat and davit heads to the secure position. Limit switches are provided on these davits to shut off the electric power before the davit heads strike the stops during hoisting. A check should be made to assure that these switches are in position to cut off power at the proper time.

## Hand Cranking

Once the power is cut off the hand crank is used to hoist the boat and davit heads the last few inches. The operator of the hand crank should make sure that the power switches are open and that nobody will apply electric power while the hand cranks are in place or are being used. Once the boat is cradled, the hand cranks should be removed immediately.

The two other davits in general use, the boom type sheath screw and

the quadrant davit, both operate on the same principle. They employ upright davits which swing out in an are when in operation, carrying the boat outwards and down to the proper position. In both cases, operation of the davit is pivoted near the foot. The difference between the two is in the mechanism used to accomplish this



Boom type sheath screw davit

The quadrant, an earlier model used on Hog Islanders and other pre-World War II ships, makes use of a "traveling nut," on a worm gear. A crank handle is rotated outboard, moving the nut creased faster in Savannah since gear. This swings the davit arm outward and suspends the boat over 1939 than in any other US city side. The boat is frapped into the embarkation deck and lowered by its falls.

The boom type sheath screw, which is used on Libertys and T-2's, is operated in the same manner, with the difference that a sheath screw is used to swing out the davit arm. The lifeboat may be carried either

There is a fourth type of davit, the round bar or radial davit, which thief who stole his baby's diapers. is no longer generally used on ocean-going vessels.

Burly

Follow Burly Every Issue In The Seafarers Log



# **Deluxe Book Coming Soon** To Members

(Continued from page 2) also at no charge, to further protect the book against soiling.

In all, the new Union Book will be the most up-to-date, streamlined Union document in existence, a proud possession of every Seafarer.

A consequence of the new book set-up will be a \$10 charge to replace any book lost, a cost necessary to cover the new book and office work involved. The fee is also to discourage careless handling of



Experienced deep water sailors Grace N. Corbett (left) and Hilda Revesz discuss a feature of a C-3 ship's model on display in headquarters. The girls work as stewardesses aboard the Puerto Rico.

# Co's Near Midway Mark In Back

(Continued from page 3) Seafarers have received money due them but a good over-all guess would be somewhere in the vicinity of 35-40 percent.

Retroactive wage payments are due to Seafarers under the terms of the contract signed back in October, 1951, but were held up by the Wage Stabilization Board which did not issue approval of the agreement until well into January, 1952. This piled up a considerable backlog, and along with payments due other maritime unions-engineers, radio-men, deck officershave made for a considerable accounting problem.

Wrong Addresses Hurt

Another difficulty in handling the payments as revealed by inquiries at several companies has been the lack of accurate addresses. In many cases checks or vouchers have been sent out to the address in possession of the company only to be returned by the post office. Seafarers with money due them are advised to contact the company involved giving them a correct mailing address.

The following is the status of SIU-contracted companies not reported as fully-paid up in previous issues of the LOG:

Alcoa SS Co .- The company is drawing up a payroll covering all unions under contract to it, and will not send any vouchers out until the entire payroll is completed for all ships. They expect payments to begin sometime in April. Vouchers will be sent to home addresses for signing and return to the company after which checks will be sent.

All men have been paid.

Bull Lines-Payrolls have been made up on 20 of the company's 30 ships and checks will go out very shortly to all of the men involved.

Calmar SS Co., Ore SS Co.-All checks have been mailed out and many have come back because of off. incorrect addresses. Anybody who has money due from this company and has not collected should get in touch with the company's New York office at 25 Broadway.

Carras Agency-The majority of men were caught at the payoff. In most other instances the remaining men have a month and nine or ten days due. Payments have not yet begun for these and no date has

been set yet. Cities Service - Practically all checks have been mailed out. Some have come back with incorrect addresses. The company will hold them for a while and then forward a list of men who have money due to the Union. For further information contact Cities Service at 70

Pine Street, NY.

off about 10 percent of the men so | and last will be MSTS vessels. The far. The fastest way to get payment | mailing has been completed for is to go to the agency's office at 80 Broad Street. Mail requests have not yet been taken care of.

Eastern SS Co .- Payrolls have been completed for four of the ships operated by the company. They are being made up in order of the ships' arrival in port. Men should write to the company at 40 Central Street, Boston, Mass., giving a correct mailing address and checks will be mailed to them.

Dry Trans (Trans Fuel) - All payrolls are ready with the exception of the Catherine. Men have to apply to the company's office by mail or in person at 25 Broadway, NY.

Triton Agency - Payments are being made alphabetically by the name of the ship. About 25 percent of the men have been paid out. They will make payment to men requesting them by mail or in person at 80 Broad Street.

Dolphin SS Corp. - No checks have been mailed yet due to delays occasioned by US tax returns. They will start mailing after the March 15 tax deadline.

Isthmian SS Co. - Retroactive payrolls have been completed for the following vessels and voyages: Steel Chemist, voyage 12, from August 13 to November 7, 1951; Steel Ranger, voyage 82, August 11 to November 9, November 10-13, 1951; Steel Voyager, Voyage 11, November 6, 8, 1951; Steel Navigator, Voyage 14, August 3 to November 6, November 17-28, 1951; Steel Apprentice, Voyage 11, June 12 to November 28, 1951, November 29 to December 8, 1951. Wages Seatraders (Amer Merchant Ma- are available at the company's rine, Ocean Carriers, Zenith) - main office, 71 Broadway, NYC. Additional information will be printed in future issues of the LOG.

National Navigation-About half of payments due are made up. Requests on hand in company's office, 11 Broadway, are being taken care of now. The rest will be completed when the ships pay

Robin Line - They have been paying men as they come into the office, starting two weeks ago. Mail is just beginning to go out now as the total payroll has just been completed. Men have to apply to Robin Lines to collect, c/o Seas Shipping Co., 39 Cortlandt Street,

NYC. Victory Carriers, Western Tankers, Trafalgar SS Corp., US Petroleum Carriers-They are still in process of drawing up a complete payroll which they expect will be ready on May 1, 1951. Men should write letter to company at 655 Madison Avenue, or come in per-

Pine Street, NY.

by ship basis. Company's own and Int'l Vice-President Morris tion to the seething Arab lands of lish than most aliens would orthe Middle East.

the Middle East.

the company's own ships. Vouchers have to be signed by the men and returned to the company in order to get checks.

Southern Trading-All men have been paid off with the exception of stewards and cooks as the contract rate for these men is still not definitely settled.

Bloomfield Shipping Co. - They are sending out checks to all men concerned this week as per addresses they have listed in their office. Men who do not receive checks within a week or so should contact the company's accounting department at the Cotton Exchange Building, Houston, Texas.

Mar-Trade Agency - About 200 checks, roughly 10 percent of the total amount due have already been mailed. The remainder will go out during the month of March, with everything wound up by April 1.

Mississippi Shipping Co. - The forms which men are to fill out in order to secure payment have been airmailed to all SIU halls. Forms are to be filled out and signed and mailed back to the company's main office in the Hibernia Bank Building, New Orleans, La. Once the system gets well underway, which will be during the month of March, they expect to be able to mail checks back within 48 hours, not counting weekends. No payments will be made on personal application to the company's offices.

Palmer Shipping Co .- All retroactive wages are being handled on the payoffs as there will be no money due otherwise.

As reported in previous issues of the LOG, other companies that include Western Navigation, Strathmore Shipping, Shipenter, Omega Waterways, Pacific Waterways, Liberty Navigation, Seatrain and Eagle Ocean.

## Union Wins \$30 Increase For Day Men

(Continued from page 3) Shipping Company, New Orleans. For Mississippi's GAA ships it is the port of payoff.

Classifications covered by the latest wage increase are as follows: wiper, engine utility, engine maintenance, deck engineer, electrician, bosun, deck maintenance and carpenter. Handling the negotiations for the Union were SIU Secretary-

# **Vacation Payoff:** 20 Days-\$200 G's

(Continued from page 3) are received.

## Discharges Needed

One of the hitches that has arisen in the payments in some instances is the problem of port time discharges. The SIU has instructed the shipping companies to give port time discharges in addition to the sea time discharge so that Seafarers can receive credit for port time toward their vacation money. In the event that the company doesn't issue the discharge, Seafarers should contact the Union.

As a Vacation Plan staffer put it, "Vacation pay can't be issued unless the Seafarer has a discharge. No letters from the company, pay vouchers or any other document can be accepted. Even if a man only works one day on a ship he is entitled to the money and should get that discharge so that he can collect."

The SIU's Vacation Plan, first of its kind in maritime, was in-

# Czechs Buy Fleet To Aid China's Reds

As part of a scheme to furnish China, Korea and Communist revolutionists elsewhere in Asia with arms, Czechoslovakia is starting her own merchant fleet. The fact that the country has no seacoast doesn't seem to bother the Czechs who will base their ships at Polish of the operators."

The Czech merchant fleet will start off with ten second-hand ships, at least one of them being a 9,000 tonner, the Republica, which formerly sailed under the Panamanian flag.

Once these ships are put into service they will join Polish ships in running to China and the Middle East to supply arms and other essentials to troubled areas. The advantage to Communist nations in having these ships in service is that they could always claim to be "neutral" in case sea routes to China were attacked by Chinese nationalists.

## Hidden Arms Cargo

Instances have been turned up of arms cargoes on Polish ships being disguised as civilian goods. Recently a Polish ship was unloading crates in Alexandria, Egypt, that were marked "Porcelain" on the outside. One of the crates broke, spilling out revolvers and munitions.

Poland already has fifteen ships in service on the Polish China Line that are carrying military supplies to Chinese and North Korean Communist armies as well as to other points in the Far East such as Indo-China. Three additional ships are being fitted for this service besides the ten ships that the Czechs will have.

Crews of the Czech ships will consist largely of Chinese and other oriental sailors. More than 300 Chinese sailors are now waiting in Polish ports to crew up the new merchant fleet.

here too, payments go back to the tion problems of Seafarers arising port of origin the same day they out of the fact that they seldom worked long enough for any one company to qualify for benefits from that company. The plan makes it possible for any Seafarer to collect vacation money for actual time worked no matter how many companies he might have worked for in the past year. Under the plan, operators pay 50 cents a day into a central Vacation Fund, out of which the Union dispenses benefits up to a maximum of \$140 a year on a per diem basis to the Seafarer involved. Each day worked means that much more vacation

## 50c Daily Contribution

The Vacation Plan was negotiated with the operators last May on the basis of a 35 cents a day shipowner contribution and a \$115 annual maximum. In November, the contribution was increased to 50 cents daily and the ceiling to \$140. The obvious superiority of the SIU's Vacation Plan to other arrangements prevailing in the industry has led many maritime unions to include similar provisions in their contracts with the oper-

Commenting on the operation of the plan in its early days SIU Secretary-Treasurer Paul Hall declared, "The Vacation Plan which was hailed as a great step forward when we negotiated it last year is now proving its dollars and cents value for every Seafarer. For the first time anywhere in maritime, the operators have to come across with eash for the men's vacations. The SIU is seeing to it that the money is going where it belongs, into the pockets of Seafarers and not into some phony companyoperated vacation kitty from where it went right back into the pockets

With the Coast Guard waiver on alien officers in effect for a few weeks, 64 aliens have applied for sailing permits in New York Coast Guard headquarters. Of this total a dozen men, mates and engineers, have met the necessary requirements and are awaiting letters of approval from the Coast Guard which will permit them to ship as second or third engineers, or as mates if no qualified citizen is available. The waiver approval came over the bitter opposition of the Masters, Mates & Pilots, AFL, which felt the armed forces should release any needed officers.

To qualify for the Coast Guard waiver, an alien has to show an English translation of his license, and have proof of nationality and proper immigration documents. He also has to pass a physical examination, obtain seaman's papers and lifeboat and first-aid certificates.

Of the total applying thus far, 39 have been mates and 25 engineers. Many of the men find Another Polish steamship line, that they cannot pass the first-aid South Atlantic SS Co.—They are Treasurer Paul Hall, Assistant the Levant Line with six ships, is examination because it requires a now mailing vouchers out on a ship Secretary-Treasurer Lloyd Gardner busy supplying arms and ammunibetter command of written Eng-

# Cake of Soap Causes Sensation On Steel Voyager Arabian Run

Having just arrived in New York after a trip to the Persian Gulf and India aboard the Steel Voyager, I can proudly claim that our Seafaring crew developed an entering wedge into bathless Arabia. We introduced the virtues of soap and water to a young Arab boy,

whom as far as we know, had + never had his back scrubbed the difference particularly at the in all 14 years of his existence, back of his neck which he missed although we can't vouch for it. in the bath and had to be done



BEFORE. "Bathless" stands for portrait on deck with old clothes and old dirt still on

In our own way we feel that started a modest unheaval in Arabs that they should never take

The history making episode took place in the port of Damman, Saudi Arabia, where water is scarce and soap even scarcer. When the longshore gang came aboard in Damman we noticed a young kid working with the coolies. For want of a better name we can call him "Bathless Groggins, Jr." He seemed like a pretty clever boy and the crewmembers became quite friendly with him as he made himself very useful around the galley. He was obviously ragged, ill-fed and dirty so we decided to clean him up and give him some decent clothes to wear.

## Successful Plunge

The boy was a little timid about it all and insisted on bathing in private, with his back turned to us, but no doubt about it, the experiment was a success. "Bathless" emerged almost unrecognizable, several shades lighter than before. while the water of course was considerably darker. You could see

## LOG-A-RHYTHMS: 'And Let Live

By Charles W. Cothran

Don't muzzle the ox that plows the That's quite unfair you know;

If it wasn't for him there'd be far less,

So let him eat as you go.

You'll both fare better when harvest is done.

'Tis a fact you cannot ignore; For a man with an ox can plant more corn,

Than a man alone can score.

Don't count the stalks the oxen eat.

But rather the stalks they make, You'll find there's crop galore for wou.

For each of the stalks they take.

Go to the crib and count your corn. You'll find much more since oxen came:

So treat them good, they'll pull the plow.

That turns the ground for golden

over again.

In the meanwhile, I had cut down an old shirt and an old pair of dungarees to size so we could give him a clean set of clothes. The boy himself was tremendously pleased by the change. He certainly came out of his ordeal with a lot of prestige among the rest of the longshore gang, because when he got ashore they all crowded around and looked at him with

## Natives Impressed

This little gesture made a very good impression among the natives, in Damman and made for friendly relations during our 17 day stay in that port. The longshoremen here have a long way to go before you could say that they were actually getting a wage. These poor fellows work for one rupee a day which is equivalent to about 25 cents American money.

They have to support families with that kind of "cash" which makes it understandable why they can't afford a piece of soap, although we think that part of the reason is local custom and rethe Steel Voyager may have ligious superstition among the a bath.

> Consequently while we got the boy cleaned up the rest of the coolies were in pretty bad shape and being older were considerably dirtier. At night they used to sleep in the passageways and believe me, that smell they gave off was suffocating to us crewmembers who are used to cleaner and more delicate living. It's all part of the some one say gossip?)
> Isthmian run though. When you Take Joe Flever for example. Isthmian run though. When you



AFTER, All cleaned up from head to toe, he poses with his benefactor, Seafarer Joseph

get through visiting ports like Ras Tanura, Bahrein, Bander Abbas and Bombay you begin to get a little bit accustomed to the local

# Did You Know

Monte Carlo on the French Mediterranean coast, is named after Hercules, the strong man? The Phoenicians, and after them the Greeks, had a temple on the Monacan headland honoring Hercules. The little tourist country took its name from Monoikos, the Greek surname for the mythological strong man.

That one of the three largest paintings in the world is in Atlanfa, Georgia? Located in Grant Park, the Cyclorama depicts one of the great moments in the city's history-the Battle of Atlanta July 22, 1864. The painting is 400 feet around, 50 feet high and weighs 18,000 pounds.

That only one state in the Union has a legislature with one house? The bicameral system, referring to the governmental set-up having two separate houses or chambers, exists in all states except Nebraska, which has a one-chamber legislature whose members are classed as Senators.

That the SIU is one of the few unions in the maritime industry and in the entire labor movement altogether to hold annual secret balloting for officials? Yearly elec- through them? There is more tions for officers are provided for actual material in one cubic inch in the Union Constitution with of ordinary air than in 2,000 cubic many safeguards to insure fairness miles of the tail of a comet. The in the voting.

Joseph Heckl to cover kidnappings until the by astronomers.

That tiny Monaco, home of famed | Lindbergh case in 1932? The abduction of the baby son of Col. Lindbergh and the circumstances surrounding his death so aroused public sentiment and pointed up the loophole in the law that Congress finally adopted a specific statute.

\* \* \*

That the oldest college fraternity in the U.S. was born at the second oldest college in the country? Phi Beta Kappa, whose letters stand for a Greek motto meaning "Love of Wisdom (or Philosophy), the guide of life," was formed in 1776 at William and Mary College in Virginia.

\* \* \*

That the first recorded Olympic Games were held in 776 BC outside the little Greek town of Olympia? The only event was a great foot race of about 200 yards. From that date the Greeks began to keep their calendars by "Olympiads," the four-year spans between the celebrations of the famous games. Modern Olympics on a world-wide basis were started in 1896.

\* \* \*

That the density of comets is so low that we can see the stars Earth passed through the tail of That the U. S. didn't have a law no observable effects were noticed Halley's Comet in May, 1910, but

# Here's Real Info On Madaket

After one trip to the land of geishas and rice and another one underway, the crew of the Madaket has gotten to know each other pretty well. By careful delving at shipside. coffee sessions and assorted information brought to me by my agents I've come up with the following data. (Did I hear+

Joe grew a nice handlebar mus-Long Beach it suddenly disap-Red Gives Us Lowdown peared. My informant tells me that his girl said "off with it," so off it went. The tyranny of wom-



Don Holt, (Left), and Cliff McKie slush the topping lifts aboard the Madaket.

to sea after a long stay on the beach.

## Bank Account Growing

Don Holt, our Sup man, is growing a bank account instead of a mustache. He's from Seattle and course was a little more than tolhopes to make enough money to go into the construction business. I doubt if he'll make it unless he gets back on the Alaska run. Cliff McKie has money problems too. The question that has everyone on One of the bouncers typifies the that the Ines is really a ship "out edge is how he's going to pay for his big '50 Chrysler convertible that will show its rear to any hot rod on the West Coast.

"Figer Shark" Ibarra" still in-

sists he is going after the Titanic's tache yet when we got back to treasures. The only thing holding him back is lack of equipment. Anybody know where he can get a used diver's outfit?

Our two would-be deck officers are in a quandary each of a difen! By the way, Joe's father was ferent kind. Red Sperling left all OS on the same watch returning of his books on navigation on the beach, claiming he'd rather stay in the foc'sle. May be trignometry stumped him. On the other hand, Scotty Lewis says he's going to Washington to find out why alien 2nd mates can't sail as such on American ships. He figures if anyone is smart enough to tell time by the stars he should be privileged to use his British license here. By the way, getting back to Red, he has a sister in every port and spends most of his time with his family wherever he goes. Poor Red!

## Tobacco's Profitable

Tennessee Lowe insists that there's more money raising tobacco than raising the gear, but he refuses to go home. You figure it out. Anyway we're sure Tennessee has it figured better that the Greek seaman we picked up in Naha, Okinawa, after a five day spree on the beach. He missed his NMU ship where he was deck maintenance. One day on the way back we had a meeting so we sent him to relieve our ship's delegate Whitey Leushner, on the wheel. He'd have done alright if she was on Iron Mike, but 80 degrees off erance would allow. Whitey didn't stay long at that meeting.

As for me, I've got my financial problems too. I'm staying on one more trip to make the down payment on my new record shop in Long Beach. I never was much on painting or splicing, but you name it and I'll whistle it.

Harry D. French Deck delegate

# On German Womanhood

Here I am on Bull Lines' Ines. This one however, is the 'stray child" of the company and follows the ice and snow, rather than the rum and coke.

We only made one port o'call; + namely, Bremerhaven. That however sufficed to keep the boys stop one from doing things-only enjoying them. In the post-war years Germany has made several noticeable changes. One shoe manof soy-bean. When they're beyond ial considering the time it takes the wearing stage they can be eaten-delicious with ketchup, Buy the 12D size and you don't have to go back to the ship for night lunch,

## Women Everywhere

most noticeable change though, is with the femme fatale. As children they were satisfied with an all day sucker. Now, they

just want one for the evening. The likes of these are usually found around the Penguin Club and the Rote Muhle. Both places are so close to the Weser River they appeal particularly, and ca-

Campbell

ter to, seamen and herring. Most of the girls claim to be ex-members of the underground. Too bad they didn't stay there.

can leap over tall buildings in a single bound. All you have to do this one. is touch him in the right place. He Only American Page 27)

told me that garlic was the secret of his strength. Believe me-it's broke. One's conscience doesn't no secret! Most of the time though he's a real gentleman. He'd never hit a lady with his hat on. One of our crew had a run in with him. Total damage-one ruined Mohair ufacturer is now making shoes out chair. This can't be taken as triv-

to raise a Mo. Chilly Quarters

Still ever present in the German winterland are the "not so warm" living quarters. I guess the Heinie janitor would rather "sleep than heat." Bucking the elements with me are Ray "Jug-head" Garo-falo, and Charlie "The Kangaroo" Palmer. Palmer is presently working on a new drink to cure insomnia. Actually it doesn't cure it, but it makes you feel content to be awake.

Summarily speaking, our trip was fairly good. Steward Jenkins and Co. handled the grocery department very well. If our steaks were any thicker you could milk them. As for the North Atlantic; she didn't rough us up too much. except for one time when we really took a deep dive. I'm not sure just how deep, but I can tell you if the Flying Enterprise is heads or tails. In conclusion, I just want to say wartime "superman." This guy too of this world." I guess that's why look us so long to get back to

> "Red" Campbell Saits Mich

## Sailor Rags Is Hospitalized . . .

## Contributed by E. Reyes



# Crewmen's Quick Action Saves Lynn Victory From Disaster

Saigon, Indo-China-Thanks to the alertness and initiative of a couple of Seafarers on the Lynn Victory, this ship was saved from a disastrous ammunition fire while unloading here. The possibility of sabotage is not ruled out in the light of circumstances which I will

describe. But before I start I+ want to pay tribute to Paul R. of the crew that were aboard made which would rule out such an ac-Foy, OS, and Robert S. Elston, AB, whose quick action saved the ship and possibly the lives of all aboard her.

The fire broke out while we were anchored in Saigon on Friday night, February 1. I noticed a commotion at hold No. 3 and overheard Elston ask the chief mate, "Is any of the crew down there?" The mate replied that Foy was in the hold. Elston then urged the mate, "Let's go down there and give him a hand before the ship goes." At this point large billows of smoke started pouring from the hold which carried cases of phosphorus

They were part of the cargo which the ship was carrying to supply the French armies fighting in Indo-China against the Communist revolutionaries in that country.

## Rush Into Hold

Elston plunged into the hold with the mate at his heels, followed shortly by other crew members. The men worked feverishly for the better part of an hour to bring the fire under control. For of the night small fire broke out only to be extinguished immediately.

When the smoke first appeared, the French checkers and coolies all ran for safety, while members

## Once Over Light-ly



Bosun A. Gonzalez gives lights a thorough checking over aboard the Iberville.

haste to assist Elston and Foy. Both of them were quite ill afterward from inhaling so much smoke and had to lie on deck for air. Other crewmen who helped put out the blaze were Edmond Giza, chief electrician; Albert Akberdin, utility; James Gillespie, OS; Thomas Lambert, AB; Eric V. Riseberg, AB; Harold Sollis, AB, and Soppi, AB.

## Packed Tightly

The grenades involved in the blaze were packed to the top of the hold in boxes, end to end. The longshoremen were under instructions to lift the boxes carefully from the top and not to tip them. Each box contained 16 grenades, which are individually metal-cased. One explanation of the fire is that two grenades rubbed together causing a spark. However, the grenades were very tightly packed,

Substantiating this, Foy stated that when Eiston threw the smoking box of grenades out of the way so it wouldn't ignite the others, he tried to release the grenades to avoid further danger. "I had to really pry the top off with a piece of metal," he said. "The grenades were so tightly packed that I could hardly pry them apart.'

My impression of the events is that the skipper was of no use whatsoever to the crew in their fight to wipe out the fire danger. His attitude seemed one of indifference. With all possible fairness to him, I did not rest on my own opinion but asked the men who took part in quelling the danger and they seemed to share my sentiments.

> Harry Pitt Ship's delegate

## Florida To N. Y. Shuttle Makes Tough Commuting

lem for you. Albert H. Birt recently side while waiting for a ship. bought a home in Saint Petersburg, Florida, and plans to move the family there. But he intends says these Brooklyn dogs are real of the lot the other day but was softball team . chased out himself.

According to latest reports from the Gulf, Argentina is still a good country to visit. A dollar really goes places there . . . The Del Mar's back on the run after a long stay in the drydock ... Have you received your vacation pay yet? Just go to the washed the beer glasses . . . in the Union hall and apply for it. Now's yard pail where the guests washed the time.

## SIU Chaperone

Bill Gardner arrived in the big city (NY) from New Orleans accompanied by a stewardess from a Turkish ship. He was her guardian during the trip up north by rail. Bill was disappointed when he found he'd have to go back by Orleans, ....

Here's a real commuting prob- steward, gaining weight on shore-

What became of Frank Fernandez's plans to open up a secondhand store in Tampa? . . . Two crewto continue working at the Port O' members of the Puerto Rico dur-Call bar . . . Curley Barnes who's ing the recent strike in San Juan in charge of our parking lot behind picked up their daily allotments in our new headquarters building style with a car ... Al Tocho will probably open a super market soon. toughles. He tried to chase one out He's always bragging about his

> Most of us know the Seamen's Church Institute the world over as the dog house. But where is the puppy house? See answer at bottom of column . . About ten years ago I spent a little time in Iran and I'll never forget where they their feet ... George King making plans to enter a tailoring school and become a professional thimble and needle man . . Bill Champlin has been spending his leisure time in "the village" as the Bleecker Street section is known.

Answer: Seamen's home in New

Salty Dick

By SEAFARERS LOG Photo Editor

In our last issue we discussed the virtues and characteristics of several 35 mm cameras, including the numerous models of the Leica, most popular in the midget camera field. No discussion of miniature cameras would be complete without some words about the Contax, another 35 mm camera manufactured by Zeiss Ikon, which is also an excellent miniature. It has everything the Leica has with some minor differences. Its top shutter speed has been boosted to 1/1250 of a second, its range finder and view finder are combined into one eyepiece, and its focal plane shutter crosses the film on the 24 mm side making flash-synchronization a little easier. It has a delayed action device and the Zeiss lenses are bayonet mounted instead of being threaded as the Leica lenses.

It should be noted here that the Russian zone is also producing a Contax. Its model is known as the Contax S, undoubtedly standing for Soviet. The latest model Contax is 2A and is engraved "Stuttgart." Zeiss lenses for the Contax follow pretty much the same sizes as the Leica lenses.

Model 3A is the same as 2A, but has a built-in photoelectric cell exposure meter. Before finishing with the Contax cameras it should be pointed out that double cassettes can be used. This eliminates the necessity of rewinding exposed film, and partially exposed film can be easily removed in broad daylight. The use of two cassettes facilitates changing from black and white film to color before the whole roll of film is exposed.

Zelss Ikon has recently introduced another 35 mm camera. It is much cheaper in price than the Contax and is known as the Contessa. It will turn out as good pictures as the Contax, though it hasn't all the refinements of the costlier Contax.

Instead of the focal plane shutter, it has a compur rapid shutter from one second to 1/500 and bulb. No interchangeability of lenses. It is fitted with a 45 mm f-2.8 tessar, has coupled rangefinder, one eyepiece for view and rangefinder, built in exposure meter with two measurement ranges-for indoors and out. Has the usual standard things such as picture counting device, film speed scale, depth of field indicator, etc. Double exposures are possible with the Contessa since the shutter must be cocked for each exposure.

A newcomer in the miniature field is the Japanese Nikon with its Nikkor lenses and it threatens to take over from Zeiss and Leitz. It's a bit puzzling how this came about since Japan never had any reputation for quality optical goods, but since the war this camera has been the rage and has been cutting deeply into the sales of the Leica and Contax.

## Life's New Eye

Photographers from Life magazine "discovered" the camera and its terrific lenses during the Korean war. All the excitement is not about the camera box. It closely resembles the Contax box. The big difference comes in the quality of the Nikkor lenses.

No lens manufacturer, from the oldest to the youngest has ever made a lens for the miniature that comes near the quality of these lenses. They are of such superior quality that for a while Life magazine was buying the total factory output for its own staff.

Before you rush out to purchase a 35 mm camera there are a number of things that you should consider. The miniature became popular for many reasons. It's small, light in weight, and can be loaded with film up to 36 exposures. There are more types of film available in the 35 mm size than for any other camera. The cost of film per exposure is cheaper than for any other camera, not only because the film is smaller but because 35 mm film can be bought in bulk and loaded into your own cassettes. At the present time film can be bought for about \$1 per hundred feet, and you get 8 exposures per foot.

All this sounds quite convincing but there's a catch in it. Unless you also have an enlarger to make a print large enough to view you will find that it will probably cost more to run a 35 mm camera than a larger camera that makes a visible contact print. So take care. Unless you are prepared to set up a dark room and do your own processing and printing, stick to a larger camera. Only by doing your own work will the 35 mm camera remain cheap to operate. If you have to have all your work done by commercial processing plants you will not be saving any dough. Let your pocket make the final decision.

# z Corner

(1) A hospital has four times as many patients as nurses, and twice as many nurses as doctors. The total number of patients, nurses and doctors is 110. How many nurses are there?

(2) The color of a star is an indication of its (composition), (surface temperature), (magnitude), (distance from the earth)?

(3) Through how many right angles (90 degrees) does the minute hand of a clock turn from 11:45 AM to 2:30 PM of the same day? (4) The arbitrary rearrangement of electoral districts for party pur-

poses is known in government as a (lobby), (filibuster), (gerrymander), (police power)? (5) The Teapot Dome Scandals during Harding's administration

(1924) involved (oil), (illegal whiskey), (Chinese imports), (child labor)? (6) When the moon casts its shadow on a portion of the earth's surface, we have an eclipse of the (earth), (moon), (earth-moon), (sun)? (7) Here's a question that needs both history and baseball knowledge. How many of the original 13 American states are represented by teams

in the major baseball leagues (3), (5), (12), (8)? (8) At the seashore, during the afternoon, the wind blows from land

to sea), (blows from sea to land), (blows parallel to the shore), (blows (9) If a certain voltage is trebled and the result diminished by 220 volts, the remainder is equal to the original voltage. What is the

voltage? (10) Someone who nicitates (smokes), (drinks coffee), (winks), (showers often)?

(Quiz Answers on Page 27)

# Rosario Crew Sighting Gleam Of Cash Award For Salvage

Crewmembers of this ship, the Rosario, a Bull Lines Liberty, are counting their chickens in anticipation of a 50 percent salvage award for helping rescue the Nausica, a Liberian ship, when the latter broke down north of San Juan.

The Rosario was making for+ Norfolk when we received an SOS from the Nausica. She had developed evaporator trouble and her engine went dead, leaving her adrift at the mercy of a 20-mile trade wind.

The Rosario, being temporarily unemployed due to the longshore strike in San Juan, made for her full ahead. We arrived on the scene as daylight broke. Our skipper, Captain Clark, made several passes at the Nausica while strongarmed ex-sandlotters in the deck department unsuccessfully attempted to land a heaving line on the Nausica's deck.

## Tries Casting Rod

Our deck engineer then came up with a very brilliant suggestion which all hands agreed to give a try. He secured his new casting rod from his foc'sle and attached his heaviest sinker to it. He then made, according to his own description, "some of the most tremendous casts in the history of the fishing game," only to fall short by breathtaking inches.

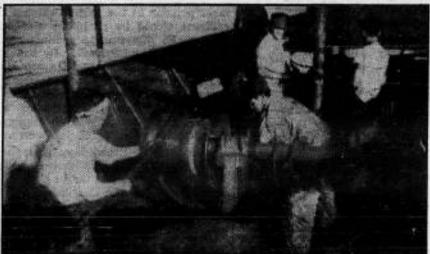
Being a fisherman at heart he was quickly diverted from the Nausica when a large school of hammerhead sharks appeared. Here he succeeded in hooking two of them but was no more successful in bringing them to heel than he was with the Nausica.

Nausica with a line, sharks being what they are.

Nausica by means of a lifering. At 3 PM after seven hours hard work, we started towing to San Juan at four knots. A half hour later one of our bridle wires rigged on our stern parted. Captain Clark then ordered slower speed and more slack on the tow wire which kept her well in tow for two days.

## Competition Shows

On the second day word came that three tugs were coming to getting a line on her in the event



Resario's deck gang takes kinks out of the towing line before putting it aboard the stricken Liberian ship Nausica.

Juan instead of losing all if our wire broke. Sure enough, the morning of the third day the Berwind got a line aboard, and at 10 AM our line parted leaving the other competitors showed up so we stood by and let our partner earn his 50 percent by towing her the next two days to San Juan.

Our success was adequately celebrated in the press. The newspaper El Mundo printed story and pictures taken by our photographer

deal with the tug Berwind of San | Anthony Dibartolomeo, 3rd cook. Oh yes, all hands partook of a victory party the next three days ranging from the Caribe Hilton Hotel to the Bayview Brawlroom.

The last radio report we received Berwind towing alone. None of our | however, had a familiar tone. The Nausica, after making repairs, sailed for Trinidad and developed a water leak in her fuel oil tank: Not knowing if it is allowed to salvage the same ship twice we are continuing our cruise, trawling for tuna or anything else that bites.

# withdrawn his offer to swim to the Nausica with a line sharks being Sukiyaki?—Beef Ala Mode Finally we got a line on the Done Up Japanese Style

Tokuyama, Japan-With so many new men coming to Japan where like in any oriental region the food varies a lot, I'll explain for the benefit of those interested in this run what

these foods are and how they are made. My information is hungry here because they don't reliable, coming directly from know what they are and how they a chief cook of one of the best are made, here's the score for the restaurants on the Ginza, Tokyo's main stem.

Most of the food here doesn't stand by and take their chance of resemble Frenchy Michelet's cuisine in the least, but some of these ours parted. With winds on the dishes like "sukiyaki" or "temincrease and heavier swells pre- pura" are favorites of many forvailing, we consented to a 50-50 eigners. Since many souls will go

benefit of those interested.

Sukiyaki is nothing else but slices of beef cooked in a shallow pan with onions and other vegetables and a Japanese sauce consisting of sweet "sake," soya, and some sugar.

## Street-Side Bar

Tempura are fish and shrimp fritters cooked and eaten at the cook's stove, fish after fish, just as you do when eating clams at a street clam bar. The difference is that tempura is fried. The price on this dish ranges from 600 to 800 yen respectively in the average restaurant.

In many hotels and restaurants next day in Djakarta. ou can take groceries with you and after paying a couple hundred yen for service they let you do. your own cooking. It's very fair if you know the trick of handling a skillet, casserole and the like. Those interested in learning more about Japanese food can drop me a line c/o the Bessemer Victory. South Atlantic SS Co. in Savannah. If I don't know the answers, I'll find out for you.

Luis A. Ramirez

## Sign Name On LOG Letters

For obvious reasons the LOG cannot print any letter or other communications sent in by Seafarers unless the author signs his name. Unsigned, anomymous letters will only wind up in the waste-basket. If circumstances justify, the LOG will withhold a signature on request, but if you want it printed in the LOG, put your name on it.

By Spike Marlin

yet in order to maintain his pose as an expert he has to climb out for a sound short-second combine. on a limb every March and tell you end of September.

If writers could really predict, they would be sipping frosted champagne on their baronial estates in the Hudson Highlands there's many a rock to stumble over-injuries, sore pitching arms, marital troubles, too much beer and too little sleep, swelled heads, the sudden loss of skills, army draft calls, clubhouse fights and all of the innumerable factors including plain luck that can drastically affect a player and a team's performance.

A successful forecaster would have to be a combination of professional psychiatrist, soothsayer, specialist in physiology, and keen student of the art of baseball.

Our being none of these bothers us no end, but the forecasting task is made much easier this year because there are only five clubs in both leagues who have the slightest chance for the flag. You can forget about the others.

## Two-Team Affair

The AL boils down to a two-team affair between Cleveland and New York. Boston without Bobby Doerr and Ted Williams just doesn't have troublesome with the two best young pitchers in the League in Rogovin and Pierce, but not enough troit has been plagued with infield ager. Smart man, that Stanky.

Prognostication is the bane of problems for years since Charley sports writing. A sportswriter's Gehringer retired. The return of real business is second guessing. Art Houtteman to the mound staff won't prove an adequate substitute

That leaves it to the Indians and how the teams will stand at the Yankees by default. Our pick is Cleveland. The Indians have more depth in the pitching department but the key to their success is Paul Bunyan's kid brother, Luke Easter. Big-Luke was in and out for a living. Between the writer's of the lineup with a bad leg last forecast and the actual outcome year. If he is sound the Indians should shoo in. The Yankees without DiMaggio are in a pickle, and the loss of Jerry Coleman to the Marines will hurt. But as usual, there's plenty of reserve strength plus an ample quota of heart which has brought the berries home to inferior Yankee teams the past three years. Could do again too if the Indians run true to faint-hearted form.

The Nationals have a three-team scramble pending between Philly, Brooklyn and New York. Brooklyn's pitching without Newcombe won't do. The Dodgers always have the promising rookie hurlers but they are like some of the honeydew melons we New Yorkers get stuck with-never seem to ripen. The Giants will miss Stanky and Mays. They showed a jittery defense and lack of reserve strength last year which cost them the World Series. Our pick, for no good reason, is Philadelphia, mainly because of youth, speed and the expected return of Curt Simit. The White Sox will be plenty mons. Their egos were thoroughly deflated last year and they should rebound strongly. As for the Cardinals-well, Eddie Stanky insisted punch or all-around strength. De- on a two year contract as man-

## Seafarer Dies Of Knifing

Herland of the Steel Apprentice on February 16 led to his death in a hospital in Djakarta, Indonesia, six days later, according to a report received from ship's delegate John

Friend wrote to the LOG that according to eyewitnesses, Herland had gone ashore and was walking down a street when a rick-shaw driver tried to pick his pocket. Herland caught the thief and took a swing at him whereupon one of the thief's companions knifed him in the stomach.

He was taken to Tjikani Hospital in Djakarta and was operated on without success, dying on the 22nd of February. He was buried the

took up a collection of \$150 which his mother, who lives in New Bedwas left with the local agent and ford, Massachusetts.

A knife attack on Seafarer Olav; was used to provide him with a decent funeral.

Herland, who held firemen-watertender ratings, was 37 years old and a native of Norway. He shipped regularly out of Baltimore and New Orleans.

Word was also received of the death of Arthur B. Chason, OS, in New York City on February 18. Chason shipped out of the Norfolk hall. He was 39 years old and is survived by his wife Eileen, residing in Washington, D. C. The body has been sent to Sayville, N. C., for funeral services.

Another SIU oldtimer, Brother Louis Ross, passed away aboard the Raphael Semmes while in the harbor of San Juan, Puerto Rico. Brother Ross, 43 years of age, had been a member of the SIU since 1938 when he joined up in Nor-Crewmembers of the Apprentice folk, Virginia. He is survived by

## How Libertys Were Named

took the tremendous shipbuilding he graduated what is now Princeprogram of World War II, named ton University, NJ. During the its Liberty ships after famous American Revolution, he was ac-Americans. Below are, the names tive in the Carolina campaign, beof a few SIU-contracted Libertys and thumbnail sketches of the persons whose names they bear.

William A. Graham (Waterman). Statesman (1804-75). Born in North Carolina and educated in the state university, he was state legislator, US senator and later governor. Secretary of Navy in Fillmore's cabinet, he was unsuccessful candidate for vice president in 1852. An advocate of compromise rather than secession, he eventually supported the Confed-

The government, when it under- (1756-1820). A native of England, coming Gen. Greene's commissary general. A North Carolina legislator and later governor, he was one of the peace commissioners sent to France (1799) when hostile relations arose between the two countries.

\* \* \*

Henry Meiggs (Mississippi). Promoter and railroadman (1811-77). Born in Catskill, NY, he went to California for the gold rush, where he made and lost a fortune, and then to Chile. He had a spectacular career there and elsewhere in South America as a railroad build-William Davie (Alcoa). Revolu- er, beating nature at every turn tionary soldier and statesman despite innumerable obstacles.

# Seafarer Sam Says



## SIU Dues Pay Life Insurance

To the Editor:

From time to time on board ship and in the hall I hear gripes from some of the younger men who have come into the SIU in the last couple of years about how much dues



and assessments they have to pay. If these fellows would sit down and figure it out, as I've told them over and over again, they would see that they're getting about the greatest bargain that anyone ever

got for \$80 a year. Where else could they get a \$2,500 insurance policy, \$140 vacation pay, the kind of wages and conditions we have, plus the kind of setup we have in our new hall?

Insurance Costs Just take my case for an example. I am 51 years old. If I wanted to buy \$2,500 worth of insurance at my age, the cheapest rate I could get for that insurance would be \$144.50. And most compantes won't even sell you a policy when you're over 50. My wife says that if I ever give up sailing, she's going to keep up my dues just for the sake of the insurance alone, because she could never get that kind of policy on the outside as cheap as that.

When you add on the vacation pay now, that I never got before in my life, and believe me I've been sailing for quite a few years, you can see that actually you're getting your dues paid up for free with \$60 left over besides.

Anybody who doesn't think that this is the best possible deal he steward and studies evenings to can get just doesn't know what he's talking about.

Tony Sosa t t t

## Holds Newsmen Abuse Seamen

To the Editor:

Some sections of the daily press have been mercilessly abusing American seamen for many years. These accusations are probably based on the actions of that handful of seamen, who having been pent up on long voyages, gave vent to their emotions when ashore. But all seamen should not be condemned because of those few.

The biggest mistake journalists and their reading public make is to harass seamen without being familiar with their lives. There is practically no way to really know a seaman without being one. Nor would one or two trips on a ship make a newspaperman a Joseph Conrad. To know seamen as they are, one must travel with them for more than a year, make men. voyages to Europe, cross the Pacific and visit most of the ports. Hearsay is the wrong tool to use in a serious matter of judging the behavior of men who shoulder the responsibilities of our merchant

Our maritime industry gives men of every nationality a chance to work and helps make good citizens of sailors from Poland, Norway, Sweden, Italy and even little Estonia. The unions have the policy of selecting mentally and physically fit and competent men. Face Dangers

Much has been said about wages and living conditions. There is no doubt that men working on ships face great dangers as is evident in all the newspapers which describe in detail every catastrophe to ships at sea. A ship can sink within a matter of minutes, and if it is a tanker it can burst into flame just like a match box. The forces of nature; fog, storms. and high seas, cause considerable such a difference in exchange rates could try to go after. damage and sometimes send ships aboard ship and ashore. to the bottom.

Of all the thousands of men in repeate soldier and statement despite innumerable contacted

the SIU and other maritime | Tells NMU To unions there are bound to be a few heavy drinkers, trouble makers and exhibitionists, just as there are newspapermen who are black sheep in the offices of their big dailies.

THE REAL PROPERTY.

The seaman has been called a bum at times. Why? Just because he is a seaman? Would the same people call a lumberjack, a miner, a cow-puncher, a well-digger a bum? Many of them drink and have their moments of passion. Others who live shoreside under better circumstances do the same.

Family Men

The gossip against seamen has caused people to shrink away from a man who says he works on a ship. Too many people do not understand that seamanship today is not like the story books and motion pictures of yesterday, like in the days of Jack London. Today, thousands of seamen are respectable, married men who send money home through the allotment system and carry an album of loved ones in their wallets. Many in their spare time study all the intricacies of maritime law, the science of navigation and hundreds of other duties so that they can become mates and captains later on.

Down below there are more who aspire to become engineers and like the deck hand are getting practical experience on the ship. The man in the bowels of the ship faces a most complicated mass of machinery which he has to learn how to operate. The student in the galley wants to be a cook or this end.

The job of a seaman is an education in itself. Many of them are learned in foreign languages. Their minds are broadened by travel. They come in contact with people in strange lands and learn all about them, their customs and politics.

The people who are responsible for groundless slurs against seamen are the same people who said during the war that ships were indispensable. But they never mentioned the men who sailed those ships, more than 6,000 of whom died and went to a watery grave. Nobody called them bums then, when they were out there on a vast ocean on a ship that was fair target for enemy warships.

But perhaps for want of something to say so that they could meet the deadlines, something is said to lampoon seamen. Whether war or not, ships are important ate. His remaining may have been and the men manning those ships that he wasn't anxious to jump are respectable, hard-working

William Calefato \$ \$

## Carrabulle Crew Short-Changed

To the Editor:

The crew aboard the Carrabulle wants to let other Seafarers know about the raw deal we received on money exchange while we were in Recife, Brazil. The captain on this scow refused to give out a draw in American money aboard ship. He did give us a draw in Brazilian money, but the catch is that he gave us the rate of 18 cruzeiros to the dollar.

If he gave us our draw in American money we could get 28 cruz- ilies which someone wrote about in eiros to the dollar ashore. It sure the LOG recently. It's the unanimakes it a nice racket for somebody.

It might be possible for the Union to make an arrangement with the operators to issue American money in those ports that have'

F. H. Brown Ship's delegate

# **Cut Their Dues**

To the Editor

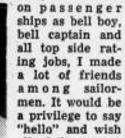
As an ex-NMU man who got wise some years back and started sailing with a real Union, I got a horse-laugh out of Joe Curran's "confessions" as reported in the last LOG. So the NMU is going to cut down on the number of patrolmen. So what? Their guys never did anything for you anyway. Many's the time you'd come into payoff with a load of beefs as long as your arm and all those birds would tell you was, "we'll re-fer it to headquarters," and that was the end of it.

No wonder the NMU members won't vote a \$1 a month dues increase. Judging from the kind of representation they get they ought to ask for a cut in dues. Believe me, I know what I'm talking about.

Eddie Stimpson \* \* \* East Or West,

He Finds Pals To the Editor:

During 15 years of sailing on the West Coast, practically all the time



Villabol

ships as bell boy, bell captain and all top side rating jobs, I made a lot of friends among sailormen. It would be a privilege to say "hello" and wish all of them prosperity and good

health through the LOG. Now that I'm sailing with the SIU off the East Coast, I find the job to be a very good one, and enjoy the company of my shipmates who are a fine bunch, there's none better. Best regards to all of them. Pedro Villabol

## \* \* \* **Crew Questions** Carlsen Heroism

To the Editor:

The crew of the Monarch of the Seas disagrees with the world opinion of Captain Kurt Carlsen as a hero. We feel that as captain in charge of a vessel and its cargo, his job was to assure proper loading, improper loading being found the cause of the loss. He was also supposed to follow regular shipping lanes which he was not doing.

When the ship split across No. 3 hatch just forward of midship house, he had to do but one thing, have crew and passengers evacuinto the fury of the sea and hoped to ride out the storm, but then seeing it was inevitably going down he was forced to jump and was rescued by the tugboat. The crew of our ship feels that there was nothing so heroic about this pehavior.

Incidentally, the new LOG is a big improvement over the old one and really is a pleasure to read. J. Bruce Cole

## **Families Should** Get Hospital Aid

To the Editor:

Among other things we discussed aboard the Cubore at our last shipboard meeting was the question of hospitalization for Seafarers' fammous feeling of the crew on this ship that seamen's families should have privileges in the Public Health Service hospitals. We don't know just how this could be arranged but it is something we

The boys on this ship have really come through in fine style for the ing off this ship. March of Dimes. We have collected

\$74 to date, but that isn't all yet. I'm pretty sure we will go over the \$100 mark at the payoff. I think all of the crew deserves a contribution.

We would also like to say that the mailing of three LOGs to each ship is really helping us keep the LOG moving among the crewmembers and helping teach the newcomers the Seafarers way and stress to them the importance of being an all-around shipmate.

> W. M. Fields Ships delegate

t t Widow Thanks Crew For Aid

To the Editor:

No words are kind enough to thank the shipmates of our late beloved husband and father William A. Miller aboard the Frank the change of shores and popula-C. Emerson. The sympathy they felt toward us in our sorrow and their great regard in sending the donation of money will never be forgotten by us.

We want to thank Bosun William C. Moore for sending Mr. Miller's last words to us and being with him to the last. If any of his shipmates care to write us, we would be very grateful to hear from them.

> Mrs. Kathleen Miller Mary Lou Miller \* \* \*

## Okays 3 LOGs For Every Ship

To the Editor:

copies of the LOG. It helps give everybody aboard a chance to get a look at what's doing in the SIU. only one copy was sent to each ship, was that the ship's delegate usually monopolized the paper and not more than a few crewmembers got a look-see.

Now with three copies, one has been given to each department delegate which gives all crewmembers an opportunity to read it.

Crew, Nathanial Currier

## \* \* \* 3 Brothers Ship On Gateway City

To the Editor:

I've just returned from the German run on Waterman's Gateway City. While far from my native Sheepshead Bay, I had plenty of family company aboard as my two brothers went along on the same

My brother Frank and I signed on for the voyage in New York. When we got to Philly who should catch the ship there but brother



Fitzgeralds pose in life jackets during fire drill on Gateway City. Left to right: Al, "outsider" Bob Estrich, Frank and Vince.

Al. All of us signed on as deck maintenance which meant spending both working hours and leisure time together.

All told we made three crossings to Germany and back before pay-

Vince Fitzgeraid

## **Quotes Emerson** On Life at Sea

I just finished reading Emerson's essays in his book, American Civilization, and find that he has quite a few nice things to say relative vote of thanks for their generous to our merchant shipping. Although written a great many years ago, they are still good to quote in our SIU paper as follows:

> "The ship, in its latest, complete equipment is an abridgement and compendium of a nation's arts. The ship is steered by compass and chart, longitude reckoned by lunar observations, and when the heavens are hid, by chronometer, driven by steam in wildest sea-mountains, at vast distances from home. The pulses of her iron heart go beating through the storm."

> Here's another one. "The most advanced nations are always those who 'navigate' the most. The power which the sea requires in the sailor makes a man of him very fast, and tion cleanses his mind of much nonsense."

> > Stanley C. Korzen \* \* \*

## Draws, Cigs Get Crewmen Down

To the Editor:

I am writing from the Port of Mombassa, East Africa, where the Robin Sherwood is waiting for cargo. At present, the morale aboard the ship is low because of annoyances we have had on account of our eigarette supply, the amount of the draws and how often our slop chest is opened.

As to cigarettes, we get the brand they want to give us, which Thanks for sending us three is usually Chesterfields and no other. Aside from this, we are told we are allowed one carton every five days which is all well Our experience in the past, when and good except that sometimes we have to wait nine days between

## Draws Irregular

Then comes the trouble over draws. Sometimes we get a draw every ten days, sometimes eight days, sometimes five. We have been in Mombassa about five weeks and we usually have to beg for our money. The captain states he only has to put out one draw in each port regardless of the length of time we stay in the port, but we can't find any rule in writing that says anything one way or another.

It might be a good idea in the agreement to stipulate how often we are allowed a draw and to what amount, and how often we are allowed cigarettes and when the slop chest should be open. This may seem like an unimportant matter in comparison to what our Union has accomplished for us in our agreements, but some of the small things help keep a crew peaceful and happy.

In closing, I hope this letter finds everyone at the New York office in the best of health.

Walter J. Fitch Stewards delegate \* \* \*

## Hospital Benefit Comes In Handy To the Editor:

Just a note of appreciation for the Welfare benefits I received while in the USPHS Hospital at Baltimore. I was in from December 19, 1951 to January 10, 1952 and I'd like to tell the world that the \$25 Christmas gift, plus the \$15 regular benefits really came in handy.

Blondie Johnson and Al Stansbury were right there every week with a good word and the money. My best appreciation to them too.

Believe me, we have a negotiating committee and a Union that's tops in taking care of the membership.

H. C. McCurdy Steel Executive

## Mate Beefs Up Stony Creek Trip To the Editor:

Here we are on the Stony Creek (Mar-Trade) with the same first mate problem we have had on the previous trip. There is quite a lot of disputed overtime as a result. In addition this character consistently refuses to turn two men to on OT. He also wouldn't have a gangway watch on working days between 8 AM and 5 PM.

The sign on procedure on this ship was a little odd too. We left Providence on February 2 and



Herman

signed on while at sea four or five days afterwards sheet. When we got to Beaumont on February 11 we signed on for foreign articles without paying off on coastwise,

dating the pay sheet back to February 2. Then we loaded in Beaumont for Curacao, DWI, discharged cargo there and reloaded for New York.

Although we've had our problems the chow has been holding up fine for which the steward department received a well deserved vote of thanks.

William Herman Ship's delegate \$ \$ \$

## Ex-Seaman Asks Pals To Write

To the Editor:

I am not currently a member of the SIU; I left the SIU for other pursuits in 1939.

If it is possible for you to do so, I would appreciate it very much if you would put this in the LOG so some of my old shipmates can see it and write to me. Thank you for whatever you can do for me along this line. Any of my old shipmates reading this, please write me when you can.

Louis Kellar, No. 86953 Box 69, London, Ohio

## \* \* \* Night Off Ship Fouls Up Alien To the Editor:

On February 11, 1952, I arrived in Philadelphia aboard the DeSoto, a Waterman ship, on which I worked as an oiler, signing on in Norfolk, Va. on January 11. The ship docked at 5:30 PM. As a native of Germany and subject to immigration laws, I was cleared by the Immigration Department inspector who examined me in the usual manner.

I made arrangements with a few shipmates to go to New York on the 7 PM train. We left the ship at 6:30, and were about to board a taxi, when the 4th mate called us and told me the inspector wanted me back on board for half an hour until he had checked about me at headquarters.

I met the inspector and told him about my intention to go to New things get a little slow, they start York. He told me to wait until he made a phone call which would not take more than 25 minutes. I went back on board and waited until see these birds building any new 7:20 PM. When the inspector did not return, I thought the matter had been cleared up and anyway, I thought it was unimportant. I had been admitted to the US at more than its share to keep the different ports 9 times during the past year so I saw no reason for being stopped now.

## Called Illegal Immigrant

I told the watchman I was going-AM. The chief mate heard me and ply efficient, clean crews. saw me leave. I was back at 5:40 AM the next morning.

before Inspector Cox of the Immi- was an SIU negotiating committee gration Service asked for an ex-down in Washington things would planation of my absence. He in- go a lot faster. formed me that he had orders to

take me in. I was made to sign Finds Changes off and was not given time to pack my belongings. I was questioned In SI Hospital at headquarters and then arrested. To the Editor: On Tuesday, February 19, I was taken to Immigration Headquarters for a hearing.

I had the right to hire a lawyer but did not do this as I did not think my offense (being away from the ship ten hours) was a basis for being imprisoned any longer.

Well, I was wrong. I was classified as an "illegal immigrant" in the warrant, although I was on articles as a crewmember of the on a payroll DeSoto at the time of my arrest. I had reported to work when I was supposed to, had not been paid off, fired, or asked to sign off on request.

## Not Allowed Bail

The ten hours I was absent from the ship was termed an escape and the judge ruled that deportation authorities to deport me but I called for release on \$1,000 bail but when I inquired about this I was told that the bail provision was in there by mistake. I was told it was different with people who were in the country illegally for several years, but I just could not walk off a ship and be let out.

A dangerous criminal or gangster can be turned loose on bail but apparently my record is not good enough. From August 2, 1951, until my arrest I had 184 days sea time on SIU ships and in previous admissions to the US never had any trouble with the authorities.

I would like to bring my case to the attention of the membership Urges Broader and would like to know if any Seafarer had a similar experience Hospital Care in another country.

> Heinz A. Ruchatz 1 1 1

## Union Doing Its Best on Shipping To the Editor:

I was reading in the LOG about this long-range shipping bill that is up in Congress. It was a little tough going for me, but I got the idea that if this bill passes, we'll have some new ships and it will help keep those ships sailing. That sounds like a pretty good Idea to me, as I suppose it does to anybody who goes to the sea for a

What I'm getting at is, maybe I don't know too much about how these things are done, but every Seafarer should be interested in keeping a healthy merchant

It seems to me though, that while this kind of thing is pretty much out of SIU hands, that the shipowners could do a lot more for our merchant marine than they have in the past. As soon as dumping their ships or selling them to foreign flag operators. But when things get hot, you don't ships, or if they do they got them under Panama registry.

## More Than Share

If you ask me the SIU has done merchant marine going. Right now, for instance, with our training program which is supplying the men for the ships. Or the way the Union has always fought to keep to catch the 8 o'clock train to New the gashounds, performers and York and would be back before 6 foul-ups off the ships, and to sup-

The SIU is doing it from our end, its up to the shipowners to Later in the day I was called take care of their's. Maybe if there

John Mettler

from the Staten Island USPHS Hospital I would like to recall my experiences and pay respects to up. If you are on the beach for the doctors, nurses and help that more than 60 days the hospitals took good care of me. Without throwing bouquets at any individuals, I feel that I must pay tribute spent time in them you are ento the staff as a whole for the care and attention given me. This is not rest of your days. only my view but that of the many SIU brothers I came in contact

with during that time. I am still receiving treatment as an out-patient, but believe me, when I make my visits I feel right at home.

## More Females

However, conditions at the hospital have changed considerably since I was a shut-in in December proceedings should be started. I 1949. For one thing I was surdon't question the right of the prised to see so many females and have found also that the number don't think my offense warrants of seamen there is on the decrease. my being kept in jail. The warrant | The hospital has changed its name, the former US Marine Hospital now being defunct, and perhaps seamen are becoming a secondary consideration.

When one considers the heroes on the Pennsylvania, all 46 lost, and others too numerous to mention, I wonder if the merchant seamen should not be taken into account in all institutions, whether they be the USO or what have you.

Merchant ships cannot sail without qualified seamen. So as one of that group, I think we should get a break.

## Paddy Farrell \* \* \*

To the Editor:

Although no longer sailing on my SIU book after 12 years, I want to congratulate the Union for the wonderful conditions prevailing aboard SIU ships these days, Back in 1939 the average sailor could never dream that he would be sailing under such conditions as exist now. Some persons feel that the war and high living costs brought this about. This is partly true, but the membership itself, with proper officials at the helm. brought these conditions about and are maintaining them.

Newcomers should look back a bit and not take them for granted. Many an old sea-dog carries a scar, and you newcomers can say papers and catch up on what's What a difference things must have been for him? He was one

who fought for conditions that I am now enjoying."

Today we are in a position to support families even under this Having recently been discharged high cost of living. But there is one important loophole which is in the US Marine Hospital setwill not admit you, whereas in the armed forces I believe that if you titled to get hospitalization for the

> I do not begrudge this to the armed forces, but why can't merchant seamen be entitled to the same? Also why couldn't a fund be set up between the Union and the US Public Health Service whereby every seaman could contribute so as to allow his immediate family to use the hospitals'

## Protection Needed

The way things are now, a sailor can be on ship in the Far East and get a letter from home that ment which costs so many dollars. What can he do? He is thousands of miles from home and has to have this on his mind while working, which could be a cause of a shipboard accident.

If his family could get assistance from the hospital the letter from home could say that his child is getting the best of attention.

A lot of you may say, "I never had a sick day and I am never going to get married." Yet you carry insurance on your automobile or your house, and if anything happened the first thing that would come to your mind is "Boy am I lucky that I carried insurance.' Tell me, what is better insurance than that on you and your loved ones' health?

Jerry Lurie

## \* \* \* **LOG Receives** Heady Praise

To the Editor:

I'm writing a few lines to let you know how much I like the LOG. You're doing a fine job of letting the men know what's going on in the Union, and keeping them in touch with things. I have been sailing with the SIU since 1945 and look forward to getting the LOG every time another one is put out.

If possible, I would like to have one sent to my home to let my people know about what kind of work I am doing. Then when I come in off a trip I can look over the back

. Otis L. Townsend

## He'd Like Cooks Column In LOG

To the Editor:

I have been on the beach better than two months under doctor's care. I hope to be back in the near future. I just read in the January 25 LOG about 9 members saying that Captain Dunn of the SS Massmar was one of the best captains that they have known. I have been going to sea since 1910 and I want to second that. He is not only one of the best but he is the best in all ways as a captain and a man, fair and square.

If all of the skippers were as fair as he is, Seafarers would have a wonderful life. Not that he is lax or easy-going. He is a captain first, last and always but he will treat you as a man and will talk with you as man to man. More power and lots of years sailing to him.

## Recipe Exchange

By the way, why not have a stewards department column in the paper on the boys' likes and dishis baby is suffering from an ail- likes? Also, how about us cooks, stewards and bakers exchanging a few recipes with one another? I have some fine baking and salad dressing recipes to exchange which I have gotten up in the last 20 or 30 years. I would also like to see a little sea law printed so I can keep up with these sea lawyers as we hear different things here and there. A little bit of sea law in each LOG would benefit us all. I would appreciate if you would mail the LOG to me. Yours for the best Union and paper in the world.

Before I forget, we have a swell agent in Wilmington. Hats off to Sam Cohen.

Jesse W. Puckett t t t

## Seafarer Recalls Heathier Days

To the Editor:

I'm confined to the hospital here since June, 1951, with an ailment that only time will cure if luck and God are on my side. Just the other day I was running through some of my stuff and came across the picture that I took with my buddies on the Mary Dodge in 1945 when we were in Naples. This was a swell bunch of shipmates.

I was night cook and baker and if I do say so myself, we had good pastry and bread. It would be nice if I could hear from some of my buddies who were with me in times when I was lots healthier than I am now.

George Vourlounis USPHS Hospital 77 Warren St. Brighton, Mass. ,



In happier days, Scafarer George Vourlounis (center with moustache) is shown with a group of shipmates at a shoreside party in the port of Naples, seven years ago before he came down with his illness.

# ETTERS

## Bottomless Boats | Ship Aground. **Bring Crew Blast**

To the Editor:

After years of just applying paint to the Robin Sherwood, they have decided to knock some rust off this tub. The first thing we know, we found a couple of holes through the deck just aft the laundry at No. 4 hatch. The mate or captain had the chief engineer take the water line through the laundry bulkhead to supply water for stevedores. The water line was replaced and chips plugged the deck with wooden plugs.

## Holes In Lifeboat

Next the mate was going to have natives chip and scrape the boats but he had his mind changed and used the crewmen as he should have. We started scraping No. 2 lifeboat and found such nice rusty holes that you could run a chipping hammer through the bottom in places. The bottom of No. 1 lifeboat was worse. We were in Dar el Salaam at the time and the bosun had to put on temporary patches until we could get to Mombasa. The boats are ashore now. having new bottoms put in. They just passed a 10 years' inspection on this trip too. Wonderful inspection!

We have been shuttling back and forth between Mombasa and Dar el Salaam. The mate had a bunch Sees Army Plan of natives ehipping in Mombasa. He picked the seven best and took them aboard working them all the time while in the ports. We put down OT just as if they were workdays. It is just like Robin Line to pull a stunt like this.

The incessant chipping with all kinds of hammers is about to put some of the watch standers off their nut. They have one man chipping in the starboard blower ventilator who will be there as long as we are here and still have nothing done.

## Heat Too Great

The starboard side of the engine room is so hot that one oiler passed out of heat prostration. Working men under such conditions here at the hottest time of the year is sheer inhumanity. It looks like two more weeks here and six weeks in Beira. Here's hoping nothing gives way.

Manuel Cotty Ship's Delegate t t

## Reminds Seamen They Can Vote

To the Editor:

The whole thing started very innocently at a table, four shipmates is all too ready and willing to make breeze. Someone mentioned the scheme to run things their way. coming election, and while we happened to agree that we needed a complete change of administration, no two seamen seemed to be able to agree as to who should take Truman's place. But we sure did agree on one point, Mr. Taft smellskind of bad to a Union man and. we wanted no part of him.

Now this coming election is very important to us. Far be it for any member to stress whom the other guy should vote for but I would like to emphasize one point, that is, that every seaman is entitled to an absentee vote.

All the man has to do is apply for an absentee ballot well in advance in his home state, and tell the local board of elections where to send it. The skipper of the ship is responsible for his ballot reaching the board of elections in time so that his vote may be counted.

It is so little trouble, and may mean so much to all of us, including the fate of our hiring hall, Let's give this a bit of serious thought, and take action on it after coming to a conclusion.

# Food Is Short

To the Editor:

We the crewmembers of the James B. Richardson wish to bring to your attention the unbearable situation that exists aboard this ship. Besides receiving no cooperation at all from the captain, we are receiving no subsistence for decent lodgings ashore.

The steward has informed us that we are desperately in need of fresh stores and has told the captain of such and has given him reasonable time to replenish such stores. The captain has completely disregarded the steward's request. He has stated that fresh stores will C be gotten off another ship when Es one arrives in this port. By that time, the crew will be suffering from malnutrition. Six crewmembers have already suffered from severe vomiting due to the food.

The steward also informed the Ju captain three weeks ago that the then the food in the iceboxes has been deteriorating and has become too contaminated to use. iceboxes were unsanitary. Since

The captain and chief engineer are able to sleep ashore and don't have to put up with this.

Robert M. Garrod Ships delegate 1 1 1

## To Break Strike To the Editor:

To the Editor:

I have a little story to tell you about how the US Army operates when it comes to handling disputes. There was one going around on the Great Lakes over tugboats and other craft and there was a possibility of a strike call by the possibility of a strike call by the militant seafaring men who sail them every day for a living.

I can only guess that the state or ship operators must have gotten together with the Army to cook up a deal whereby seamen trained by the Army would step into the picture to take over and run the boats under a declaration of a national emergency by the President or some other official, and if not that, by force of arms.

Twice Alerted

Twice in the last year our company has been alerted to pack clothes and be ready on a minute's notice to move out by whatever transportation the Army provides to the struck area.

We were also told to take our carbines with us just in case-and you can imagine what that case would be!

having coffee and shooting the a deal with the operators in a Name withheld

## \$ Ex-Seafarers Run Korea Port

To the Editor:

The port of Kunsan, Korea, is in good hands. We have in this port company almost enough SIU men to crew a ship.

Myself and Roy Lee are the two GI harbor pilots. The rest are scattered around here on small craft as longshoremen or truck drivers. We would have liked to paint a flying W on the U-boat when the Citrus Packer (Waterman) was here, but I'm afraid the brass wouldn't understand.

All of you boys will be running in here so if I don't happen to spot you right away, just look me up. I'll be here for quite some time I'm afraid. And if they don't get here they can at least write.

Pvt. Ray Wennberg US 55142932 Hq & Service Co. 14th Trans. Port Bn. APO 970, c/o PM San Francisco, Calif.

# SEAFARER CASH BENEFITS

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

TOTAL

\$131,888.26

Vacation Plan, Feb. 19-March 1 Welfare Plan, Feb. 10-Feb. 23

## Vacation

REPORT NO. 2

1,257.16 9,000.00 2,896.59 2,067.57

m	The second second second		REPOR	r NO. 2	
h	By Lloyd	Gar	dner, As	st. Secretary-Treasurer	
ly st.	Period Cov	ered	By This	Report-Feb. 19-March	1
ш	Cash on Hand				\$371
n	Estimated Accounts	Recei	vable		139
at					102
ıg	Vacation Benefits Paid	Sinc	e reo, 1	1, 1952	202
n- m	Name	Check No.	Amount	Manuel Perry	
	Hubert L. Lanier	1649	\$80.48	Laron Garabedian	1773
ie	Pedro O. Peralta Julius B. Schutte	1651	83.20 87.87	Jake Tripton	
e	Angel L. Romero	1652	70.37 71.15	Eduardo Balboa	1776
e	Francis X. Phelps August A. B. Schroter	1654	78.93	Harry Steinman	1778
35	Robert L. Sizemore James M. Stephens	1656	61.43 63.37	Richard J. McConnell Edward W. Bamberger	1779
ie	Charles D. Teems Robert J. Cramer	1657	52.10 45.88	George H. Russell Michael Sovich	1781
r	Israel Ramos	1659	84.76	Albert W. Nelson	1783
't	John W. Marrs	1661	69.21 67.26	Mallie H. Gaton	1785
+	Hilding V. Erickson Delphis J. Caron	1662	68.82 56.76	Ignatius A. Nuccio George W. Guscott Ernest R. Smallwood	1786
	Vernon Bolton	1664	73.87	J. R. Phipps	1788
	Carl DeMarco Emique A. Soto	1666	101.09	Roy T. Smith Hewitt B. Goodman	1790
	John T. Weber Giovanni F. Abundo	1668	52.10	Audrey H. Thurman Woodie E. Parnell	1791
	Harry R. Phillips	1669	76.20 87.09	Woodrow Dickens Warren G, Lewis	1793
	Charley W. Gann Peter Orth Nicolaos M. Mellis	1671	45.88	William E. Swilley Raymont P. Franklin	1795
10	Frank K. Robertson	1673	47.04 40.82	Manuel Church	1797
	C. J. Whatley Joseph Wohletz	1674	82.81 93.70	Jose A. Silva Wilson A. Keane	1798
u	Rocus Vellinga	1676.	48,99	Calvin Hayes	1800
S-	Brik P. Jensen Malcolm B. Woods	1678	38.10 91.76	Marruel Macias Floyd Schwartz	1802
d	George Austin	1679	77.37 63.37	Durward D. Story Victor L. Durden	
ts	Panagiutis Papadopouli William H. Thompson	1681	68.04 82.43	Thomas E. Tucker	1805
a	Herman Forstermann Francisco Pineiro	1683	87.09	Oskar Kirs	1807
e	Julius A. Luksevich Frank S. Gustav	1684	57.15 52.88	Charles Morris	1809
11	Samuel Connolly Edmond Beikotsky	1686	49.77 77.76	John T. Canon	1810
e	Kader A. Maameur	1688	56.38	Frank Okoorian	1812
n	Joseph B. Schweinefus Keith W. Foster	1690	39.66 90.98	Alexander Benzuk Carmine C. Giordano	1814
P	Keith W. Foster Daniel H. McGinn John Travaglim	1691	59.88 79.32	Clarence M. Smith Edward H. Denchy Cheng Yung	1815
y	Rodney A. Harris	1693	61.82	Cheng Yung	1817
5-	James E. Ashley, Jr George O'Rourke	1695	79.70 73.48	Ronald F. Wallace Thomas F. Tierney	1819
s	Antonio A. Garcia Francis J. Sylvia	1696	85.92 86.70	Thomas F. Tierney Robert Borland Salvatore Terracina	1820 1821
r	Marion J. Goold Mander Loschnik	1698	66,48	Void	1822
t.	Maurice P. McCoskey	1700	48.21	Alton L. Noble	1824
	Jerome S. Dob Charles Babick	1702	62.60 93.70	Victor O. Bonet Calvin T. DeSilva	1826
	Charles E. Ackerman	1703	74.63	Albert P. Eikel William H. Kumke	1827 1828
-	Vladyslaw Soltys	1705	84.37 77.76	Robert F. Black Vincent J. Stefanick	1829
k	Samuel S. Brown Abner J. Raiford	1707	70.76	Nicholas E. Sarris	1831
r	Adam T. Buck	1709	65.71 95.26	John F. Sims Fred L. Rochon	1833
5	Harry R. Crabtree Joseph V. Sullivan Jerry Valentis	1710	73.87 65.71	Clarence J. Oliver Paul R. Klausen	1834
	Jerry Valentis	1712	53.27	Roy R. Thomas	1936
r	Charles P. Stangenberg.	1714	49.77 69.21	Roy R. Thomas Daniel W. Cap Thomas J. Connell	1839
d	Howard Garnt Edward J. Foley	1715	83.98 99.53	Mikael Hovlano Patrick A. Dunphy	1839
e	Sidney A. Cavanaugh George Ananidakis	1717	59.10 81.65	Robert W. Miller	1841
y	Charles Y. Lakin, Jr	1719	78.15	Vance A. Reid Jennings J. Long	1843
e	Alexander Becker Karl Treimann	1721	64.54 93.31	Willie M. Brasnight Charles F. Connors	1845
a	Alexander J. Leiter Leo J. Kulakowski	1722	71,15 91.37	Constante E. Constantakis	1846
	James J. Kelly	1724	95.64	Adriaan Veder Marshall R. Friddle	1848
	James D. Felts	1726	56.38	Frank N. Schloersen Joseph M. Cash Theodore D. Halenda	1850
	Ramon Galarza	1727	55.99 98.37		
	Charles F. Schuck Howard T. Glisson	1729	50.93 87.48	Anthony J. Sakellis Roscoe T. Milton Ronald R. Norfleet	1853
	David G. Polite	1731	73.09	Ronald R. Norfieet	1855
	Ralph A. Stiefel Nelson Gorbin, Jr	1733	79.70 38.10	James W. Thomas Petridis G. Nicolas	1857
s	Charles B. Bennett	1734 1735	79.32 76.20	Allison L. Schantz	1859
	Canvos E Hitchens	17.56	70.37 72.32	Allan G. Burke	1860
U	Marvin C. Wright	1738	67.25	Allan G. Burke Earl T. Congleton James W. Robertson Jerry E. Wood	1862
	Victor A. Valencia	1739 1740	47.04	Cho Yeung	1864
0	John Maasik	1741	46.27 73.48	William E. Barrett Emery D. Crowell	1865
e II	Jesse S. Lewis Thomas C. Finnerty	1743	46.66	Joseph E. Caron Herman D. Carney	1867
k	Benedict L. Smith, Jr Max R. Dunlap Richard D. McManus	1745	45.49 68.04	John Melvin	1869
0	Richard D. McManus Fred W. Clifford	1746	55.60	George K. Owens Valdemar Koskinen Johannes Tani	1870
t	Pascual D. Juagpao	1748	82.04 82.81	Johannes Tani Frank J. Devlin	1872
-	Claude L. Fulcher Henry J. Banicki	1750	38.49	William Sisto	1874
e	Theodore R. Maples Henry L. Dill	1752	70.76 81.26	Carles Recafort, Jr	1876
g	Henry L. Dill	1753	57.15 77.37	Arthur M. Harris Wilbert V. Sorensen	1877
0	William R. Kern, Jr	1755	36.94	Earle G. Boutelle Edward J. Whelan	1879
e	Alphonse J. Tremer, Jr., John E. Nordstrom	1757	61.43 54.82	Jack Chattin	1881
e	Eric B. Hayes	1758	89.42 74.65	Manuel L. Joso Arne W. Howde Owen A. Podkosoff	1882 1883
t			53.65 49.77	Dunesn McCorkindale	1885
9.	William G. Murray Omer G. Prescott	1762	71.93	Henry A. Buckley	1886
	TROPOS MOVO	1100	58.32 93.31	Henry A. Buckley Albert Vetu Arthur L. Brooks Monroe, Hall	1888
	Ralph Collier	1765	75.04 41.21	Monroe Hall Lincoln E. Smith	1889 1890
1	Ethan M. Mercer Charley Stevenson, Jr	1767	59.88	Walter E. Bezanson	1891
	James C. Armstrong Aarti A. Huffart	1769		Leonard H. Goodwin	1893
2	illy J. Beaver I	770	39.66	Otto R. Hoepner	1894
46	STATE OF THE PARTY			HIRLS WINDOWS TO THE PARTY OF	VALUE

_		_	_
	Edward Polise	1895	36.58
	Morris Prizant	1896	69.21
	John M. Pinkus William Frasor	1897	42,77 60.26
	Arthur J. McKenna	1899	
	Arthur J. McKenna Edgar C. Doane	1900	37.71
	Carl F. Tynes	1901	58.71 65.32
	John F. Connolly	1903	68.04
	Robert J. Murphy, Jr	1904	59.10 59.47
257.16	Carl F. Tynes Cooley A. Edward John F. Connolly Robert J. Murphy, Jr Earl W. Hackine Edward J. Wade Thomas J. O'Connor Denald F. Carcell	1906	38.49
900.00	Thomas J. O'Connor	1907	75.04
896.59	Leroy L Divon	1908	34.99 82.81
067.57	Donald F. Carroll Leroy L. Dixon Thomas J. Heggarty Abdel G. Mohamed	1910	- 40.44
	Abdel G. Mohamed	1911	48.99
82.04 65.32	Harold B. Vincent Robert W. Scales	1912	92.15 76.59
83.59	Arnold Ackerman	1914	43.16
57.15	James T. Lassitu	1915	67.65
72.32	Henry A. Manchester M. L. Flannagan	1917	62.21 84.76
82.43	Benry J. Wood	1919	99.71
89.04 41.99	Alfredo Morales	1919	
50.93	John G. Salmon Antonio P. Garcia Thomas J. Mack	1921	43.55
93.31	Thomas J. Mack	1922	100.31
45.10 69.60	J. T. F. Sigmor	1923	68.43 102.25
61.43	William J. Hartlove	1925	97.98
36.55 68.43	Alfonso J. Surles	1926	88.65 98.37
44.71	Maxwell E. Longfellow Anthony P. Violanto	9-05-000	52.10
86.70	George S. Kohler, Jr	1929	54.82
62.60 53.65	Welter C Paschall	1930	42.38 95.64
96.03	George S. Kohler, Jr Raymond W. Kaboska Walter C. Paschall John W Jones Andrew Pickur	1932	45.88
76.59	Andrew Pickur	1933	70.76
38.16 81.65	Stanley L. Palfrey Louis Marrichi	1934	84.76 49.77
69.60	Walter R. Hayes	1936	42.77
56.38	George A. Wolf Uuno Pipinen	1937	68.43
73.48 75.43	Jack Arellanes	1939	90.59
16.59	Stanley Szerszen	1940	79.32
57.54	Leslie Brodkin	1941	81.26 72,32
82.81	Leon Curry	1943	79.32
83.98	John Chrestie	1944	54.04
67.26 83.20	John Sand Clifford Weimer	1945 1946	
85.92	Vernon Strut	1947	84.37
37.71	Grover Lane	1948	82.43
75.82 63.37	George Rode	1950	71.15 52.88
42.77	Claude Scott	1951	65.52
63.76	William Baker	1952	85.15 78.54
97.50 87.87	Edwin Thompson	1954	84.37
43.16	Woodrow Lawton Clarence Gibbs	1955	55,99
35,38 86,31	To Cash Vac. Checks	1956	2,000.00
55.99	Lawrence O'Connell	1958	46,27
36.55	John Cobb	1959	73.09
43.16 69.60	James Michael Julian Brykczynski	1961	94.48 67.65
48.21	Walter Kataraynski	1962	89.42
Void	Joseph Wolan	1963 1964	52,88 48,21
Void 44.71	Harry Acosta	1965	76.59
52.88	Walter Walsh	1966	57.15
69.21	Marion Abremski Floyd Barnett	1967	40.82 64.93
42.77 83.59	Clarence Wallace	1969	66.87
91.37	Earl Griffin	1970	64.54
66.48	James Bryant William Kennedy	1971	64.93
56.38 89.42	Linwood Brown	1973	92.92
76.20	Eugene Stinehelfer.,	1974	74.26
64.93 80.48	Wilbert Wentling Kemp Smith, Jr	1976	75.43 66.10
70.76	Hendley Beave Edward Nathanson	1977	84.76
82.81	Clinton Hurt	1978	40,82 82,04
51.71 84.76	Joseph Sanchez	1980	
101.09	Peter Maroras	1981	
48.21	Isaac G. Shelton Lewis J. Filippis	1982 1983	48.60 74.65
94.48 76.59	Charles R Brown	1984	73.87
77.37	Jesse W. Puckett Fred Schrottman	1985	
63.76 85.64	Edward L. Coleman		62.21
56.76	Lewis M. Judd. Jr	1988	77.76
52.88	Eaton G. Brookshire Francisco Mateo	1989	44.32 77.76
71.54 67.65	William L. Strike	1991	74.65
45.88	Sze A. Soung	1992	71.15
93.31	Anthony A. Meshefsky Herbert W. Ehmsen	1993	80.09
73.48 92.92	Robert J. Edwards	1995	77.16
80.09	Michael Haukland	1996	68.82 64.54
55.99 47.04	John F. Smith Jack B. Wenger	1998	35.38
89.04	Jack B. Wenger	1999	41.21
38.49	James M. Rogers John T. Dillon	2000	89.81 77.76
92.15 52.88	Robert M. Nordeen	2002	60.65
64.15	Willard Mulling	2003	96.03 70.76
71.93	Palmer S. Lanier	2005	44.32
37.71 71.54	Samuel M. Pearson. Palmer S. Lanier Daniel F. Kearney Santos P. Garcia Leslie A. Dean	2006	64.93
80.09	Leslie A Dean	2007	71.54 63.37
56.38	Charles Hancock	2009	61.43
44.71	Billy Dale, Jr.	2010	60.65
43.93	Robert Mader	2011 2012	62.21 67.65
41.60 66.48	William B. Gardner	2013	64.15
65.32	Charles Davalos Kenneth F. Elvin	2014	62.21 68.82
67.26 54.43	Frank J. Hall	2016	89.04
65.71	Neil Thurston	2017	61.43
47.82	William J. Clegg	2019	73.48 52.88
68.04 50.93	Harold L. Paige General C. Fugitt	2020	40.82
61.04	General C. Fugitt	2021	45.49 42.38
44.71	Henry Dell'Orfano	2023	89.04
56.38 93.37	John D. Boje	2024	82.04
83.98	Russel E. McLeod	2025 2026	73.09
36.94	Hugh Murphy	2027	62.99
72.32	Jerome H. Shain	2028 2029	46.27 62.21
55.60	W. W Wells	2030	50.93
37.32 62.21	Robert V. Anderson	2031	48.99
74.65	Manuel Alvarez	2032 2033	67.65
55.60 41.21	Charles H. DeRoule	2034	56.38
82.81		age	24)
	And the state of t	CAR	

# SEAFARERS CASH BENEFITS



## TOTAL

\$131,888.26 Vacation Plan Feb. 19 — March 1 Welfare Plan Feb. 10 — Feb. 23

PAID BY THE SEAFARERS INTERNATIONAL UNION . ATL	ANTIC AND GULF DISTRICT . A.F.L.
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(Continued from page 23) George Peteusky	2179 82.04 Boyd B. Burger 2326	68.43   Grace N. Corbett 2471 59.47   Ned L. Remley 2472	79.70 Anthony L. Siamate 2617 66.43 83.96 Frank Adkins 2618 89.81
Name No. Amount Sorat K. Singh Edward Tierney 2635 42.77 Rayus Freeman	2180 97.96 Charles O. Tucker 2327 2181 86.70 Joseph A. Gomez 2328 2182 54.43 Walter O. Wilson 2329	40.82 Jack Johns 2473 71.15 Connor M. Allen. Jr. 2474 59.47 Leo D. Loney 2475 39.27 Lexie Tate 2476	83.27 Victor G. Rico. 7. 2619 103.03 83.20 Francisco A. Martinez. 2620 94.48 82.81 You Hong Kim. 2621 73.09 99.14 Poo K. Gee 2622 96.37
John L. Crowley	2184 65.71 Norman E. Melton 2331 2185 59.10 Curtis Thompson 2332 2186 65.71 Clarence A. Hancock 2333	68.04 Anders Thevik 2477 48.21 Everett F. Marsh 2478 91.37 William C. Reid 2479	52.10 William W. Wilcox 2623 63.37 89.81 Henry J. Childs 2624 60.65 74.25 Donald C. Saunders 2625 72.32
Charles Willard 2040 54.82 James A. Bodiford Niel E. Badig 2041 60.26 Harold J. Masdon Bernard P. Burke 2042 96.42 Joseph W. Henderson	2187 56.76 Henry L. Gillot 2334 2188 58.32 Albert Richoux 2335 2189 87.48 Essen A. Johnson 2336	95.28 Pete Matovich	65.71 Sung Ah. Sue
Martin M. Mitchell. 2943 85.15 John W. McCaslin 2944 61.43 Clark C. Wood, Jr 2945 50.83 John W. Quimby	2191 71.93 Albano Leal	21.21 James M. Clark	48.66 53.80 Grath A. Broad 2629 54.43 45.88 Albert Morales
Boleslaws J. Gezeskowick 2046   45.88   Abner A. Adrams	2194 70.37 Sebastian C. Foti 2341 2193 71.15 Lewis Rivere 2342 2196 61.04 Max R. Trocha 2343	75.43 Burton Hirsh	79.32 Paul G. Kyrk
Paul C. Turner	2197 62.60 Falemino Patume 2344 2198 54.04 Stanley C. Scott 2345 2199 94.87 Frederick Harvey 2346	85.54 Robert W. Arleque 2490 75.82 Burton J. Frazer 2491 98.37 William Lweth 2492 72.32 John Ally 2493	83.98 Theodore N. Louden 2635 37.71 38.49 John J. Brennan 2636 48.99 57.54 Mark G. Dugan 2637 38.19 69.80 Stanley A. Niederberger . 2633 37.22
Frank S. Findlay 2053 77.76 Salvatore G. Zammith 2054 73.87 Jose F. Santiago 2055 74.65 William H. Werneth	2201 55.99 Harlow B. Wright 2348 2202 39.66 John McWilliams 2349	80.09 James V. Warning 2494 85.54 Robert N. Kelley 2495 77.37 Ebenezer Smith, Jr 2496	52.49 Simeon Crocker 2839 50.54 89.04 George J. Smith 2840 41.99 83.26 Arthur A. Morrison 2641 53.27
Patrick I. Rogers 2057 64.15 Rex Swain Wm. Nuttal 2058 85.54 Walter C. Coleman Carl Wayne 2059 79.32 Cleave G. Cazalas	2204 65.32 William Royalness 2352 2205 66.87 Robert Fred Walker 2352 2206 75.43 Arthur G. Gilliland 2353	82.43 Osborne M. Brooke, Jr 2497 66.10 Alphonse P. Bosarge 2498 73.09 Roy C. Bro 2499	70.76 William H. McNeil 2642 38.88 64.93 Edward J. Amerault 2643 83.20 88.25 Francis P. O'Connor 2644 70.76
Alphan Fruge         2060         95.64         Robert J. Callahan           Cecil R. Batto         2061         65.32         Charles Smith           Lee H. Thompson         2062         62.21         Glenn Darling	2208 65.71 Geronimo Morales 2355 2209 74.26 Stephen N. Carr 2355	96.81 Clarence H. Alexander 2500 88.26 Walter L. Goodrum 2501 75.82 Hubert C. Gordon 2502 54.43 Lodge Courther 2502	41.99 William H. Rockwell 2645 62.99 62.60 Arthur J. A'Hearn 2646 83.20 80.87 Charles T. Scott 2647 77.37 83.26 Robert E. Doyle 2543 83.93
Wm. A. G. Marpenheff       2063       52.10       Wallace E. Cooper         James S. Harker       2064       36.55       Thomas D. Melton         Roy L. Justic       2065       94.09       Harafd Stillwell         Julian R. Wilson       2066       40.44       Sam Singer	. 2211 74.26 Edward Joseph Smith 2338 2212 72.32 Otto DeBoer 2359 2213 72.32 Rafael L. Ortiz 2360	89.04 Lesley Courthey 2503 41.60 William F. Cogswell 2504 73.48 Sidney D. Turner 2505	67.28 Quentin H. Remaud 2649 89.04 69.60 Theodore C. Adams 2650 64.93 38.49 Jumes F. Carroll 2651 57.63
Joseph E. Woolford 2067 77.76 Anthony Wychunis S. Athanasion 2068 72.32 Arthur Sampson C. L. Mayraritaraki 2069 61.04 Francisco Nicoles	. 2214 55.99 Ronald A. Swayne 2361 . 2215 61.82 Evaristo Aldahondo 2362 . 2216 59.47 Abraham Vegas 2363	77.76 84.37 Lloyd C. Knowles	78.93 Frank B. Burns
Harold C. Peterson 2070 77.76 Robert Smith Joe W. Kusmierski 2071 55.99 Remuso O. Perkinson 2072 72.71 Redward W. McNamar 2073 26.16 James R. Eanes	2218 82.43 Edward Seserko	75.82 Arnold Westphall 2510 Arnold C. Givens, Jr 2511 Hubert P. Seymour 2512 Joe Cambior 2513	73.48 Douglas K. Hines 2655 89.48 49.38 Harold L. Wagoner 2656 50.93 82.43 Charles F. Dwyer 2657 56.78 39.27 George E. Lothrop 2658 96.98
Walter E. Harris 2074 45.49 Frank Strickland Ceorge Cobleinsky 2075 51.71 Stephen Kaminski James L. Allen James L. Allen	. 2221 51.71 Daniel T. McGovern . 2368 2222 54.82 Joseph W. Bale . 2369 - 2223 84.76 Carlos F. Rocafort . 2370	68.04 Escolastice Sanchez 2515 70.76 Andoni Joseph Ferrara 2516	96.03 Albert R. Trotman 2659 56.76 96.03 William J. McKeon 2660 38.10 79.70 James Sabrilla 2661 42.33
Victorio E. D'India 2077 94.48 Leon F. Davis 2078 83.20 Emil G. Gaare George Daniels, Jr 2079 88.26 Henry T. Miller	. 2225 74.65 John D. Wright	78.15   Emerto Torres	75.43 Earl M. Mable 2662 52.10 83.20 John J. Kavanagh 2663 59.10 B5.54 Dominick DiMato 2664 77.78 John A. Daway 2665 74.63
Walter Flom 2080 36.16 Alfred H. Janicke William E. Lanier William E. Lanier Maciolak 2082 50.20 Jeff Workman William Lipscomb 62.99 William Lipscomb	. 2228 69.60 John Breims	40.82 Benno A. Zielinski 2329 57.93 Michele M. Amato 2521 52.88 King W. Elliott 2522	74.65 Militon A. Poole
Samuel S. LaPorte         2084         75.82         Leonard A. Miller           James C. Pamplin         2085         49.77         Joseph Springer           Frank C. Bona         2086         63.76         Denis Boullit	2231 72.71 Harold E. Laird 2378 2232 49.77 Truman L. Sustaire 2378 2233 73.87 M. K. Weber Madsen 2380	49.38 Theeklitos D. Demestichas 2523 57.54 Archibald J. Andersen 2524 68.48 James C. Wingate 2525 81.65 John Bilko. 2528	75.43 William H. Willdridge 2669 55.60 75.43 Arnfin A. Oyhus 2670 90.29 80.48 Pachu A. Saunders 2671 54.82
Nolan H. Hurtt	2235 45.88 Charles B. Garner 2382 2236 160.31 John D. Struller 2303	63.76 Gaetano T. Busciglio 2527 62.60 Vincente Garcia 2528 53.63 John Galletta 2529	94.87 James Kelley 2673 61.43 89.42 Nicholas A. Ritrovate 2674 48.21 73.37 Andrew J. Tobin 2875 69.69
Edwin L. Chesser 2091 35.77 William Horton	2238 67.32 Fernando C. Rocatort 2386 2239 67.28 Merrill F. Hummel 2386 2240 88.70 Wong Kong Ching 2387	57.15 Lawton, J. John 2539 7465 Adolberto Gautier 2531 76.20 Joseph M. Bock 2532 48.21 James T. Balny 2533	30.55 Oille G. English 6. 2676 47.82 30.55 Charles R. Shatzer 2677 39.66 42.77 George L. Hand 2678 75.82
Robert E. Thomas 2094   66.48   Melbron W. Clarke	1. 2242 92.92 J. D. Smitty 1. 2243 45.10 (To replace check 511) 2389	Hilda E. Revese 2334  44.71  Richard W. Kemmler 2335  64.15  Sidney Bernstein 2336	79.70 Edward P. Scherzer. 2680 86.31 79.70 Norman T. Jackson. 2681 57.15
George E. Powell   2097   77.76   John J. Bowdon   77.76   Richard T. Shanahan   2098   85.15   Fred L. Miller   Millorok Pittman   2099   73.87   Millard M. Cutler   76.71   Aubry T. Sargent   76.71   Aubry T. Sargent   77.76   John J. Bowdon	2245 36.16 Abraham Sanchez 2391 2246 88.20 Robert H. Bulloek 2392	75.43 Timothy F. Leary	75.04 Donald E. Zweep 2682 85.92 96.81 John J. Yendral 2684 55.60 54.04 Samuel C. Gibbons 2685 97.20
Alfred C. Crabtree	. 2248 62.60 William H. Dunham	75,43 Joseph G. Johnstone 2540 50,54 James D. Moore 2541 James Stewart 2542 Robert F. Stewart 2543	45.10 Bjorn A. Granberg 2686 97.29 45.10 John Hartman 2687 60.65 83.37 George W. Mattair 2688 92.92
Oscar F. Labrador 2104 56.16 Erling Hansen Nicholas Lomas 2105 91.37 Matthew Eursia Gerossimos Totolos 2106 51.71 Bernard M. Moye Jose L. Gomez 2107 45.49 John Luther	. 2252 59.47 Tranis C. Leake	82.81 Tolli Olsen	35.38 Julian I. Autenceo 2690 44.32 55.21 Billy M. Prillaman 2691 84.76 77.37 Harry W. Somers 2692 78.15
Simplicio C. Franco	2255 55.21 James E. Dawson 2401 2258 65.71 William Lieberman 2402 2257 63.76 Paul Dayton 2403	83.20 Stand M. Bell 2547 75.82 Conrad J. A. Ganthier 2548 B6.31 Louis A. Fricks 2459 Vold Gerard A. Maher 2350	57,93 Phillip A. Lewis 2993 62,99 89,42 Lester C. Clark 2694 98,76 14 Chris J. Barnette 2695 88,65
Tiburcio C. Ibabae	2259 47.82 James J. Hillier 2405 2260 75.43 Kurt P. Franske 2406	101.48 Ramon R. Ortiz	56.33 Vincent Walrath 2696 102.64 56.32 George A. Sullivan 2697 88.63 56.32 Fred Lambert 2698 101.48 51.42 Franciszek Mietki 2699 78.70
Laurie P. Welch 2115 73.09 Warren W. Currier Claudius E. Fisher 2116 85.92 Reginald M. Roberts Kenneth D. Thomas 2117 39.88 Charles A. Martinez	. 2262 69.60 Arthur H. Williams	71.54 Eugene Leary 2354 83.59 Daniel H. Boyce 2555 75.82 Howard Y. Whitely 2556 81.26 Johannes C. Sorel 2557	82.43 Chester A. Krupinski 2700 46.66 66.10 Sept. Clifford L. Middleton 2702 97.20
Walter J. Joseph         2118         66.48         Julius P. Thrasher           Nicholns DeMarco         2119         43.16         David A. Ramsey           Archie J. Milne         2120         74.65         Chester Hughart           Elmer C. Mixon         2121         40.05         Frank Morris	2266 76.98 Eric James Day 2412 2267 48.60 Nicholas G. Maryellos 2413	90.20 To Cash Vac. Checks 2553 1 69.99 Rafael Reyes 2559 Nicholas Moraco 2580	5000.00 Rheino Y. Pelnsoja 2704 61.04 50.93 Joseph Fernandez 2705 73.87
James W. Henderson . 2122 50.93 Anthony R. Ducote	. 2269 84.78 Edward F. Casey 2415 . 2270 73.87 Joseph Francis Russel 2416 Francis V. Kelley 2417	76.93 Edward J. Zebrowski 2561 48.21 Walter A. Karlak 2562 56.87 Julius Bang 2563	105.36 Joseph V. Simms 2706 68.48 50.00 61.04 John A. Cail 2706 63.76 105.36 Joseph V. Simms 2706 63.76
Elma E. Wasden	2272 77.76 Ramos Roque 2418 2273 78.93 To Cash Vac. Checks 2419 2274 57.54 Militon Allen 2420	73.87 Albert Stracciolini 2564 \$3,000.00 George D. Koenig 2565 62.21 Charles R. Hensley 2568 58.71 Joseph E. Brooke 2567	87.87 Ronald Canady 2711 75.43 96.42 Ronald W. Carrelliton 2712 54.04
Lyman J. Bexley 2128 34.99 James Robertson Cyrus M. Crooks, Jr. 2129 87.48 Paul J. Senior Charles O. Lee 2130 41.60 Ernest C. Smith Willoughby C. Byrd 2131 46.27 Patrick Thompson	. 2278 66.87 George Clement 2422 2277 94.87 Allen J. Friend 2423 2278 47.82 Reed E. Humphries 2424	76.20 Belford B. Simpkins 2568 82.04 Arthur A. Butler 2569 88.26 Arthur J. Scheving 2570	75.43 Joseph C. Lucas 2715 85.15 75.43 Joseph C. Lucas 2715 85.15 75.43 Joseph A. Rusheed 2716 92.15
Joseph J. Chatess 2132 54.43 Francisco Garcia Angel R. Silvestri 2133 46.66 Ernest C. De Bautte Joseph Prinderis 2134 74.65 John J. Newman	. 2279 76.98 Lloyd W. Miller . 2425 2280 94.87 George Mike . 2426 2281 75.82 Rickard H. Simpson . 2427	71.93 Billy B. Arledge	70.76 Benjamin Mundy, Jr. 2717 75.43 38.49 Max Lipkin 2218 68.43 Arnold F. Rehm 2719 43.53
Phil L. Huss         2135         88.26         James K. Little           Connors S. Connors         2136         48.99         Albert Mitchell           Autoni Prebysiak         2137         99.53         Adam Lemoine, Jr           William O. White         2138         59.88         Keith Winsley	2283 50.54 Edward S. Johnson 2429 Vincent A. Fitzgerald 2430	66.48 Billy J. Anderson	72.71 Henry L. Chapell
Angelo Meglio 2139 72.71 Morris R. King 72.75 Morri	2286 45.88 Paul C. Baxter. 24.52 2287 101.48 Christian J. Voss 24.33 2288 38.88 Roy A. Johnson 24.34	87.87 Henry M. Connell 2578 85.54 Milledge P. Lee 2579 78.93 Kenneth E. Foster 2580 77.78 Howard C. Hutcherson 2581	80.76 Nils A. Ohlson
Maurica L. McCarty, Jr.         2142         99.98         Paul T. Cassidy           Shelley M. Lynn         2143         50.16         Alfred Fahm           Philip J. Capling         2144         47.04         Erick R. Eklund           Irving DeNobriga         2145         98.37         William D. Thismonge	2290 75.04 Christor Mantzakos 2436 2291 59.47 Jerry Chapkewitz 2437	52.49 Cyril J. Magnan	94.09 William H. Padgett 2727 77.37 99.14 James McNally Quinn 2728 94.87 51.71 Robert S. Singletary, Jr. 2729 62.60 77.15 Robert L. Ferguson 2730 72.32
Kenneth Rubel	2293 89.42 Allen M. Fitzgerald 2439 2294 63.76 Paul Krajeirik 2440 2295 63.37 Andrew W. Albers 2441	79.32 John J. Munne 2585 65.71 Leedam B. Gillikis 2586 62.99 Lawrence E. Melton 2587 84.76 Julio Soli 2588	41.21 Manuel Laca, Jr
Brantley L. Fowler	2297 73.99 Herbert J. Danelon 2443 2298 80.09 Earl S. Shinaberg 2445	84.78 Julio Soli 2568 98.92 John W. Norman 2568 88.04 Lewis T. Everett 2590 58.71 Willie Carpenter 2591	73.48 Ashton L. Stephens 2734 66.48 58.32 James R. Williams 2735 66.19 68.87 Henry D. McKay 2736 67.65
Jesse Griffith 2153 83.20 Harvey H. Guenther Lewis J. Williams 2154 67.28 Patrick L. Macklin Gleason G. Weaver 2155 59.88 Guna A. Janayaris	2000 101.48 Gervais J Bozec 2446 2001 81.26 Thomas J Hear 2447 2002 41 6 John E Ross 2448	88.65 Rufus D. Lilly	54.82 Carl P. Swending 2737 48.69 35.38 Gobert J. O'Brien 2739 89.04 42.77 John B. Geissler 2740 40.82
Raymond E. Keller	2303 46.27 Anthony Zielinski 2449 2204 61.82 Georg Bekken 2450 2205 72 ap Marcelo Reposar 2451	69.21 Elton T. Hayes	47.82 William Glesen 2741 38.16 194.99 Sydney Gorden 2742 43.53 42.77 Standish B. Woodell 2743 88.87
Thomas L. Tecars 2169 85.92 Jack H. Utz Billy Russell 2161 75.82 Joseph A. Cole James W. Cox 2162 94.09 Robert Rosenberg	2305 49.77 Howard J. Lahyn 2453 2305 74.65 Howard E. Rode 2454 2306 2700 2745 James C. Christant 2455	67.65 Fredrich W. Brandenburg 2599 90.20 John D. Harper 2600 95.26 John W. G. Iglebekk 2601	66.10 Matter Ramifer 3744 59.47 76.96 Joseph R. Delise 2745 74.65 Bugene Watson 2746 102.25 66.48 Sabete S Managine 2747 01.78
Gregorio C. Gonzales 2163 45.10 Louis J. Graham	2310 72.71 Frank S. Scott 2436 2311 40.44 Ralph E. Stahl 2457 2319 82 70 Van E. Warfield 2458	52.88 Archie Z. Scarborough 2602 65.32 Endel Kundissim 2603 35.77 Francis E. Becraft 2604	95.64 Edward W. Bolden 2748 64.54 Antonio Tarquinio 2749 88.26 68.32 Bryant Alenzo 2750 67.26
Willie G. Saunders, Jr.   2196   38.88   Herbert Clifton   Guy Whitchurst   2167   82.04   Aristede Dafmis   Joseph C. Wallace   2168   73.09   Morris D. Donovan   1.00   Morris D. Donovan   1.00   Morris D. Daniel A. Hutto   1.00   Morris D. Daniel	2313 56.38 Herman L. Unglesbee 2439 2214 74.65 Stanley C. Fauntelroy 2469 2315 52.49 Void 2461 2316 29 66 Mack J. Acosta 2462	57.93 John M. Power 2005 89.04 John A. Buchanan 2006 Void Xenophon Balls 2007 69.99 James E. Hurst 2008	37.32 Peter Prokopok 2751 83.59 74.60 George Taylor 2752 68.82 40.05 John P. McCarthy 2753 47.82
Harold J. Moore 2170 39.66 Antonios E. Manesis Harold J. Moore 2171 38.49 Tomas Juanita Jorgen I. Olsen 2172 43.16 Angel Pedrosa	2117 68.43 Crittenden E. Foster 2463 2118 45.10 Gustave L. Loeffer 2464 2119 60 21 Elray W. Henderson 2465	83.20 Licurgos Parasomlis 2609 51.32 Andrew Harvilla 2610 60.32 Ialovou A. Polidoros 2611	68.04 James J. Powers 2755 97.59 59.10 To Cash Vac. Checks 2706 3009.00 101.01 John W. Clark 2757 72.71
Edward J. Worthy 2173 38.10 Edward R. Barnes	2321 60.26 William S. Trotman 2467	78.54 Lloyd D. Richardson 2012 53.99 Lemuel McClenney, Jr. 2013 87.48 Weston B. Howe 2014 88.65 Rubert N. Harrell 2015	53.27 Joseph DiOrio 2758 64.15 89.04 Newton B. Donaha 2759 96.03 90.59 August Jensen 2760 66.87
David Blumlo 2177 59.85 Robert L. Gresham		75.43 Brenislaw Kulikowski 2616	entity of the event

# SEAFARER CASH BENEFITS



## TOTAL

\$131,888.26

Vacation Plan Feb. 19 - March 1 Welfare Plan Feb. 10 — Feb. 23

PAID BY THE SEAFARERS INTERNATIONAL UNION	. ATLANTIC AND GULF DISTRICT . A.F.L.
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Eugenio F. Hernandes 2844 38,48 James J. Battle 2841 38,49 James C. Chen 2244 38,49 James C. Chen 2244 38,91 Calvin B. Moose 2987 James C. Chen 2243 73,09 Calvin B. Moose 2988 Allan L. Lake 2843 73,09 Calvin B. Moose 2988 Prankin C. Rose 2988 Prankin C. Rose 2989 Liddore Weishrot 2844 88,91 Rufus Leroy Abernathy 2999 Frederick N. Kopf 2845 75,43 Calvin B. Moose 2988 Roswell A. Sanderlin 2889 Frederick N. Kopf 2845 75,43 Calvin B. Moose 2988 Roswell A. Sanderlin 2889 Series Hurst, Jr. 2991 Hersy Gock 2845 75,43 Arthur P. Mills, Jr. 2992 Erac C. Kralingen 2848 80,87 Erederick A. Burrus 2992 Erac C. Kralingen 2848 80,87 Erederick A. Burrus 2992 Erac C. Kralingen 2848 80,87 Erederick A. Burrus 2992 Erac C. Kralingen 2849 43,93 Charles P. London 2850 61,82 John C. Loffler 2997 Torster J. Forsberg 2852 96,42 Mohford M. Owens 2998 Robert A. Sipsey 2854 99,53 Arthur Cglivie 2853 36,94 Galindez Rielfonso 2857 104,45 John J. Cook 2858 43,99 Claude P. London 2966 75,64 John J. Cook 2858 43,99 Claude P. London 2966 75,64 John J. Cook 2865 44,99 Claude P. London 2966 75,64 John J. Cook 2865 44,70 Calvin P. Robert B. Rober	PAID BY THE SEA	AFARERS	S INTERNATIONAL UNION
Name    Mightows		24)	Jack Burke 2905
Thourston J. Lewis 2700 2705 2705 2705 2705 2705 2705 2705	Name No.	89.04	Billie Mooney 2907
Colliford Newton   2706	Richard J. Brooks 2762 Thurston J. Lewis 2763	71.54	Floyd Perkins 2010
June   Part	George M. Craggs 2765	68.82	Gideon Allen 2911
Season   Property   1971   1	Harry Krummel 2767	87.48	William Gale 2913 Herbert Svanberg 2914
George W, Thayer 271 271	Joseph W. Duffy 2769 Eugene B. Flowers 2770	77.37	Henry Mikulski 2917
Andrew C. Sturtreon. 2773   40.46   Iran H. Benhabe 2775   55.77   Iran H. Benhabe 2777   46.27   Iran H. Benhabe 2778   25.37   Iran H. Benhabe 2779   26.04   Iran H. Benhabe 2779   27.00   Iran H. Benhabe 2779   27.	George W. Thayer 2771 Kimbriel J. Kimbriel 2772	77.37	Leon Gordon 2918
Advis A. Vonetropol   2777   4471   Advis A. Vonetropol   2777   4471   Advis A. Vonetropol   2777   4471   Advis A. Vonetropol   2778   4471   Advis A. Vonetropol   2780   4610   Advis A. Vonetropol   2781   2777   2781   2777   2781   2777   2781   2777   2781   2777   2781   2777   2781   278	Andrew C. Stortreon 2773 Frank L. Smith 2774	52.00	Calvin Buzbee 2920
Joseph R. Flever. Jr. 2770   60.25	Edward V. Ortiz 2776	63.37	Alcie Pontiff 2922
Hubert Q. Lawson   270   56.04	Joseph R. Flever, Jr 2778	69.21	Homer Nichols 2925
	Hubert Q. Lawson 2780 James D. Jackson, Jr 2781	68.04	James Bertand 2926 Benjamin Stewart 2927
James L. Mechs 2725 105.75   https://doi.org/10.1001/j.sc.2022   h	Herbert L. Drawdy 2782	63.37	Thomas Hyde 2929
Denial A. Relyea   2787   2788   81.54   Philip Foy   2003   2004   20	James L. Meeks 2785	105.75	Thomas Dugan 2931
Virgin M. Hankey	Donald A. Relyea 2787	37.32	Philip Foy
George M. Harrison. 2793 73.00   Remail & Stotugh. 2004   Raymend P. Harrison. 2794 74.00   Raymend P. Harrison. 2795 74.01   Raymend P. Harrison. 2796 74.03   Prank C. Carroll	Virgil M. Hanley 2789	61.04	Michael Romanowicz 2935 Ralph Williams 2936
Naymend P. Harrison   2994   74.28   Benise Guarino   2994   2995   29	Mike Miana 2791 Simon J. De Zee 2792	57.93	Joseph Santalla 2937
Dillist G. Neeley   2708   54.05   100	George M. Harrison 2793 Raymond P. Harrison 2794	74.26	Bennie Guarino 2940
Seek C. Brock   2798   52.75	Billie G. Neeley 2796	57.93	Frank C. Carroll 2942 Hugh W. O'Donnell 2943
William H. Murphy	Jack C. Brock 2798 Thomas P. Gavin 2799	63.82	Eugene 6. Brown 2944 Charles Ray, Bennett 2945
George Rees. 2002 75.46 William H. Murphy 2003 8.50 Ceel Benn. 2008 8.64 William F. Isbell 2008 8.64 Amos A. Rainey. 2007 86.16 Amos A. Rainey. 2007 86.16 Amos A. Rainey. 2007 86.16 Amos A. Rainey. 2008 8.64 Herential E. Logan 2008 8.65 Herential E. Logan 2019 8.65 John W. Powers 2112 305.05 John W. Powers 2112 305.05 John W. Powers 2113 505.05 John W. Powers 2114 64.05 Herential E. Logan 2019 8.65 John W. Powers 2012 305.05 John H. Henrich 2007 Frank Collins 2016 8.65 John H. Henrich 2007 Herny Schwartt. 2018 8.66 Louis Jaffes 2008 Lewrence Johnson 2017 Herny Schwartt. 2019 8.66 Lewrence Albanon 2017 Typ Anthony 2017 Edward C. Barron 2012 Lewrence Johnson 2017 Typ Anthony 2017 Edward C. Barron 2012 Typ Anthony 2017 Frank A. E. Harper 2012 Frank A. E. Harper 2013 Herny Schwartt. 2019 Herny	William A. Guernsey 2800	69.21	Walter K. Yerkes 2947
Dale H. Garrigues   2006   51.54   Michael Kalkis   2852   Amos A. Rainey   2607   61.16   Frank S. Borkovski   2852   Amos A. Rainey   2607   61.16   Frank S. Borkovski   2852   Marry Johnson   2200   61.10   Frank S. Borkovski   2852   Marry Johnson   2200   61.10   Frank S. Borkovski   2852   Marry Johnson   2200   61.10   Frank S. Borkovski   2852   Marry Johnson   2201   20.10   Marry Johnson   20.10   Marry Johnson   20.10   Marry Johnson   20.10   Marry Johnson   20.11   20.10   Marry Johnson   20.12   20.10   Marry Johnson   20.12   20.14   Marry Johnson   20.12   Marry Johnson	George Rees	83.20	Edward A. Lane 2949
Amnes A. Rainery   2207   68.10	Dale H. Garrigues 2805	64.54	Lawrence C. Franklin 2951
Jarry Johnson   2009   45.10   John W. Powers   2210   35.21   Vold Valley   2211   35.21   Vold William R. Logan   2216   40.51   Vold William R. Hare   2216   44.55   Vold William R. Hare   2215   44.55   Vold William R. Hare   2216   24.55   Vold William R. Hare   2217   2317   Vold William R. Hare   2217   2317   Vold William R. Hare   2229   2317   Vold William R. Hare   2229   2317   Vold William R. Harper   2220   8277   Vold William R. Harper   2220   8277   Vold William R. Harper   2220   8277   Vold William R. Hurphy   2227   Vold William   2224   Vold William R. William   2224   Vold William   2224   Vold William   2224   Vold William   2224   Vold William   2224	Amos A. Rainey 2807	66,10	Frank S. Borkowski 2953
Ovila Valley   2211   35.21   John W Powers   2212   35.21   John W Powers   2213   36.41   56.56   John H. Henrich   2557   Mercheth S. Collins   2213   36.41   36.41   John W Lypey   2215   31.43   31.41	Harry Johnson 2009	45.10	Richard I. Chatfield 2955
Speros C. Cavassis   2214   64.53   Clarence A. Baldwin   2960   William R. Hare   2215   2315   43.63   Salvatore R. Casella   2962   Daniel W. Lippy   2217   43.63   Salvatore R. Casella   2962   Daniel W. Lippy   2217   33.64   Rosaria Copani   2962   Daniel W. Lippy   2317   34.64   Rosaria Copani   2962   2962   2962   2962   2962   2963   296	Ovila Valley	105.36	John H. Henrich 2958
Frank Oney   2215   43.53   54.55	Speros C. Cavansts 2814	64.93	Clarence A. Baldwin 2960
Henry Schwartz	Frank Oney 2816	43,93	Salvatore R. Casella 2962 Louis Jaffee 2963
David E. Emerick 2020 39.27  Lawrence Johnson 2821 77.37  Edward C. Barron 2822 77.37  Barmona Sulman 2022 89.27  Edward C. Barron 2822 77.37  Anthony C. Landwajowjowicz 2060  Bryce G. Puruly 2023 89.27  Frank A. E. Harper 2026 77.39  Frank A. E. Harper 2026 77.39  William E. Murphy 2627 75.04  William E. Murphy 2627 75.04  William E. Murphy 2627 75.04  Lesse W. Floyd 2829 59.71  Lender C. Gravelle 2820 59.71  Harian E. Gravelle 2823 50.58  Lawrence F. Eder 2072  Ralph O. Masters 2835 77.77  Ralph O. Masters 2835 77.77  Ralph O. Masters 2835 77.77  Felipe Lugo 2837 83.55  Cyril Leades 2836 87.57  Lawrence F. Eder 2082  Eagenio F. Hernandes 2839 82.43  Samma Morales 2839 82.43  Lawrence F. Eder 2082  Eagenio F. Hernandes 2840 68.04  James J. Battle 2841 33.09  Lames C. Chen 2943 73.09  Lawrence F. Eder 2082  Eagenio F. Hernandes 2940 68.04  Larres C. Chen 2943 73.09  Lawrence F. Eder 2082  Eagenio F. Hernandes 2940 68.04  Larres C. Chen 2943 73.09  Lawrence F. Eder 2082  Eagenio F. Hernandes 2940 68.04  Larres C. Chen 2943 73.09  Lawrence F. Eder 2082  Eagenio F. Hernandes 2940 68.04  Larres C. Chen 2943 73.09  Lawrence F. Eder 2082  Eagenio F. Hernandes 2940 68.04  Larres C. Chen 2943 73.09  Lawrence F. Eder 2082  Eagenio F. Hernandes 2940 68.04  Larres C. Chen 2943 73.09  Lawrence F. Eder 2082  Eagenio F. Hernandes 2940 68.04  Larres C. Chen 2943 73.09  Larres C. Chen 2944 73.09  Larres C. Chen 2944 73.09  Larres C. Chen 2945 74.65  Larres C. Chen 2945 75.45  Larres C. Chen 2945 75.4	Henry Schwartz 2818 Dorsey L. Shumake 2819	38.49	Rosario Copani 2965
Samona Suliman   2823   98.77   Pryore G. Purdy   2824   63.76   Pryore G. Purdy   2824   63.76   Prank A. E. Harper   2226   63.76   Prank Bamberger   2334   63.77   Prank Bamberger   2334   63.77   Prank Bamberger   2334   63.77   Prank Bamberger   2334   63.77   Prank Bamberger   2335   63.75   Prank Bamberger   2336   63.77   Prank Bamberger   2337   63.75   Prank Bamberger   2338   63.77   Prank Bamberger   2339   63.75   Prank Bamberger   2349   63.75   Prank Bamberger   2349   63.75   Prank J. Battle   2341   36.49   Prank G. Chen   2342   36.49   Prank J. Battle   2341   36.49	David E. Emerick 2820	73.48	Frank DeFilippo 2967
Thomas J. McDermott. 2823	Samona Suliman 2823	98.37	Richard H. Cummings 2969
William E. Murphy 2627 75.04 Emile J. Olive 2773 Jesse W. Floyd 2629 58.71 Robert Morawitz 2830 41.64 Deep in Orawitz 2831 41.65	Thomas J. McDermott 2825 Frank A. E. Harper 2826	63.76	John R. Shannon 2972
Robert Morawitz	William E. Murphy 2827	49.38	Joseph O. Bush 2974
Harian E. Gravelle 2632 83.59 Willie E. Cole 2070 Hans M. Shaalegaard 2633 83.20 Mobert G. Varnon 2975 Frank Bamberger 2834 87.87 Yung Lol Ong 2980 2980 78.15 Inches 2835 87.57 Lawrence F. Eder 2982 2836 87.57 Lawrence F. Eder 2982 2839 82.43 Swindell W. Lewis 2984 2839 82.43 Swindell W. Lewis 2984 2839 82.43 Swindell W. Lewis 2984 2839 2839 2839 2839 2839 2839 2839 2839	Robert Morawitz 2830	41.60	Louie B. Payne 2976
Ralph O. Masters   2335   78.15   Fang Ah Lung   2981   Cyril Loades   2338   87.57   Felipe Lugo   2337   35.55   Selipe Lugo   2338   24.35   35.55   Selipen Lugo   2338   24.35	Harian E. Gravelle 2832 Hans M. Shaalegaard 2833	83.59	Willie E. Cole 2978 Robert G. Varnon 2979
Felipe Lugo	Frank Bamberger 2834 Ralph O. Masters 2835	78.15	Fang Ah Lung 2081
Bichard E. Racine   2839   53.96     Eugenio F. Hernandes   2940   68.04     James J. Battle   2941   38.49     James J. Battle   2942   36.94     Allan L. Lake   2943   36.94     Allan L. Lake   2944   36.94     Allan L. Lake   2945   36.94     Reery Gock   2946   66.48     Frederick N. Kopf   2945   75.43     Frederick N. Kopf   2945   75.43     Frederick N. Kopf   2947   85.92     Erton Hursi Jr   2947   85.92     Erton Hursi Jr   2948   80.87     Erling D. Andersen   2949   43.93     Frederick A. Burrus   2995     Erling D. Andersen   2949   43.93     Frederick C. Dooley   2994     Arthur Oglivie   2853   36.94     Robert A. Sipsey   2955   96.52     Julio S. Russetti   2851   34.04     Torster J. Forsberg   2852   96.42     Julio S. Russetti   2851   36.94     Robert A. Sipsey   2955   99.53     Ellis S. Samia   2956   74.65     Galindez Ideifonso   2957   74.65     Galindez Ideifonso   2957   74.65     Galindez Ideifonso   2957   74.65     Galindez Ideifonso   2957   74.65     Edmund J. Flood   2961   75.94     Edmund J. Flood   2963   75.94     Edmund J. Flood   2966   54.82     Edmund J. Flood   2966   54.82     Edmund J. Flood   2967   75.94     Richard L. Reed   2963   75.94     Sigurd Hitseth   2968   75.94     Sigurd Hitseth   2968   75.94     Guido Merola   2968   89.21     Theodore M. Larsen   2967   83.59     Frenst D. Mubee   2977   83.59     Frenst D. Mubee   2978   83.59     Frenst D. Mubee   2978   83.99     Frenst D. Mubee   2979   43.16     Muschander   2979   43.16     Muschander   2979   43.16     Muschander   2989   75.25     Guido Merola   2	Felipe Lugo 2837	36.55	Clennon O. Baccus 2983 Swindell W. Lewis 2984
James C. Chen. 2242 36.94 Calvin B. Moose 2868 Allan L. Lake 2943 73.09 Roswell A. Sanderlin 2289 Isidore Weishrot 2244 89.81 Rufus Leroy Abernathy 2990 Frederick N. Kopf 2245 75.43 Arthur P. Mills, Jr. 2991 Heary Gock 2246 66.48 Frederick A. Burrus 2992 Erion Hurst, Jr. 2247 35.22 Fred R. Hicks, Jr. 2992 Heary Gock 2247 85.22 Fred R. Hicks, Jr. 2992 Heary Gock 2247 85.22 Fred R. Hicks, Jr. 2992 Frederick A. Burrus 2992 Erion Hurst, Jr. 2993 Frederick A. Burrus 2992 Erion Hurst, Jr. 2993 Heary Gock 2445 80.87 Erion Hurst, Jr. 2995 Frederick A. Burrus 2992 Erion Hurst, Jr. 2995 Heary Gock 2445 80.87 Frederick A. Burrus 2992 Erion Hurst, Jr. 2995 Frederick A. Burrus 2992 Erion Hurst, Jr. 2995 Heary Gock 2445 80.87 Frederick A. Burrus 2992 Erion Hurst, Jr. 2994 Hoom A. Sanderin 2995 Frederick A. Burrus 2992 Everette C. Dooley 2994 Erion Hurst, Jr. 2995 Hoom C. Kralingen 2995 Hoom C. Loffler 2997 Thomas W. Sterling 2996 Hobit S. Samis 2855 40.47 Hobit S. Samis 2855 Hobert A. Spisey 2864 99.55 Ellis S. Samis 2855 Hobert A. Stokes 2995 Ellis S. Samis 2855 Galindez Idelfonso 2857 John J. Cook 2858 Edmund J. Flood 2961 Frederick A. Burrus 2996 Edmund J. Flood 2961 Frederick M. Control 2996 Edmund J. Flood 2961 Frederick A. Burrus 2996 Edmund J. Flood 2961 Frederick A. Burrus 2996 Edmund J. Flood 2961 Frederick M. Control 2996 Edmund J.	Richard E. Racine 2539	55.99	Stephen T. Arales 2985 Byron J. Johnson 2986
Rufos Leroy Abernathy   2990	James C. Chen 2842	36.94	Calvin B. Moose 2988
Henry Gock	Isidore Weishrot 2844	89.81	Rufus Leroy Abernathy., 2990
Erling D. Andersen. 2349 43.93 Benjamin Griffith 2505 Julio S. Russetti 2851 54.04 John C. Loffler 2597 Torster J. Forsberg. 2852 96.42 Mohford M. Owens. 2598 Arthur Oglivie. 2853 36.94 Ezekiel E. Daniels. 2599 Robert A. Sipsey. 2854 99.53 Robert J. Lendry. 2600 Blills S. Samia. 2855 84.76 Galindez Idelfonso. 2857 101.68 James P. Rowan. 2155 74.65 John I. Dail. 3002 John J. Cook. 2858 48.99 Galindez Idelfonso. 2857 101.68 Ventura G. Colas. 2869 95.44 Ventura G. Colas. 2860 54.82 John J. Robert F. Wendt. 3003 Lionel Chapman. 2004 Gerge D. Rourke. 3005 Edmund J. Fleed. 2861 75.76 Edmund J. Fleed. 2861 75.76 Richard L. Reed. 2862 77.76 Richard L. Reed. 2863 77.76 Guideo Merola. 2865 84.79 Guideo Merola. 2866 84.79 Sayud Hilseth. 2869 76.20 To Cash Vac. Checks. 2870 105.36 Myles C. Sterne. 2862 42.77 Sigud Hilseth. 2869 76.20 To Cash Vac. Checks. 2871 40.82 Carison F. Clyde. 2872 78.54 Dames Logan. 2873 87.48 James Logan. 2873 87.48 Angel Amados. 3017 Carison F. Clyde. 2872 87.59 Charles Burke. 2874 83.70 Charles Burke. 2874 83.70 Charles Burke. 2876 83.98 Charles Rurke. 2876 83.98 Frank E. Guitson. 2871 40.82 Robert Barber. 2876 83.98 Frank E. Guery. 2875 83.99 Charles Rurke. 2876 83.98 Frank E. Guery. 2875 83.99 Charles Rurke. 2876 83.98 Frank E. Guery. 2875 83.99 Charles Rurke. 2884 49.77 James Beresford. 2885 56.70 John Guerriero. 2881 78.15 James Beresford. 2885 56.70 John Guerriero. 2881 56.70 John William Macdonald. 2890 56.47 Francis Belkner. 2892 56.73 John W. McCauley. 3030 Francis Belkner. 2893 56.47 Francis Belkner. 3993 56.47 Francis Belkner. 3993 56.47 Francis Belkner. 3993	Henry Gock 2846 Erton Hurst, Jr 2847	66.48 85.92	Frederick A. Burrus 2992 Fred R. Hicks, Jr 2993
Julio S. Russetti 2831 54.04 John C. Loffler 2897 Torster J. Forsberg 2852 96.42 Mohford M. Owens 2968 Arthur Oglivie 2853 36.94 Ezekiel E. Daniels 2998 Robert A. Sipsey 2854 99.53 Ellis S. Samia 2855 84.76 Lendry 3000 Galindez Idelfonso 2157 101.48 John J. Cook 2158 48.99 Claide V. Morgan 2158 48.99 Lionel Chapman 3001 John J. Cook 2158 48.99 Lionel Chapman 3003 Lionel Chapman 3004 Ventura G. Colas 2660 54.62 John R. Gleeson 3005 Ventura G. Colas 2660 54.62 Richard L. Reed 2863 77.76 Richard L. Reed 2863 77.76 Richard L. Reed 2863 77.76 Guido Merola 2865 84.76 Guido Merola 2865 84.76 Guido Merola 2866 88.21 Theodore M. Larsen 2867 103.36 Myles C. Sterne 2868 42.77 Sigurd Hilseth 2869 76.20 To Cash Vac, Checks 2870 1,000.00 Frank E. Guitson 2871 40.82 Robert Barber 2876 83.99 Charles Burke 2874 83.70 Charles Burke 2874 83.70 Charles Burke 2875 83.99 Charles Burke 2876 83.99 Charles Barber 2876 83.99 Leo J. Cinq-Mars 3024 Stephen Carey 2875 83.99 Robert Hall 2883 66.10 Leonard Rishard 2889 56.79 Leonard Ri	Erling D. Andersen 2848 Erling D. Andersen 2849	43.93	Benjamin Griffith 2005
Arthur Oglivie 2554 99.53 Robert A. Sipsey 2554 99.53 Ellis S. Samia 2555 84.76 Arthur Ronning 3001 James P. Rowan 2556 74.65 James P. Rowan 2556 74.65 John I. Dail 3002 Galindez Idelfonso 2157 101.48 Robert E. Wendt 3003 John J. Cook 2558 48.99 Ljonel Chapman 2004 Claide V. Morgan 2259 95.44 Ventura G. Colas 2660 54.52 John R. Gleeson 3006 Edmund J. Flood 2661 78.33 John J. Morrison 3007 Robert A. Stokes 2662 78.33 John J. Morrison 3007 Robert A. Stokes 2662 77.76 Richard L. Reed 2663 77.76 Richard L. Reed 2663 77.76 Richard L. Reed 2663 77.76 Guido Merola 2665 84.76 Guido Merola 2666 89.21 Winston McCants 3010 Arthur Grof 2665 84.77 Sigurd Hilseth 2669 76.20 Sigurd Hilseth 2669 76.20 Sigurd Hilseth 2669 76.20 Frank E. Guitson 2671 40.62 Ramon Maldonado 3013 Frank E. Guitson 2671 40.62 Ramon Maldonado 3017 Carlson F. Clyde 2672 78.54 Farigue A. Abad 3018 Angel Amados 3019 Charles Burke 2674 83.70 Siephen Carey 2675 83.59 Robert Barber 2676 62.21 Morris Riechelson 3020 Charles A. Carr 3021 Lawson Trussell 2800 26.70 John Guerriero 2881 78.15 John Guerriero 3020 Lawson Trussell 2880 26.70 John Guerriero 2881 78.15 John Guerriero 3020 Leonard Rama 2882 49.77 Jenses Beresford 2885 59.47 John Guerriero 2881 78.15 John Wells 3030 John W. McCauley 3030 John Guerriero 3031 John Guerriero 3032 John Guerriero 3034 John Guerriero 3034 John J. Ceckis 3035 John Wells 3030 John Guerriero 3034 John Guerriero	Julio S. Russetti 2851	54.04	John C. Loffler 2997
Ellis S. Samia 2555 84.76 Gallindez Idelfonso 2557 101.48 Gallindez Idelfonso 2557 101.48 Gallindez Idelfonso 2557 101.48 Clainde V. Morgan 2859 95.44 Clainde V. Morgan 2860 54.82 Clainde V. Morgan 2860 54.82 Clainde V. Morgan 2860 54.82 George D. Rourke 3005 Centurn G. Colas 2860 54.82 George D. Rourke 3005 George D. Rourke 3006 Fement J. Flood 2865 77.76 Richard L. Reed 2864 77.76 Richard L. Reed 2865 84.76 Guido Merola 2866 84.21 Theodore M. Larsen 2867 105.36 Guido Merola 2868 82.1 Theodore M. Larsen 2867 105.36 Myles C. Sterne 2868 42.77 Sigurd Hilseth 2869 76.20 Sigurd Hilseth 2869 76.20 Frank E. Guitson 2871 40.82 Ramen Maldonado 3015 Frank E. Guitson 2871 40.82 Ramen Maldonado 3017 Carlson F. Clyde 2872 78.54 Enrique A. Abad 3018 Charles Burke 2874 83.70 Charles Burke 2876 83.96 Charles Rurke 2876 83.96 Charles Rurke 2877 43.16 Guistav Hallenborg 2879 51.71 Lawson Trussell 2880 85.70 John Guerriero 2881 78.15 John Guerriero 3030 Leonard Riehard 2888 66.60 Dixon R. Stroup 3030 John Guerriero 3030	Arthur Ogilvie 2853 Robert A. Sipsey 2854	36.94	Ezekiel E. Daniels 2999
John J. Cook	Ellis S. Samia 2855 James P. Rowan 2856	74.65	Arthur Ronning 3001
Edmund J. Flood 2861 78.93   John J. Morrison 3007   Robert A. Stokes 2862 77.76   Ernest D. Mubee 2864 75.94   Arthur Graf 2865 84.76   Guido Merola 2866 89.21   Theodore M. Larsen 2867 105.36   Myles C. Sterne 2868 42.77   Myles C. Sterne 2868 42.77   Sigurd Hilseth 2869 76.20   To Cash Vac. Checks 2870 1,000.00   Harry Robert Gunderud 3016   Frank E. Guitson 2871 40.82   Ramon Maldonado 3017   Carison F. Clyde 2872 78.54   Ramon Maldonado 3017   Carison F. Clyde 2872 78.54   Ramon Maldonado 3018   Carison F. Clyde 2872 78.54   Ramon Maldonado 3019   Carison F. Clyde 2873 83.59   Charles A. Carr 3020   Charles Burke 2875 83.59   Charles A. Carr 3020   Charles Hurke 2877 83.59   Charles A. Carr 3021   Mischa Kanaef 2877 83.59   Charles A. Carr 3021   Mortis Riechelson 3024   Mortis Riechelson 3025   Mortis Riechelson 3024   Mortis Riechelson 3025   Mortis Riechelson 3024   Mortis Riechelson 3025   Mortis Riechelson 3025   Mortis Riechelson 3026   Mortis Rieche	John J. Cook 2858	48.99	Lionel Chapman 3003
Robert A. Stokes   2862   82.43   Salvatore C. Alu   3008   Street D. Mabee   2863   77.76   77.76   2865   84.76   75.04   Arthur Grof   2865   84.76   75.04   Arthur Grof   2865   84.76   76.20   Theodore M. Larsen   2867   105.36   Myles C. Sterne   2868   42.77   2868   42.77   2872   Arthur Grof   2868   42.77   2872   Arthur McCants   3012   3019	Ventura G. Colas 2860 Edmund J. Flood 2861	54.82	George D. Rourke 3005 John R. Gleeson 3006
Arthur Grof 2865 84.76 Guido Merola 2866 89.21 Myles C. Sterne 2868 42.77 Sigurd Hilseth 2869 76.20 To Cash Vac. Checks 2870 1,000.00 Frank E. Guitson 2871 40.82 James Logan 2873 87.48 James Logan 2873 87.48 Charles Burke 2875 83.59 Stephen Carey 2875 83.59 Charles Burke 2876 83.98 Gustav Hallenborg 2879 43.16 Gustav Hallenborg 2879 51.71 Lawson Trussell 2880 85.70 John Guerriero 2881 78.15 Herbert Hall 2883 66.10 James Bereeford 2885 59.47 Leonard Richard 2886 66.87 Leonard Richard 2889 66.20 James Bereeford 2885 59.47 Victor Carison 2888 76.96 Harris Smallwood 2889 62.60 James Bereeford 2889 76.96 Harris Smallwood 2899 62.60 James Bereeford 2889 70.96 Harris Smallwood 2899 62.60 James Bereeford 2891 70.76 James Berkler 2892 84.37 Joseph B. Arceo 3038 William Rees 2891 48.27 Joseph B. Arceo 3038 William Rees 2891 48.27 Joseph B. Arceo 3038 William Rees 3897 84.88 Robert S. VanValkenburgh 3041 James Welkiel 2899 48.27 James McLaughlin 2899 48.27 James Berkeley 2894 48.27 James Berkeley 2894 48.27 James Berkeley 2895 48.88 Robert S. VanValkenburgh 3041 James McLaughlin 2899 48.27 James Berkeley 2895 48.88 Robert S. VanValkenburgh 3041 James McLaughlin 2899 48.27 James Berkeley 2899 48.27 James Berkeley 2899 48.27 James Be	Robert A. Stokes 2862 Richard L. Reed 2863	82.43	Salvatore C. Alu 3008
Myles C. Sterne         2868         42.77         Melvin W. Bass         3013           Sigurd Hilseth         2869         76.20         Melvin W. Bass         3015           To Cash Vac. Checks         2870         1,000.00         Harry Robert Gunderud         3016           Frank E. Guitson         2871         40.82         Ramen Maldonado         3017           Carison F. Clyde         2872         78.54         Ramen Maldonado         3018           James Logan         2874         83.70         Leo J. Cinq-Mars         3020           Charles Burke         2874         83.59         Leo J. Cinq-Mars         3020           Stephen Carcy         2875         83.59         Charles A. Carr         2021           Robert Barber         2876         83.98         Francis P. Geraghty         3022           Leroy Westcott         2877         43.16         Georges L. Pitour         3023           Mischa Kanaef         2878         62.21         Morris Riechelson         3024           Lawson Trussell         2880         28.70         Philip F. Jordan         3025           Jahres Herbert Hall         2883         49.77         Francisco A. Gonzalez         3028           James Beresford	Ernest D. Mabee 2864 Arthur Graf 2865	84.76	Abraham Goldfarb 3010
Sigurd Hilseth   2869   76.20   Isadore C. Dongen   3015     To Cash Vac. Checks   2870   1,000.00   Harry Robert Gunderud   3016     Frank E. Guitson   2871   40.82   Ramen Maldonado   3017     Carison F. Clyde   2872   78.54   Ramen Maldonado   3017     Carison F. Clyde   2873   87.48   Angel Amades   3019     Charles Burke   2874   83.70   Leo J. Cinq-Mars   3020     Stephen Carey   2875   83.59   Charles A. Carr   2021     Robert Barber   2876   83.98   Leo J. Cinq-Mars   3020     Stephen Carey   2875   83.59   Charles A. Carr   2021     Robert Barber   2876   83.98   Charles A. Carr   2021     Robert Barber   2876   83.98   Charles A. Carr   2021     Mischa Kannaef   2878   62.21   Morris Riechelson   3022     Gustav Hallenborg   2879   51.71     Lawson Trussell   2880   85.70     John Guerriero   2881   78.15     Herbert Hall   2883   66.10     Leonard Rams   2884   49.77     Leonard Rams   2884   49.77     Leonard Rams   2884   49.77     Leonard Rams   2884   49.77     Leonard Richard   2886   68.87     Francisco A. Gonzalez   3028     Dixon R. Stroup   3029     John W. McCauley   3030     Frederick D. Roman   2031     Francisco Gaspar   3032     John W. McCauley   3033     Joseph M. Wells   3033     Joseph Murphy   2896   62.60     J. C. Bendas   3038     Constantine   4 Harvey   3039     Charles Berkeley   2894   48.27     William Rees   2897   45.88     James Wackfel   2892   45.88     James McLaughlin   2899   52.10     John Minnahan   2901   72.32     John John Minnahan   2901   72.32     John J. Norgaard   3047     Charles Berkeley   2800   39.27     John Minnahan   2901   72.32     John T. Norgaard   3047     Charles Berkeley   2800   72.48     John T. Norgaard   3048     John T. Norgaard   3048     John T. Norgaard   3048     John T. Norgaard	Theodore M. Larsen 2067	105.36	Jay W. Savage 3013
Frank E. Guitson         2871         40.82 Carison F. Clyde         2872 78.54 Enrigue A. Abad         3017 South Carison F. Clyde         2872 78.54 Enrigue A. Abad         3018 Angel Amados         3019 South Carison F. Clyde         3018 Angel Amados         3019 South Carison F. Clyde         3018 Angel Amados         3019 Angel Amados         3020 Charles A. Carr         3020 Charles A. Carr         3020 Charles A. Carr         3022 Charles A. Carr         3023 Charles A. Carr         3024 Charles A. Carr         3024 Charles A. Carr         3024 Charles A. Carr         3024 Charles A. Carr         3025 Charles A. Carr         3025 Charles A. Carr         3026 Charles A. Carr         3028 Charles A. Carr         3028 Charles A. Carr	Sigurd Hilseth 2869	76.20	Melvin W. Bass
Charles Burke         2874         83.70         Leo J. Cinq-Mars         3020           Stephen Carey         2875         83.59         Charles A. Carr         3021           Robert Barber         2876         83.98         Charles A. Carr         3021           Robert Barber         2877         43.16         Georges L. Pitour         3023           Mischa Kannef         2878         62.21         Morris Riechelson         3024           Gustav Hallenborg         2879         51.71         Victor Bosnich         3025           Lawson Trussell         2880         86.70         Demetries M. Kyriakos         3026           John Guerriero         2881         78.15         Philip F. Jordan         3027           Shio Sun         2882         49.77         Francisco A. Gonzalez         3028           Herbert Hall         2883         66.10         Dixon E. Stroup         3029           Leonard Rams         2884         59.47         Fraceirick D. Roman         3031           James Beresford         2885         59.47         Fraceirick D. Roman         3032           Veter Carlsen         2888         56.76         To Cash Vae. Checks         3033           Victor Carlsen         2889	Frank E. Guitson 2871	40.82	Ramen Maldonado 3017
Stephen Carey         2875         83.59         Charles A. Carr         2021           Robert Barber         2876         83.59         Francis P. Geraghty         2022           Leroy Westcott         2877         43.16         Georges L. Pitour         2023           Mischa Kanaef         2878         62.21         Morris Riechelson         3024           Lawson Trussell         2880         86.70         Demetries M. Kyriakos         3025           Lawson Trussell         2881         78.15         Demetries M. Kyriakos         3026           John Guerriero         2881         78.15         Philip F. Jordan         3027           Shio Sun         2882         49.77         Francisco A. Gonzalez         3028           Herbert Hall         2883         66.10         Dixon R. Stroup         3029           Leonard Rams         2884         49.77         Francisco Gaspar         3032           James Beresford         2885         59.47         Francisco Gaspar         3032           Jecorge Meaden         2887         63.37         John Wells         3033           George Meaden         2888         56.76         Donald S. Gardner         3034           Teder Riley         2888	James Logan 2873 Charles Burke 2874	87.48	Angel Amados 3019 Leo J. Cing-Mars 3020
Mischa Kannef         2878 (231 dustav Hallenborg         2879 (2879 dustav Hallenborg         51.71 (victor Bosnich         3025 (3025 dustav Hallenborg           Lawson Trussell         2880 (286 dustav Hallenborg         2881 (288 dustav Hallenborg         2880 (2870 dustav Hallenborg         3026 dustav Hallenborg         3025 dustav Hallenborg         3026 dustav Hallenborg         3026 dustav Hallenborg         3027 dustav Hallenborg         3028 dustav Hallenborg         3028 dustav Hallenborg         3027 dustav Hallenborg         3027 dustav Hallenborg         3028 dustav Hallenborg         3029 dustav Hallenborg         3028 dustav Hallenborg         3029 dustav Hallenborg         3029 dustav Hallenborg         3029 dustav Hallenborg         3037 dustav Hallenborg         3038 dustav Hallenborg	Stephen Carcy 2875 Robert Barber 2876	83.98	Charles A. Carr 3021 Francis P. Geraghty 3022
Lawson Trussell         2880         85.70         Demetries M. Kyriakos         3026           John Guerriero         2881         78.15         Philip F. Jordan         3027           Shio Sun         2882         49.77         Francisco A. Gonzalez         3028           Herbert Hall         2883         66.10         Dixon R. Stroup         3029           Leonard Raems         2884         49.77         John W. McCauley         3030           James Beresford         2885         59.47         Frederick D. Roman         3031           Leonard Richard         2886         66.87         Francisco Gaspar         3032           Leonard Richard         2888         56.76         John Wells         3033           Victer Carlisen         2888         56.76         John Wells         3033           John Wells         3034         John Wells         3035           James Chancey         2891         70.76         To Cash Vac. Checks         3035           James Belkner         2892         84.37         Joseph B. Arceo         3038           Charles Berkeley         2894         48.27         Roszel D. Vick         3040           Patrick Flaherty         2895         45.88         Robert	Mischa Kannef 2878	62.21	Morris Riechelson 3023
Shio Sun   2082   49.77   Francisco A. Gonzalez   3028	Lawson Trussell 2880	86.70	Demetries M. Kyriakos 3026
Leonard Rams         2884         49.77         John W. McCauley         3030           James Beresford         2885         59.47         Frederick D. Roman         3031           Leonard Richard         2886         66.87         Frederick D. Roman         3031           George Meaden         2887         63.37         John Wells         3033           Victor Carisen         2888         56.76         Donald S. Gardner         3034           Edward Riley         2889         76.98         To Cash Vac. Checks         3035           James Chancey         2891         70.76         Paul J. Kelly         3037           Ernest Belkner         2892         84.37         Joseph B. Arceo         3038           William Macdonald         2893         59.47         Constantine A. Harvey         3038           Charles Berkeley         2894         48.27         Roszel D. Vick         3040           Patrick Flaherty         2895         45.88         Robert S. VanValkenburgh         3041           Joseph Murphy         2886         37.32         Robert S. VanValkenburgh         3042           James Mekkel         2899         48.76         Robert Schlagler         3043           James MeLaughlin	Shio Sun	49.77	Francisco A. Gonzalez 3028
George Meaden         2887         63.37         John Wells         3033           Victor Carisen         2888         56.76         Donald S. Gardner         3034           Edward Riley         2889         76.98         To Cash Vac. Checks         3035           Harris Smallwood         2890         62.60         J. C. Bendas         3036           James Chancey         2891         70.76         Paul J. Kelly         3037           Ernest Belkner         2892         34.37         Joseph B. Arceo         3038           William Macdonald         2893         59.47         Constantine A. Harvey         3039           Charles Berkeley         2894         48.27         Rozel D. Vick         3040           Patrick Flaherty         2895         45.88         Robert S. VanValkenburgh         3041           Joseph Murphy         2896         37.32         Harold J. McDonald         3042           William Rees         2897         84.76         Robert Schlagler         3043           James Welkiel         2896         48.21         Royes A. Yardborough         3044           James McLaughlin         2899         52.10         Andrew W. Page         3045           John Minnahan         2901	Leonard Rams 2884 James Beresford 2885	59.47	John W. McCauley 3030 Frederick D. Roman 3031
Edward Riley         2889         76.96         To Cash Vac. Checks         3035           Harris Smallwood         2890         62.60         J. C. Bendas         3038           James Chancey         2891         70.76         Paul J. Kelly         3037           Ernest Belkner         2892         84.37         Joseph B. Arceo         3038           William Macdonald         2893         59.47         Constantine A. Harvey         3038           Charles Berkeley         2894         48.27         Rozel D. Vick         3040           Patrick Flaherty         2895         45.88         Robert S. VanValkenburgh         3041           Joseph Murphy         2896         37.32         Harold J. McDonald         3042           William Rees         2897         84.76         Robert Schlagler         3043           James Weckiel         2899         52.10         Andrew W. Page         3045           John Minnahan         2901         72.32         John T. Norgaard         3047           Bichard Farnheff         2902         73.48         Charles B. Rubinstein         3047	George Meaden 2887	63.37	John Wells 3033
James Chancey         2891         70.76         Paul J. Kelly         3037           Ernest Belkner         2892         84.37         Joseph B. Arceo         3038           William Macdonald         2893         59.47         Constantine 4. Harvey         3039           Charles Berkeley         2894         48.27         Roszel D. Vick         3040           Patrick Flaherty         2895         45.88         Robert S. VanValkenburgh         3041           Joseph Murphy         3896         37.32         Harald J. McDonald         3042           William Rees         2897         84.76         Robert Schlagler         3043           James Wackiel         2898         48.21         Royes A. Yardborough         3044           James McLaughlin         2899         52.10         Andrew W. Page         3045           John Minnahan         2901         72.32         John T. Norgaard         3047           Bichard Farnheif         2902         73.48         Charles B. Rubinstein         3047	Edward Riley 2889 Harris Smallwood 2890	76.88	To Cash Vac. Checks 3035
William Macdonald         2893         59.47         Constantine         A. Harvey         3038           Charles Berkeley         2894         48.27         Rozel D. Vick         3040           Patrick Flaherty         2895         48.88         Robert S. VanValkenburgh         3041           Joseph Murphy         2896         37.32         Harold J. McDonald         3042           William Rees         2897         84.76         Robert Schlagler         3043           James Weckiel         2899         48.21         Royce A. Yardborough         3044           James McLaughlin         2899         52.10         Andrew W. Page         3045           John Minnahan         2901         72.32         John T. Norgaard         3047           Richard Farnheff         3902         73.48         Charles B. Rubinstein         3048	James Chancey 2891 Ernest Belkner 2892	70.76 84.37	Joseph B. Arceo 3038
Joseph Murphy	William Macdonald 2893 Charles Berkeley 2894	46.27	Constantine A. Harvey 3039
James Weeklel         2898         48.21         Reyee A. Yardborough         3044           James McLaughlin         2899         52.10         Andrew W. Page         3045           Daniel Fitzpatrick         2900         39.27         Hamilton L. Hadley         3040           John Minnahan         2901         72.32         John T. Norgaard         3048           Bichard Farnkeff         3902         73.48         Charles B. Rubinstein         3048	Joseph Murphy 2896	37.32	Harold J. McDonald 3642
Daniel Fispatrick	James Weekiel 2008 James McLaughlin 2009	48.21 52.10	Royce A. Yardborough 3044 Andrew W. Page 3045
Franklin Robbins 2000 - 37,71 Julius V. Ekmen 3040	John Minnahan 2901	72.32 73.48	John T. Norgaard 3046 Charles B. Rubinstein 3048
	Franklin Robbins 2003 -	37.71	Julius V. Ekmen 3040

Edward Le Roy F. Schmidt William J. Hanlon		81.26	James L. Hart 311
			Common to merk
		43.15	Robert P. Verney 311
lavid G. Horton	3053	78.54	Edward D. Montague 312
urtis J. Hill	3054	90.98	Folix L. Serrano 312
eorge R. Smith	3000	62.21 75.43	Marcelo B. Belen 312 Walter J. Chamberlin 312
barles I. Dandridge	3057	73.67	Robert D. Musselwhite . 312
harles L. Dandridge bester I. Spinks	3058	90.98	William H. Titus 312
ouglas E. Driven		49.77	Edward A. Wicak 312
Villiam Havelin	3060	68.04	Charles H. Montgomery 312
harles B. Stephens		39.27	McGhee J. Mackey 312
Villiam J. Gray	3062	38.10	Harold L. Weaver 312
rvin Matthews	3063	81.65	Harold L. Weaver 312: Harold L. Weaver 313
ee A. Smith	3064	49.38	William A. Wade 313
ric W. Johnson	3065	95.64	Earl P. McCaskey 313:
ommy R. Fillingim	3066	63.37	Harry C. Stesch, Jr 313 Alfred F. Wright 313 Walter J. Holman 313
ack Adams	3067	102.25	Alfred F. Wright 313
loyd L. Jeffryes	3068	69.60	Walter J. Holman 313:
aul Leonovich		54.04	John W. Rielly 313
Spert W. Goulding	3070	70.76	Vincent County 313
homas C. Ballard oseph L. V. Dionne	3071	75.43 68.43	Vincent Gonzales 313 Victory A. Micheletti 313
forwood O. Cain	3073	69.60	John W. Donaldson 313
toland D. Sulkivan	3074	44.71	Rred Adehold 314
ohn J. Kane	3075	38.49	Thedore Weems 314
ames R. Brandley	3076	45.10	Maurice Bailey 3143
eadl C Marritt	2022	78.54	Loyie L. Hairston 314 Johnnie Sanders, Jr 314
corge F. Kimbrel Ienry B. Williams	3078	74.26	Johnnie. Sanders, Jr 3145
lenry B. Williams	3079	50.93	John S. McCullen, Jr 3146
Billy C. Ward	3080	80.87	Cuder Q. Holt 3147
eorge E. Murphy	3081	54.82	Julius A. Rohebaugh 3140
uther B. Green	3082	51.32	Howard M. Webber 3146
ohn D. Morgan	3083	85.92	Alfred A. Bernard 3150
fichele Liuzra tobert A. Reynolds		40.44 53.65	George W. Common 315: Void 315:
yril M. D'Andrade	2000	100.69	Void
forace Douglas		60.65	Martin J Pvk 3154
laymond E. Mott	3088	59.47	Ralph T. Moore 3150 Woodrow W. Perkins 3150
ames M. Foster	3089	37.71	Woodrow W. Perkins 3150
dien H. Bosarge	3090	49.77	wack b. Gardner 3107
ohn F. Dixon	3091	76.98	William Tank
ohn R. Roberts Villiam R. Stone Lenneth W. Elisson	3092	72.71	Carl Jensen, Jr 3150
Villiam R. Stone	3093	50.16	William J. Doyle 3160
enneth W. Elisson	3094	61.04	Jack Mays
lerbert O. Green forris J. Danzey	3095	71.93	Yace H. Smira 3163
lerman P. Stokes	3000	92.15	Edward J. Kosecki 3163
		57.54	Walter R. Jackson 316
tlice D. Fillingim rederick E. Kerfoat	3000	45.10 74.65	Wilmer G. Black 3163 Ira P. Hemenway 3160
ennis J. Black	3100	52.49	James E. M. Guffey 3167
corge E. Armstrong	3101	44.32	Joseph H. Prudhomme 3160
Villie Kyles	3102	103.42	Bernard R. Chason 316
lyde H. Flowers	3103	55.21	Douglas E. Clausen 3170
arl J. DeAngelo	3104	88,26	Robert Z. Banister 3171
oseph Green	3105	73.09	Frank P. Breck 3179
ourtney Rooks	3106	50.93	Harold T. Brown 3173 Vincent A. Hebert 3174
harles W. Halla, Jr	3107	82.04	Vincent A. Hebert 3174
ustave Hoyzam, Jr	3108	91.37	Warren Conner 3175
IcCleveland Baker	3109	96,81	George V. Wright 3170
ohn J. Crosswell		79,32	Alexander Sokolowski 3177
eorge I. Lawrence		63.37	Leonard B. Brown 3176
seph H. Koppersmith . ack C. Trosclair	3113	79.32	Henry F. Cline 3175 Evis J. Thibodeaux 3180
harles B. Martin			William G. Seisfeld 3181
lans H. Pederson			
	3116	73.09	Samuel U. Guess 3183
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Charles B. Martin Hans H. Pederson Harry R. Pitt	3114	74.65 38.49	Raul E. Cumare

	Feb. 10 — Feb. 23
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55.21 100.31 94.87	Harry Thompson
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0.65	William Brown
9	D. Caron 15.00 Walter Connors 15.00
	B. F. Grice         45.00           John Manen         15.00           Marien H. Maynard         15.00
	Marion H. Maynard
	Joel Peoples
	Shirley Poole
	Charles Scherhans 30.00 F. W. Walasks 45.00
	USPHS HOSPITAL, SAVANNAH
	S. L. Archer 15.00 James Brown 45.00
	W. B. Creech
	J. T. Moore 30.00 T. C. Musgrove 30.00
	ST. AGNES HOSPITAL, PHIL.
	Philip Navitsky
	VET. HOSPITAL, LONG BEACH, CALIF. E. L. Pritchard
	SEASIDE GENERAL HOSPITAL
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	TORRANCE GENERAL HOSPITAL
	TORRANCE, CALIF.
	USPHS HOSPITAL, BALTIMORE
1	Warner W. Allred \$15.00
	Thomas Ankerson         30.00           James D. Bergeria         15.06           Nelson W. Blades         30.00
	E. Cabanski
۱	htichael Frangias
	B. C. Granberg 15.00
	Thomas Hoar 15.00
	Robert Hunt
	Earl McKendree
	Thomas F. Mungo
	Francis R. O'Brien 15.00  John J. O'Conner 45.00  Paul L. Painter 30.00
	P. Peralto 15.00
	Walter Prechall 30.00 Fred Pittman 30.00
	Arthur Reinholdt 30.00 R. Rivera 60.00
	John G. Robinson
	Leonard T. Spivey 30.00
	John M. Stone 30.00 John A. Stout 30.00
	William Stromberg         15.00           Charles F. Starmer         15.00
	Thomas Wabolis 30.00 William Wallace 30.00
	Walter Worner 30.00 Albert Willis 30.00
	USPHS HOSPITAL, NEW ORLEA S
	Howard J. Abell
	E. G. Billings 30.00 T. G. Boster 15.00
	Wilson O. Cara 30.00 James D. Cardell 30.00
l	Oliver Celestine

# 75.82 66.48 84.70 66.49 83.10 88.26 66.87 64.93 85.20 93.31 55.92 Void 102.68 88.05 88.04 88.05 88.04 88.05 88.06 88.07 88.86 87.78 88.86 87.78 89.88 86.87 77.65 86.88 101.48 62.21 87.87 89.88 86.87 77.65 87.87 89.88 86.87 77.65 87.87 76.85 88.89 88.89 88.87 77.89 88.87 88.88 88.87 77.89 88.87 88.88 88.87 77.89 88.88 88.87 77.89 88.88 88.87 77.89 88.88 88.87 77.89 88.88 88.87 77.89 88.88 88.87 77.89 88.88 88.87 77.89 88.88 88.87 77.89 88.88 88.87 77.89 88.88 88.87 77.89 88.88 88.87 77.89 88.88 88.87 77.89 88.88 88.89 88.88 88.89

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65.60
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43.16
82.81
37.59

By Lloyd Gardner, Asst. Secretary-Treasurer

Period Covered By This Report—Feb. 10-Feb. 2:	3
Cash on Hand	\$274,496.56
US Government Bonds	754,023.44
Estimated Accounts Receivable	169,000.00
Hospital Benefits Paid in Period	6,425.00
Total Hospital Benefits Paid Since July 1, 1950	123,831,68
Death Benefits Paid in Period	22,566.67
Death Benefits Paid Since July 1, 1950	196.866.66
HEDUS HOSDITAT	45.00

.87	Death Benefits Paid Since July	1, 1	950	00	James D. Cardell
.43	Henre Hoeney				Oliver Celestine
.98	USPHS HOSPITAL STATEN ISLAND, NEW YORK			.00	L. Carrasquillo
.10		55/653	John Slaman		James Crone
.09		30,00	Emerson Spaulding 30		Rogelio Cruz
71		30.00	August Steinman 45.		C. DePriest
.15	A. Banes	60.00		1.00	Martino DeSalvo
.15	Edwardo Balbos	75.00			W. F. Doran
.99		45.00		.00	T. L. Dugan
49	Robert Anderson	15.00	S. A. Thompson 30.	.00	L. S. Grab
.98		30.00		.00	E. E. Gross
82	J. Bazzell	15.00		.00	Leonard Kay
.60		30.00		.00	Paul P. Lamb Leo H. Lang
81		45.00	Francis Wall	.00	Leo H. Lane
.93	Thomas Caffrey	15.00	Henry Woods 45	.00	William F. Lynaugh
96	Francisco Calascione	15.00	USPHS HOSPITAL, MOBILE	335	C. W. Matthews
.15	Alfredo Carmoega	30.00		.00	Thomas McLees
70		15.00		.00	Lawrence C. Melanson
54	Frank Collins	15.00		00	M. V. Mobley
65	J. R. Cuelles	15.00		63	J. G. Naugle
43		60.00		.00	K. Raana
99		30.00	J. H. Jones		Claude A. Ray
21	James Downie	15.00	Course Babiness 20		H. D. Rasure
71		30.00		.00	T. Savage
77		30.00	USPHS HOSPITAL	- 1	Foster B. Shedd
76	Roy M. Green	45.00	BRIGHTON, MASS.		Lonnie R. Tickle
87		45.00	R. P. Bowman 45.	00	Louis Willis
65		45.00	Charles Collett 45.		
44		45.00	Charles F. Dwyer		USPHS HOSPITAL, FORT WOR
76		15.00	William Hardy 15.	100.00	J. H. Ashurst
10	B. E. Jackline	30.00	John Kavanaugh 45.	.00	
09		45.00	Anthony Kaznurski 30.		USPHS HOSPITAL, MEMPHE
99		45.00		.00	John B. Hegarty
83	D. W. Kimbrell	30.00	James R. Lewis 45.		roug b, negariy
37		15.00	Leonard Richard		USPHS HOSPITAL
09		30.00	George Vourloumis 45.		FORT STANTON, NEW MEXIC
43		30.00	USPHS HOSPITAL, SAN FRANCISCO		
	Robert F. Larsen	45.00			Thomas Isaksen
46	James Lawler	45.00	William Anderson \$30.	.00	Bomar Cheeley
54		30.00	Gee Cheng 45.	.00	USPHS HOCPITAL, SAN JUAN
42		15.00	John Maasik	.00	Valentin Acabeo
76		15.00	Charles Robertson 30.		Emiliano Acabero
37		30.00	Peter Smith 45.	.00	
38		15.00	David Sorensen 45.	.00	DEATH BENEFITS
32		30.00	USPHS HOSPITAL, NORFOLK	88	Fred Summerlin \$2,
00		45.00	Iris Arkerson 30.		George W. Miller
200		30.00	William Armstrong 30.	00	Charles L. Moats 2.
37	Lawrence O'Connell	30.00	Albert Brickhouse 45.		Gidlow Woods
53		45.00	Roy M. Green 5/	oc l	Eugene Kristiansen 1,
103			Theodore Halenda 45.		Paul A. Leonard 2.
77		30.00	John Hill		Louis Ross 2.
59					Hermanus Out 1.
76		60.00			Paul P. Painter
60		30.00			John Barron 2.
**		00.00		00	Remie Doucette
56		45.00		00	Toronh Johnson
16		15.00	Leonard Murphy 30.	00	Joseph Johnson 1,
81		15.00	Willie Outen	00	Joseph Fussell 2,
71	John Saarl	30.00	Shirley Roundtrees 30.		
44	J. P. Schuler	30.00	George Sawyer 15.	100	\$22,
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E. G. Billings	*******		30.00
T. G. Boster			15.00
Wilson O. Cara			30.00
James D. Cardell			30.00
Oliver Celestine			20.00
L. Carrasquillo			15.00
James Crone			30.00
Rogelio Cruz			30.00
C. DePriest			15,00
Martino DeSalvo			30.00
W. F. Doran			15.00
T. L. Dugan	*******		30.00
L. S. Grab			30.00
E. E. Gross			30.00
Leonard Kay			€0.00
Paul P. Lamb			15,00
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J. G. Naugle			30.00
K. Raana			30.00
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Foster B. Shedd			30.00
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Louis Willis		+++++	15.00
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			75.00
John B. Hegarty			14.00

FORT STANTON, NEW MEXICO
homas Isaksen 60.00 omar Cheeley 99.00
USPHS HOCPITAL, SAN JUAN alentin Acabeo \$60.00 miliano Acabero 15.00
DEATH BENEFITS
red Summerlin \$2,500,00 eorge W. Miller 500.60 harles L. Moats 2,500,00 dlow Woods 1,500,00
ugene Kristiansen 1,500.00

# DIGEST of SHIPS' MEETINGS

THOMAS P. LEATHERS (Eastern), Jan. 27—Chairman, G. Smithers: Secretary, H. Hankee. Delegates reported no beefs and no disputed overtime. Suggestion made to find out about cigarettes and how many each man is allowed when entering Yugoslavia. All hands were asked to keep their feet off the chairs.

PETER V. DANIEL (Alcos), Jan. 27—Chairman, Clinton M. Webb; Secretary, E. J. Wright. Motion made and seconded to make an amendment that transportation be paid from port of payoff to port of engagement. The steward was asked how he got on the ship and he said he came through hall at Norfolk but lost

shipping card.

Jan. 4 Chairman. Clinton M. Webb;
Secretary, E. J. Wright. Motion made
that any man who drinks too much be
brought up on charges. Complaint that
menus are not issued on time.

Chairman, J. Medwed; Secretary, R. Gooduick. Disputes on overtime will be taken up by patrolman at payoffs. No signons until repairs are completed, also stores and medical supplies will be charted before signons. ed before signons.

CLAIBORNE (Waterman), Dec. 20— Chairman, Joseph D. McPhee; Secretary,

## NOTICES

Arne V. Olsen

Mississippi SS Co. has forwarded US Treasury check for you to the New Orleans SIU Hall. You can claim it upon presenting proper identification.

\* \* \* Archie Bishop Eugenius A. Cioper

Your seamens papers are being held for you at 23 Pearl St., NYC. \* \* \*

The following men have been reclassified by their draft boards: William Ryan, Harry Larson, David R. Johnson, all 2A until September 1952; Edward James Foley, Nathaniel Einsbruck, both 2A until August, 1952; Peter J. Arthurs, 2A until August 20, 1952.

\* \* \*

The following men should make out new SIU Welfare beneficiary eards in any SIU branch: Nils Harry Lundquist, Stanley J. Gryszka, Dominick Quorici (?). The last named man listed Elder Klaus as his beneficiary.

\$ \$ The following seamen have disputed overtime checks at this office and they are requested to pick them up as soon

SS ABIQUA-D. Alt, H. J. Byer, Jr., W. Cruser, J. Hartman, Juan Leston, M. Mc-Intyre, Robert Michael, Julius Moore, J. C. Munden, J. Permuy, Manuel Re, C.

ARCHERS HOPE-Leonard Ells, R. F.

Jacobs.

S CHIWAWA—R, Jackson, H. Staples.
SS COUNCIL GROVE—Ivan Bradbury.
Edward Crosby, Edward Farrell, J. San
Fillippo, Peter Jomides, J. Macaulay.
Willard Parks, Edward Szarythe, Thomas

SS RENTS FORT-Alfred Case, Albert Eikenberry, Timothy Griffin, R. J. Hen-ninger, James Ray, Walter Stubbe. SS BRADFORD ISLAND—John Capuzzi. McCann, James Preston, Edmund

SS FRENCH CREEK-Ernest Bossert, A. Carrano, Siune Christiansson, P. Fitz-simmons, Paul Kronbergs, C. B. Ma-honey, Manuel Poperman, George Snee-den, W. E. Treadway, William Wendland, Elmer G. Wetmore,

SS GOVERNMENT CAMP Thomas 55 GOVERNMENT CAMP—Thomas P. Condon, Joseph Foley, E. Molineaux, J. Staniecki, Jose Tablas, Arnold Valente, 55 LOGAN'S FORT—Robert L. Mays.

John B. Shilling. SS FORT MOSKINS—Robert Anderson. Edward Corral, Olav Gustavsen,

WINTER HILL-Thomas W. Brennan. Raymond Averitt. 55 ROYAL OAK-Louis W. Boren. George Brown. David Demärets. John Di Gray, John Levack, Albert Perterson, James Romano, Joseph Stodolski. SS SALEM MARITIME—Edward A. De-

SS SALEM MARITIME—Edward A. De-Felice, Nathan Benenate, Clarence Brace, William Carraway, Delvin Reynolds, Hans Richardson, Francole Savdie, Har-vey Shero, K. Lewis, W. Basnight, C. Martinez, E. Sanchez, F. Warren, H. L. Hackney, R. Young, Francis A. Warren, Thomas D. Smith III, Ivan H. Behnke, John R. Kain, Curtis L. Southwick, Gyrd W. Marra, Robert Sweet, Philip C. Mc-W. Marrs, Robert Sweet, Philip C. Mc-Bride, Jack D. Sayre, Alan E. Whitmer, W. Marrs, Robert Sweet, Philip C. Mc-Bride, Jack D. Sayre, Alan E. Whitmer, John L. Channasian, Milledge P. Lee. Raymond Averitt. SS ABIQUA—W. Susikari. SS LONE JACK—Jesse Melton, John Michele, William Metjer, Mack Galligan, Raymond Avers Contant Paper.

Robert Krug, Gayland Bahan, Henry Ban-sen, Eugene Roberts, Elvis Warren, Pat-rick Coponiti, Charles Seney, Otho Ware, Ralph Todd, David Guillory. 55 CHIWAWA—Vincent Carmen, James A. Phillipa, Walter Ramin, William Berks, 58 GOVERNMENT CAMP—T. E. Tetl.

W. Craven.

SS BENTS FORT.—M. Bugawan, Quinn Moore, Max Pitre, John Bough, B. E. Edwards, Wm. Pritchard, H. E. O'Brien, Ray Boudreaux, Arthur J. Ahearn, E. K. De Moss, E. P. Beikner, Isham Beard, E. B. Hunt, Jr.

partment to buy magazines which money will be returned to them through the ship's fund. When through with maga-zines, members will return them to li-

Chairman, Mike Rotalskii Secretary, Wil-liam O'Grady. Painting decks in crew's quarters and mess referred to the patrol-man. Total ship's fund \$24.55. Washing machine discussed after clarification by patrolman. The question arose on draws for short port stays. The captain is not available to give draws to off watch crew-members. A vote of thanks to SIU of-ficials for our Union advances.

CLAIBORNE (Waterman), Jan. 27—Chairman, Charles George Peters; Secretary, G. R. Kesch. Delegates reported some disputes on overtime. No beefs. Stewards department was requested to get a new set of books from the Merchant Marine Library Association. Each member of the crew will donate \$1.00 to the ship's fund. Ship's delegate to see patrolman about new mattresses and new washing machine.

ROBIN TUXFORD (Seas Shipping), Jan.
13—Chairman, Pete Prevas: Secretary,
William Nests. Delegates reported no
beefs. Teaster is to be replaced for a
new one if the old one can not be fixed.
Chief electrician said that he would have

YOUNG AMERICA (Waterman), Jan. 27
—Chairman, Nels Larson; Secretary, Herb
Dunlevie. All agreed to put pressure on
the company for a new washing machine.
Motion made and carried that there will
be no signon for the next voyage until
ample stores and linen are placed aboard.
Remarks were made that it is important
that suggestions and motions made and
carried at meetings should be attended YOUNG AMERICA (Waterman), Jan. 27

## **PERSONALS**

D. D. Walker

It is important that you contact your brother Roma at Rt. 1, Ashford, Ala., as soon as possible.

\* \* \* Ray Queen

Get in touch with me at the SIU hall in Seattle. Ralph Groseclose.

\* \* \* Tony Cornman

Your wife is anxieus to hear from you. Write 3119 Baldwin St., Los Angeles 31, Calif.

\* \* \* Robert McCarthy Harold McVey

Your money has been sent to Jerome. Thanks Austin O'Malley.

\* \* \* Jack Delaney

Am trying to contact you. Write 5201/2 N. Mobile St., Mobile. Addie Richardson.

> 4 1 1 James V. Murphy Jr.

Get in touch with your parents at Clover Hill Garden Apts., Mount Holly, N. J.

t t t Roy "Blackie" Peters

How about dropping me a line. Ray (Navirro) Borowski, USS Siskin (AMS-58), c/o FPO, N.Y., N. Y. \* \* \*

John Lee Nugent

Want to get in touch with you. Write Robert M. Godwin, SS Southstar, South Atlantic SS Co., Savannah.

\* \* \* Edward Nooney

Anxious to hear from you. Write Joseph Rechsteiner, Box 128, Chino, Calif.

\* \* \* Sergio Bonilla Contact Ben Sterling, 42 Broad-

way, NYC. Jesus Landron

Please call me up in Brooklyn at Main 4-8827. Mrs. Landron.

t t t I am trying to locate the name and address of a man who joined the Tuskegee Victory in NY on or about July 27, 1951, as crew utility in the stewards dept. His testimony may be crucial in my accident case. Herman Uriarte, 785 Broadway, San Francisco.

\$ \$ \$ Anyone knowing whereabouts of Jack Chestine, who sailed the Alcoa Runner the last part of 1947, please contact H. E. Hopkins, 293 Oldsfield Rd., Decatur, Ga.

to and not allowed to slip by. It is use-less to make decisions at meetings and then immediately forget the things as soon as the meeting is over. The various engine, deck, and steward delegates should see that such items are carried

GLENVILLE M. DODGE (South Atlan-tic), Jan. 27—Chairman, Roy L. Justice; Secretary, Carl E. Simpson. Each de-partment delegate will make out a repair list for his respective department. All disputes in the engine room and any other department to be presented to the

HURRICANE (Waterman), Dec. 9.— Chairman, A. Lazzaro; Secretary, F. L. Al-len. Delegates reported some disputed overtime. There was a talk on Union policy by the ship's delegate.

SEA GALE (Seafraders), Jan. 27—Chairman, S. Sonlding: Secretary, George Mondark, Delegates reported everything running smoothly. Request made to have foc'sles painted, as well as the lockers. Suggested that a letter be written to the Union concerning chief cook who left the ship without giving proper notice to the steward or anyone play concerned. the steward or anyone else concerned. Letters from the Union were read to the

SEATRAIN NEW YORK (Seatrain), Jan. 25—Chairman, R. W. Sweeney; Secretary, C. Goldstein. Treasurers report \$83.12. \$700 was donated to the March of Dimes. Suggestion that two washing machines be available, one for white clothes and an-other for dungarees.

SWEETWATER (Metro Petro), Jan. 14
—Chairman, R. Hightower; Secretary,
Paul Jakubesak. A safety meeting was
held on arrival into port and crewmembers were asked to cooperate by saving
water due to the fact that ship has been
losing water somewhere. All departments will alternate in keeping recreation hall clean.

STEEL ADVOCATE (Ishmian), Jan. 30
—Chairman, J. V. Fernander, Secretary,
Charles Gedra. A letter from the Union
was read informing the brothers of the
Seafarers Training School. The March
of Dimes was discussed. No man is to
enter the messhall at any time if he is
not properly dressed. Articles referring
to the new 1952 contract were read. All
departments decided to discuss the agreement of their own department and see if
there is room for improvement.

DEL NORTE (Delta Line), Feb. 3. Chairman, M. E. Foster; Secretary, H. E. Crane. Motion made and carried to purchase a new movie screen. Motion carried to purchase a Boral wreath for the departed brothers upon arrival in New Orleans. All crewmembers were asked to speak English aboard ship as foreign languages are not understandable to others.





AZALEA CITY (Waterman), Feb. 2— Chairman, Jack Garrison; Secretary, Charles Lord , Dispute with mate con-cerning gangway watch not being allowed in Nordenham. Germany. Suggested that seamen's library be requested to renew ship's library. Suggested that crew make an effort to keep messhall clean at all times.

CANTIGNY (Cities Service), Feb 2.— Chairman, Arthur Colburn; Secretary, G. Galliano. G. Galliano reported collec-tions for March of Dimes totalling \$100.00. tions for March of Dimes totalling \$100.00.

Crew was informed that they will be paid for launch service which was not available at Lake Charles. Treasurer will keep electric steam iron in his room which will be checked in and out by anyone who uses it. Discussion about alloting time to ordinary scamen for washing down poop deck each morning. Crewmembers were asked to contact their delegate whenever beefs arise.

WILD RANGER (Waterman), Jan. 12-Chairman, Charles Gann: Secretary, Edward K. Parker. Steward delegate reported that the captain and the steward are having difficulties on overtime. It was requested that the meashall be kept a little cleaner and that the menu be changed a little. Requested that the delegates contact their department heads about having the foreign painted. Be-

delegates contact their department heads about having the foc'sles painted. Requested that the delegates inform the newer members about their responsibilities to the Union and to their jobs.

Feb. 3—Chairman, Robert Belivasur Secretary, Edward Parker. The crew is requested to keep the meashall clean as it was painted recently. All repair lists to be turned over to the department delegates who in turn will give them to the ship's delegate who will turn them over to the correct authority for final action.

MONROE (Bull), Jan. 24 Chairman, Juan Oquendo, Jr.; Secretary, James Mac-Guire, Unable to contact San Juan Rep. to consult him about ILA strike and roto consult him about ILA strike and re-placements for injured AB and the stew-ard utility who got off. To have steward personally check all stores coming aboard for his department and that when un-able to procure items notify delegates at-once. Ship's delegate suggested that menus be turned over to patrolman in port of payoff and that his decision be-final. Communication from headquarters read concerning SiU Training Program. Crew's attention directed to article in LOG about SiU-TP members urged to guide new men and help them learn SIU style.

will be referred to patrolman. Motion made that each department bring their beefs up in form of discussion.

STEEL WORKER (Isthmion), Jan. 26—Chairman, John M. Schmidt; Secretary, Tony Gaspar. Blank copies of Union contract were distributed to all delegates to be filled out for the benefit of all membership. All hands agreed to donate towards the library fund. More keys to be made for rooms and messhall. Steward to check with the chief mate the repair list for the following voyage.

EVELYN (Buil), Feb. 3—Chairman, A. Anderson: Secretary, E. C. Dacey. A suggestion was made that the door on the port side be kept closed as the seas keep coming into the passageway. A sugges-tion was made by the steward to get up from the supper table after eating so others may sit down, also so messman can get through at his regular time. Stamps for ship's use to be paid for through the ship's fund.



LOGANS FORT (Cities Service), Jan. 3
—Chairman, Welter Hantusch, Secretary,
Frank Parsons. Motion made and carried
for men to wear tee shirts at meal times.
Motion made to order more milk as there

Motion made to order more mits as there has been a shortage.

Feb. 4—Chairman, O. M. Bartlett; Secretary, Kenneth Coldman, Ship's delegate resigned his job. Letter from March of Dimes was read and will be acted upon at next payoff. Ten minutes devoted to various subjects. An awning should be brought up to the company for boat deck. The new men should read agreement carefully. ment carefully.

Jan. 20—Chairman, Frank Parsons; Sec-retary, Walter Hantusch. Ship's delegate reported that the repair lists will be taken care of in the shipyard. Delegates reported some disputed overtime which patrolman will settle.

STEEL MAKER (Isthmian), Jan. 30-Chairman, Henry Gregorski; Secretary, Edward Leahy, Motion made to have re-pair list taken care of on arrival at Mo-bile. Suggestion made to have steward bile. Suggestion made to have steward distribute fifteen mattresses now in sup-ply to men who have greatest need for

Feb. 3—Chairman, Jim Shiber; Secretary, Frank Steen. Delegates reported no beefs. Springs on bunks should be fixed or replaced. Suggestion made to see about getting new washing machine. Crew asked to check drain in laundry when using washing machine. Suggestion made for each department to make up repair list.

TOPA TOPA (Waterman), Feb. 2-TOPA TOPA (Waterman). Feb. I—
Chairman. A. M. Branconi; Secretary, M.
R. Janes. A vote of thanks was extended
to the entire steward department for
their continued fine chow. Motion made
that each department delegate bring their
beefs in a form of discussion.

TRINITY (Carras). Feb. 3—Chairman, James L. Stogattis; Secretary, Albert G. Espeneda. All hands were asked to keep the washing machine in better condition after using it and they were asked not to leave the clothes in the machine for too long a period. Any crewmember hav-ing any beefs should see his respective delogate.

KATHRYN (Buil), Jan. 27—Chairman, W. Lachance; Secretary, G. Watson. Delegates reported no beefs. Engine utilities, requested a little quiet at night in passageways in port. Three keys to be made for messhall and given to each watch. March of Dimes and new contract negotiations were discussed. New ship's delegate to be elected at next meeting.

OMEGA (Omega), Jan. 20—Chairman, Harold A. Arlinghaus; Secretary, S. Roth-child. Committee elected to start a ship's fund. All hands were asked to refrain from slamming doors while men are try-ing to sleep. Steward suggested submit-ting another list of perishable stores for the master's approval at the next port, as he refused to get any stores at Las

THOMAS HAYWARD (Waterman), Jan. 27—Chairman, N. E. Geno; Secretary, F. Widegree. All members were asked to turn in all repairs to their department delegates. Steward \* department was praised for doing a good job.

BULL RUN (Mathlasen), Jan. 27-Chair-man, Lester McHugh; Secretary, Jack Groener. Three new men signed on in England, two to replace hospital cases and one for missing freman. A light will be kept on at night so the men on the fantall can see. Steward asked men not to use handtowels for hats. Ship's delegate to see the captain for draw in Ras Tanura.

CATAHOULA (National Nav), Feb. 10-CATAHOULA (National Nav), Peb. 10— Chairman, Joe Cave: Secretary, N. Whip-ple. Steward requested that all dirty linen be turned in promptly on linen day. Motion made to have one hour and twenty minute wheel watches stood at all times. Collection to be made at payoff for March of Direct for March of Dimes.

DEL MUNDO (Mississippl), Jan. 29— Chairman, Charlie Murree: Secretary, Bon Collins. Motion made and carried that a sufficient number of towels be put aboard before leaving the states. Discussion on the March of Dimes.

care of the recreation room while the engine department and the deck depart-ment cleaned up the laundry room. This was agreed to by all. A suggestion was made that the last standby clean the place up a little.

JOHN B. WATERMAN (Waterman), Jan. 28—Chairman, Alfred La Plante; Sec-retary, Frank P. Votto. Motion made that each department delegate collect 25 cents from each crewmember at the next draw and turn it in to the ship's delegate. All freeze boxes should be checked as ice cream will not stay hard.

FAIRHOPE (Waterman), Dec. 28-Chairman, C. H. Straling, Secretary, A. Brind-ley. Delegates reported everything run-ning amooth. Discussion by Brother Starling on having a regular ship's fund. Everyone was in favor. The crew was asked to cooperate in keeping the pantry

in shipshape. Two men who missed ship were referred to the patrolman. Feb. 2—Chairman, Charles H. Starling; Secretary, Al Brindley, Discussion on building up the ship's fund. Delegates reported everything going along fine. Steward made a requisition for new mattresses for crew, preferably inner-

SEATRAIN SAVANNAH (Seatrain), Jan. 30—Chairman, Acker; Secretary, R. White. Motion made and carried to have door stopper installed on door port aide of ship leading to crew's quarters so as not to wake up the men who are sleeping. The Seatrain Savannah made a road language wood the nearly and Savannah made a ing. The Scatrain Savannah made a good impression upon the people of Sa-vannah. Ga. They line the river and meet the ship when it comes in port every Sunday.

FRENCH CREEK (Cities Service), Jan. 29—Chairman, K. R. Marston; Secretary, T. C. Thompson. There have been complaints on the cooking and chow. Due to the milk shortage for constwise run there was a suggestion that more milk be obtained.

GLENVILLE M. DODGE (South Atlantic), Dec. 23—Chairman, G. Whitehurst; Secretary, C. E. Simpson. The purpose of the meeting was to elect a ship's delegate. Any member using the washing maghine should help to keep it clean. Discussion of distribution of washing powder to the deck and engine department due to the limited supply. A little effort and cooperation were asked for is order to keep the recreation room and the pantry clean during coffee time and pantry clean during coffee time and

DEL AIRES (Mississippli, Feb. 16—Chairman, Douglas Claussen; Secretary, Jerry J. Palmer. Ask the membership to contribute to the support of the March of Dimes. Deck delegate reported some dispute on overtime, will be actiled at the payoff. All hands asked to cooperate at the payoff.

SEAMAR (Calmar), Jan. 27—Chairman, E. Godfrey, Secretary, J. Marshall. Mo-tion made that each member donate \$1.00 for ship's welfare fund. Engine and deck departments to supply awab buckets for sanitary work. Discussion about mate working on deck. Deck engineer to check washing machine.

JOHN F. APPLEBY (Eastern), Feb. 3— Chairman, C. O. Saunders, Secretary, R. McNally. Motion made and carried that port patrolman be contacted to find out the home port of this vessel. A lively discussion was held pro and con for the members' benefit.

WILLIAM JAMES (Bull), Jan. 4-Chairman, Willard Mutlings Secretary, A. Lin-ge Dunn. The ship's delegate was ap-pointed to see about a washing machine. Ship's delegate to collect all donations at the payoff for the March of Dimes.

SEATIGER (O'.on), Feb. 15—Cheirmen, T. Bledes: Secretary, C. Kentfield. Suggestion made that a wire span be installed between the davits of the midship lifeboats and lines leading from it into the lifeboats. A motion was made and carried that paper for crossing the line certificates be bought ashore. Requests made that the ship's delegate contact the captain, about making out allotments. captain about making out allotments.



CAPE ROMAIN (Delta), Dec. 30—Chairman, None; Secretary, Ray Casanova. Ship's delegate asked permit men to study in their spare time our SiU agreement. Ship's delegate was asked to see captain or mate about permitting someone to scrape starboard and port passage ways on crews' decks. Ship's delegate asked ateward department to please not dump garbage on deck in ports.

MADAKET (Waterman), Feb. 10—Chairman, French: Secretary, I. Rozvold, Ship's delegate requested crew members to be sober at payoff. Discussion by several crewmembers of messman's habit of stripping tables before meal hour is up, Laundry to be cleaned up after use by each individual.

FRENCH CREEK (Cities Service), Feb. 7.—Chairmen, E. Baris: Secretary, J. C. Thompson. A motion was made that anybody fouling up in port be asked to pay off by delegates. A Lotion made that each delegate make up a repair list, to and also that the washing machine be checked.

Crew's attention directed to article in LOG about StU-TP members urged to guide new men and help them learn SIU style.

WILLIAM A. RICHARDSON (Waterman, Denaid R. Kaddy; Socretary, man), Jen. 20—Chairman, James Glenn; Secretary, Bernard D'Ornellas. A first aid kit was badly needed in the engine room but the captain would not put one there so a suggestion was made to see the chief mate any time of the day or night no matter how small the layery gate reported some disputes an overtime.

# DIGEST of SHIPS' MEETINGS

STEEL VENDOR (Isthmian), Jan. 27-Chairman, John Prescott; Secretary, W., Smith. Delegates reported everything okay. List of repairs to be turned in to the ship's delegate. Every delegate to make notes on new agreement.

PAOLI (Cities Service), Jan. 13—Chairman, N. Kirk; Secretary, W. T. Langford. Ship's treasurer reported a balance of \$27.87 in the ship's fund. Brother Kirk spoke to membership about smoking in unauthorized places. Motion made that all overtime be written down as seen as worked to avoid mistakes with the proper



STEEL FABRICATOR (Isthmian), Feb. 3—Chairman, Michael J. Carlin; Secre-tary, Francis McCutcheon. Brothers asked to take care of the washin, tine. Steward asked the crew to take care of the cots and not leave them on deck when not in use. Engine depart-ment's showers need to be painted. Scup-per to be cleaned in deck department

STEEL SURVEYOR (Ishmian), Jan. 27
—Chairman, Theodore M, Larson; Secretary, Charles Zinn. Motion made and carried to have foc'ales painted before the next sign-on. Discussion on the ship's fund and a suggestion was made that the present crew contribute to it. Suggestion that donations for the March of Dimes be collected by the ship's delegate upon arrival in States.

DAVID STARR JORDAN (Mississippi), Jan. 6—Chairman, H. D. Carney; Secre-tary, H. Brandies. Delegates reported everything running smoothly, no beefs in any department. There was a brief dis-cussion on keeping the washing machine clean. There was a short talk for the benefit of the new men, explaining the function of the Union and what is ex-pected of good Union men.

KYLE V. JOHNSON (South Atlantic), Jan. 13—Chairman, S. J. Smith; Secretary, Ed Taylor—Short talk given by chairman to new men in the Union. Men were told to work together and do their jobs. Sieward department given a vote of thanks for the good food being served.

JOSEPH L. MEEK (Mississippi), Jan. 13 -Chairman, W. H. Butts, Jr.; Secretary, E. W. Auer. Suggested that ship's dele-gate see that mail is taken care of in transit ports to Calcutta, so that we are not overcharged for stamps. Suggested that American money be issued on voyage when permissible, as per agreement.

SHINNECOCK BAY (Mar-Trade), Feb. 10—Chairman, F. W. Goarin; Secretary, D. D. Faicener. One beef of discrimination by chief mate and one on promotion be referred to patrolman. Motion made that no one is to pay-off before all beefs and disputed overtime are settled.

ALCOA PENNANT (Alcoa), Feb. 10-Chairman, C. Parker; Secretary, Piggy Sahuque. Ship's delegate reported every-thing is ok. Get new mattress for crew. Have juke box fixed, also have keys to PO mess, so that juke box can be locked up in port.

STEEL VENDOR (Ishmian), Feb. 10— Chairman, Prescott; Secretary, Smith. Ship's delegate reported all logs still stand. To be sure to see that mate gets enough soap and powder for next trip.

SEAMAGIC (Orion), Feb. 12-Chairman, Daniel Butts: Secretary, Chet Gaurych, Ship's delegate reported all beefs are in steward's department. Drinking fountain

DEL ORO (Mississippl), Feb. 11-Chairmen, Jack Parcell, Secretary, Philip Mou-fron. Bulletins from headquarters dis-cussing vacation plan read to the mem-bership. Delegates check overtime with department heads. Ship's delegate wants to call meeting when patrolman is aboard to straighten out beefs. A vote of thanks given to the chief cook and baker for a job well done with the food. Captain and chief mate mentioned that the deck department was the best he had sailed with since be started going to sea.

EDITH (Buil), Feb. 3—Chairman, Vin-cent Genco: Secretary, H. McAleer. Crew discussed letter from hall in regard to new agreement. Clarification of vacation and retroactive pay situation to be sought

LONGVIEW VICTORY (Victory Carriers), Feb. 18—Cheirman, James H.
Boyles, Jr., Secretary, Benjamin P. Troftie. It was duly put into the records and
on the repair lists that 3 keys were to be
made for each foc'sle. It was declared
by hand vote to donate \$10 by each
member of this crew to the mother of
our late brother.

SEATRAIN GEORGIA (Seatrain), Feb. 17—Chairman, J. Maione; Secretary, Paul Uirich. A resolution was read from the Crew of the Seatrain Savannah regarding the wages now paid to electricians on Seatrain vessels. J. Maione, steward, said he was sorry that the milk was sour, and if necessary he would taste all 180 quarts of milk.

ANNISTON VICTORY (South Atlantic), Jan. 27—Chairman, R. Brown: Secretary, L. E. Harris. It seems as if some of the firemen do not know when to report back to the ship for duty. Motion made and carried that the ship payoff on the day of arrival in Savannah. To three ships

EDWARD A. SCRIPPS (Isthmian), Jan. 27—Chairman, E. Simms; Secretary, J. P. Riley. Notations read from New York hall regarding changes in agreement. Suggestion that crew make less notse in messroom at night. Suggestion that head doors be kept closed at night to prevent banging. Steward asked that all extra linen be turned in.

ARCHERS HOPE (Cities Service), Feb. 10—Chairman, E. Myer; Secretary, G. F. Robertson. Talked to captain about washing machine motor. Motion made to write letter on "Duties of Men on Watch"—whether bosun should work or not. No milk to be bought in foreign countries that is not pasteurized. Men to take orders from bosun while working, not mate.

CATHERINE (Trans Fuel), Feb. 3—Chairman, W. J. Reidy; Secretary, Julius P. Thrasher. Motion made the headquarters officials be given a rousing vote of confidence for their untiring effort in securing the best conditions in maritime history. Several members took the floor to point out to new members the necessity of maintaining the shipping rules, also promotions, aboard ship. Patrolman is to be advised as to the condition of the fresh water tanks. the fresh water tanks.

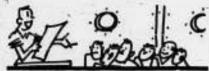
PETROLITE (Mathleson Tankers), Feb. 12—Chairman, Waiter Hosphner; Secre-tary, Stanley Schuyler. Delegates re-ported no beefs. Watertight doors need to be repaired. Suggestion was made to buy cribbage hoards and dart board from ship's fund.

PONCE DELEON (Waterman), Feb. 10
—Chairman, R. L. Abbey; Secretary, F. P.
Kustura. After several members discussed the situation regarding the purcussed the several player. A letter from headquarters regarding the membership's ideas on the new agreement to be negotiated in September was read by the ship's delegate.

CHRISTINE (Tini), Feb. 10-Chairman, D. K. Nonn; Secretary, M. Boyd Davis.
The crew was asked to be more careful in the use of glasses. Suggestion made by the ship's delegate to start a ship's fund for the purpose of Union business on board ship. Repair list of last trip read.

MOBILIAN (Waterman), Feb. 3—Chair-nan, G. R. Brown; Secretary, Riversly Frown. Collection of ship's fund came Brown. Collection of ship's fund came to \$25.05. All hands have not yet contributed. Correspondence from head-quarters concerning additional suggestions for 1952 agreement. Motion made by ship's delegate to have the ship properly screened, as per agreement. Motion also made by ship's delegate that anyone willfully destroying ship's property be brought up on charges. Discussion on ways and means of collecting vacation pay.

NORTH PLATTE VICTORY (Mississippi), Feb. 8—Chairman, Patrick Ryan; secretary, Vernon L. Perfer. Motion made that the health inspector be contacted to inspect all meats, as the icebox had been out of order for ten days. A motion made that a strong letter of protest be cent to the company office in New Orsent to the company office in New Or-leans and ask them to make an effort to have the ship's mail waiting for the ship when it arrives in the gulf. A motion was also made that the medicine chest be fully stored in the payoff port. All crewmembers were cautioned about revealing what goes on at shipboard meet-ings to those not entitled to know.



SEACOMET (Coloniel), Feb. 5—Chair-man, John Williams; Secretary, Fred Bruccner. March of Dimes literature read, All hands were saked to contribute to this worthy cause. Discussion keeping the messhall clean at night.

VENORE (Ore), Jan. 27—Cheirman, E. Holmes; Secretary, H. Vincent. Chairman Holmes gave a talk on Union education. Slamming doors and loud talking in passageways discussed.

TRANSATLANTIC (Boise Griffin), Feb. 3—Chairman, H. Caskill; Secretary, Jack Whitaker. Delegates reported no beefs. Motion made that the steward be brought up on charges for disregarding the health and welfare of his Union brothers. The men getting off were asked to leave their quarters clean.

MARORE (Ore), Jan. 25-Chairman, J. Malkore (Ore, Jan. 23—Chairman, J. Wallace; Secretary, Floyd Jenkins. Motion made for delegates to explain living conditions to the patrolman. Repairs will be made on the washing machine as soon as the ship's fund is built up.

CASIMIR PULASKI (Eastern), Jan. 30 Chairman, James K. Canni Secretary, Paul J. Morgart. Delegates reported no beefs except a few hours disputed overtime for shore gang shifting ship. Repair list was read to all members. All men getting off ship are to leave their foc'sles clean.

ROBIN MOWBRAY (Seas Shipping), Dec. 22—Chairman, S. Storey; Secretary, Jack Ross. Acrial for radio needs to be taken care of. Each crewmember will donate \$1 to the ship's fund to be used for the benefit of the crew.

J. PRIESTLEY (Bloomfield), Feb. 10— Chairman, Gay: Secretary, I. Kirk. Dis-cussion on washing machine. Motion made that all members use the machine for only 20 minutes. Motion made that all members cooperate in keeping mess-hall and recreation room clean.

HENRY MEIGGS (Mississippi), Jan. 13—
Chairman, Jerrell Neel; Secretary, John
W. Picou. Suggestion made by steward to stop and straighten tarps when one sees it not lying right. Suggestion made to have water tanks cleaned and lined when we arrive in the States.

delegates see that better alopchest be built for next trip.

EDWARD A. SCRIPPS (Isthmian), Jan. 27—Cheirman, E. Simms; Secretary, J. P. Riley. Notations read from New York when we arrive in the States. been doing in preparing the food. \$14.65 in the ship's fund. Suggestion made to see the first engineer about fan in fireman room, and have deck engineer check heating system aft.

GOVERNMENT CAMP (Cities Service), Feb. 2—Chairman, Holt; Secretary, A. Usher. \$4 reported in ship's fund. Dis-cussion held on ship's fund and the March of Dimes. New screens are needed in the messhall.

CHRISTINE (Carras), Jan. 20-Chair man, A. J. Kuberski; Secretary, M. Boyd Davis. A vote of thanks was extended to the steward's department for the delithe steward's department for the deli-cious food and fine service. Repair lists of all three departments made up, and they will be turned over to the ship's delegate. Deck and engine sanitary men volunteered to clean up the washroom.

SEATRAIN NEW YORK (Seatrain), Feb. 24—Chairman, R. W. Sweeney; Sec-retary, C. Goldstein, Ship's delegate sug-gested that the crew on payoff see the patrolman with their books, trip cards, etc. Discussion on the food situation.

CANTIGNY (Cities Service), Feb. 14 CANTIONY (Cilies Service), Feb. 14— Chairman, None; Secretary, Antonio Gon-calves. Ship's delegate made a motion that a contribution be made to the US PHS Hospital in Fort Stanton, New Mexico. After the purchase of a record player and a steam iron, the ship's fund now stands at \$33,93. A letter was re-ceived from the New York office concern-ing the necessary changes as worked out by company and Union officials.



ROBIN GRAY (Seas Shipping), Feb. 18
—Chairman, Robert Morgan; Secretary,
John Houser. Motion made that all domestic water tanks and air system be cleaned and filters be installed in same. Informed crew of repair lists made out.

SWEETWATER (Mar-Trade), Feb. 2.— Chairman, Ed Jury; Secretary, R. M. Tune. Ship's delegate gave a lecture on all overtime. Report to be made and sent to headquarters on condition of life-boats.

CAMAS MEADOWS (U. S. Petroleum), Feb. 17—Chairman, L. J. Brilhart; Secre-tary, B L. Robbins. Deck delegate re-ported disputes on overtime. Motion made that an educational class be had for all new men. The engine department complained about the natives coming aboard the ship at 2 AM and trying to

WINFIELD S. STRATTON (Buil), Feb. 10—Chairman, Charles J. Hartman; Sec-retary, J. B. Chandler. Attention was called to all members as to the importance in filing customs' declaration forms. Deck delegate reported disputes on overtime will be brought to the atten-tion of the patrolman. Compliments were extended to the steward department.

Jan. 13—Chairman, Charles J. Hart-man; Secretary, J. B. Chandler. All members of the crew to conserve and maintain all steward utensils. Discussion as to the cleanliness of the recreation room and washing facilities.

BIENVILLE (Waterman), Jan. 27—Chairman, Georges Brazil; Secretary, J. E. Stuckens. Motion made to have catwalk made across deck cargo; patrolman to investigate. Any man found with his feet on chairs will be fined 50c, Discussion made about cleaning laundry room; will alternate between deck and engine departments.

Feb. 12-Chairman, Geo. Brazil; Sec. retary, J. E. Stuckens—Old chief cook wants letter from crew before being able to sign on. Ordinary seaman fined \$10 for not cleaning quarters. Chief engineer uncooperative.

Feb. 23-Chairman, George Brazil; Secretary. W. McCarthy—Suggestion made that ship's fund be utilized to buy crib-bage board and chess set. Ship's delegate reports that the matter of discharges be taken up with patrolman for coastwise trip. Suggestion made the books be returned to library and also fos'cles be left

WILLIAM STURGIS (Robin), Jan. 20 Chairman, I. J. DeGrange: Secretary, S. T. Arales. Deck delegate reported disputes on overtime. Suggested that all hands sign a petition concerning the captain's attitude towards us as a whole. Suggestion to ship's delegate to see the captain about sougeeing.

STEELORE (Ore), Feb. 19—Chairman, B. Sagodzieski; Secretary, Jones. Ship's delegate reports that all messrooms and living quarters be painted. To see pa-trolman about washing machine for

BESSEMER VICTORY (South Atlantic). Feb. 22-Chairman, Edward F. Lesson Secretary, J. Curtew. Motion made and carried that a new washing machine be put aboard as per agreement. Membership asked to concentrate on suggestions for new agreement and notify delegates. \$145 was pledged for the March of Dimes to be collected at first draw and turned over to the patrolman.

HELEN HUNT JACKSON (South Atlan-tic), Feb. 22—Chairman, Charles Majette, Secretary, Charles O. Parker. A sugges-tion to the forthcoming negotiating commade that all members use the machine mittee to work for the assurance of a mailing address for each voyage. The immediate machine mittee to work for the assurance of a mailing address for each voyage. The immediate machine mailing address for each voyage. The fact that this is the year for negotiation for new contracts, all crewmembers were urged to be alert and to do their best at their respective jobs for benefits to the machine.

to exceed one dellar to provide a ship's fund was agreed upon.

Jan. 27—Chairman, V. D. Mahan; Sec-refary, C. O. Parker. Motion made and carried for repair of cabinets and silverware drawers in crewmess and saloon. Suggestions were made that each indi-vidual using the washing machine to be responsible for its cleanliness. Agreement was reached by all members for contributions at the payoff for a gen-eral ship's fund.

JOHN FISKE (Robin), Feb. 17—Chairman, Stanley Bojko; Secretary, J. J. McMahon. Motion made that the next crew will not sign on until a drinking fountain is installed in the engine room for the engine department. Suggestion made that innerspring mattresses should be put aboard all SIU contracted ships for the unlicensed personnel.

Jan. 27—Chairman, S. Bofko; Secretary, J. Tutwiler, Ship's delegate reported that the hot water system was fixed and was assured by the chief engineer that it would be okay for the remainder of the trip. Motion made to extend vote of thanks to the chief engineer for help in installing new washing machine. General discussion on all hands chine. General discussion on all hands keeping the measrooms as clean as pos-sible.

JULESBURG (Terminal Tankers), Feb. 24—Chairman, L. Paradise; Secretary, R. Arnold, Discussion on the repair list and the results of the March of Dimes. Motion for ship's delegate to see the matter and have the bed springs repaired. Men warned on quitting without giving proper notice. Men should remain aboard until properly relieved.

WARRIOR (Waterman), Feb. 17—Chair-man, W. H. Banks; Secretary, Thomas C. Ballard. Delegates reported no beefs. Suggestion made that the noise be Suggestion made that the noise be stopped aft while the watch below sleeps. All hands were asked to donate some-thing to the March of Dimes. Suggestion made that the 59 left in the ship's fund be used for books.

BENJAMIN H. GRIERSON (Waterman), Jan. 6—Chairman, Thomas Dawes; Secre-lary, H. Rosenstiel. Ship's delegate spoke to the captain about posting time of slopchest opening. Repairs to be handed into the chief engineer before arrival in States. Crew had discussion on use of washing machine, which is to be kept clean and properly taken care of,

WARHAWK (Waterman), Feb. Chairman, Frank Beskuric; Secretary, Eu-gene R. Ceccato, Messman left in Rotterdam, reason unknown. Donations to be made to the ship's fund. Repairs were discussed and all hands were asked to keep the messhall clean at all times.

RAPHAEL SEMMES (Waterman), Feb. 20—Chairman, Bill Hare; Secretary, B. Grayson. Brother Judah made a motion that all hands contribute \$1 for flowers for Brother Ross who died. Repair list to be made up by the three department delegates for new mattresses, lockers, etc. delegates for new mattresses, lockers, etc. Suggestion made that membership clean their quarters and have them checked by their respective delegates before payoff



MARY ADAMS (Bloomfield), Feb. 10-Chairman, R. Fink: Secretary, C. Murray. Delegates reported beefs to be taken up with the boarding patrolman. New and old members were briefed on how to act at payoff. Repair lists to be made up.

ALICE BROWN (Bioomfield), Feb. 1— Chairman, John R. Butler; Secretary, Ed-ward Costa. Motion made and carried that all rooms, passageways, and showers that painting be painted. Edward Costa made a motion for bookmembers and permit members to attend the educational meeting in order to familiarize themselves with the proper procedure of a union such as the SIU. All hands were asked to donate to the ship's fund in order to bring up tressury in case of an emergency.

MILTON H. SMITH (Isthmian), Feb. 10 -Chairman, none; Secretary, C. Irving. Another request will be made to have a washing machine put on board as pro-vided for in the new SIU agreement. It was unanimously agreed that charges would be made against the 2nd cook for deserting the ship while in London. England. Before leaving the ship all

## Quiz Answers

- (1) 20.
- (2) Surface temperature.
- (3) 11. Imagine the clock dial a circle. In an hour it turns through a circle, or 360 degrees, four times.
- (4) Gerrymander. The redistricting of Massachusetts under Gov. Gerry (1812) produced a state map in which Essex County took the shape of a (sala) mander.
- (5) Oil. Teapot Dome was a government oil reserve in Montana.
- (7) Just three: New York, Pennsylvania and Massachusetts.
- (8) Blows from sea to land. (9) 110.
- til Rd. Deceller, DR to (10) Winks.

crewmembers were asked to turn in their linen and leave their foc'sics in a clean and orderly condition.

ARLYN (Bull), Feb. 10—Chairmen, S. Bugeria; Secretary, J. McPheul. All hands were asked to leave the messroom in a more sanitary condition after having night lunch. Donation for the March of Dimes to be taken at payoff and sent to headonytes. headquarters.

Feb. 14-Chairman, S. Buneria: Secretary, J. Rambo. Discussion on the chief engineer's unfairness to the black gang. Deck watch to make sufficient coffee for the relief watch.

SEASTAR (Triton), Feb. 1—Chelrman, Jack Mays; Secretary, Lew Meyers. Motion made that a donation be made for widow of Joseph Mauer, mesaman who passed away on leaving Formosa. Decks in alleyways will be painted. A vote of thanks was extended to the ship's delegate Red Simmons for holding down beefs to a minimum.

STEEL ADVOCATE (lathmian), Michael La Soya; Secretary, Alex Lefchik. Delegates reported everything okay. Furnigation of the ship was discussed. Lack of medical treatment by company doctors in foreign ports for crewmembers who are injured also discussed. Vote of thanks to the steward and his department. March of Dimes collection was very good. \$102 was collected. Final returns should be \$150 or more.

NIKOS (Dolphin), Feb. 2—Chairman, E. J. Sillin; Secretary, B. R. Lynn, Delegates reported one man missed ship in Norfolk. All crewmembers were asked to give as much as possible to the March of Dimes. Reminder to keep port loles and doors locked in Italy and other ports.

STONY CREEK (Mar-Trade), Feb. 24— Chairman, William Herman; Secretary, William Dyer. On account of patrolman not being able to contact ship in Beau-mont, ship left minus repairs and im-provements. Vote of thanks to the stew-ard department for the good chow.

SEATRAIN LOUISIANA (Seatrain), SEATRAIN LOUISIANA (Seatrain), Feb. 24—Chairman, J. Buckey; Secretary, K. M. Skonberg, Ship's delegate reported \$15.23 in the ship's fund. A vote of thanks extended to those who contributed to the March of Dimes. Motion made and carried to bring any man caught tampering with the food or locks on the doors be brought on charges. A repair list will be made before ship comes in port. comes in port.

PAINE WINGATE (Bull), Feb. 9-Chairman, J. Murray: Secretary, A. B. Wedge-worth. Ship's delegate suggested that chief cook prepare better meals. It was decided that the ship's delegate and the captain get together and iron out the few beefs. Night cook and baker given a vote of thanks for a job well done.

TOPA TOPA (Waterman), Jan. 13-Chairman, Schmidt, Secretary, A. M. Branceni. Captain tried to get a new AB as AB did not show up. FWT missed ship, unless he was hospitalized to face charges. Engine delegates report continued that first Asst. shows favoritism to one of the winers. to one of the wipers.

WESTERN FARMER (Western Naviga-tion), Jan. 24—Cheirman, L. Lowe: Secre-tary, V. Bough. Thanks to steward and department for job very well-done, and also thanks to all delegates for a job well done. To have delegates draft a letter of commendation to captain to editor of LOG. All men warned to not do any per-forming at payoff and give a strable do-nation to March of Dimes.

GOVERNMENT CAMP (Cities Service), Feb. 4—Chairman, Bernard Kimberly: Secretary, Lemar Holf. Membership again cautioned not to payoff before arrival of patrolman. Pumpman cautioned men working on tanktops to be careful that they don't fall as they are being opened.

LASALLE (Waterman), Feb. 10-Chairman, H. 5. Greenwald; Secretary, G. M. Pernandez. Delegates reported no beefs. Anyone caught leaving the washing machine dirty should be fined. Suggestion for the steward to exchange toaster. All laundry to be handed in on Fridays and not kept around foc'sles.

BULL RUN (Mathlasen), Feb. 26—Chairman, Roy Roberson; Secretary, Jack Hannay. Ship's delegate asked the full cooperation of all men who signed on in foreign ports to uphold our working rules and to abide by our contract at all times. Money not used on draw will be taken back if in time to give to agent.

TRINITY (Carras), Feb. 24 — Chairman, Albert Espeneds; Secretary, D. B. Wilson, D. B. Moon recommended that everyone cooperate in leaving the messroom clean at night. The pumpman re-ported that his overtime sheet was taken from his foc'sle causing him much inconvenience and trouble.

## Puzzle Answer



No. 5

practice to an average of \$22.50.

# SEAFARERS & LOG

MARCH 7 1952

OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION . ATLANTIC AND GULF DISTRICT . AFL .

