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SEAFARERS & LOG

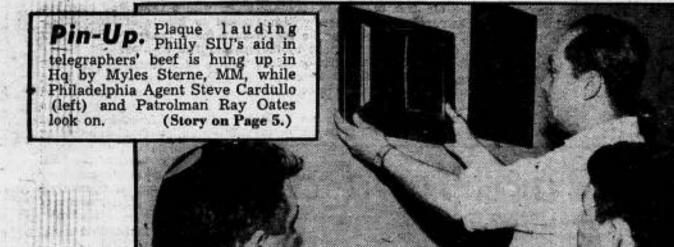
JUNE 13 1952

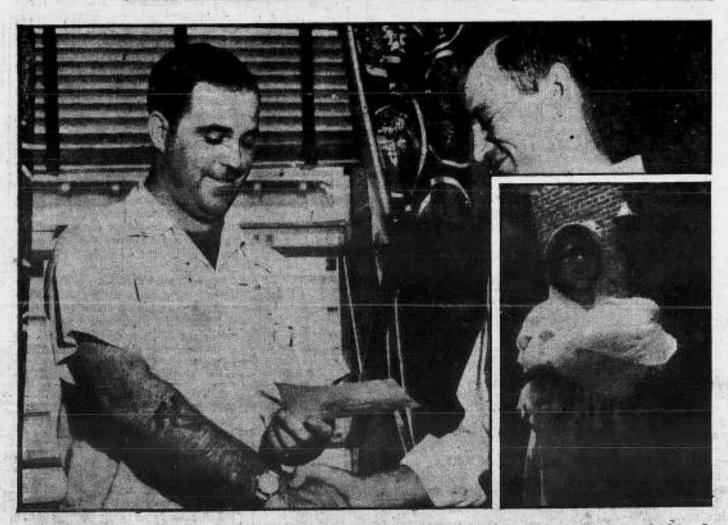
. OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION . ATLANTIC AND GULF DISTRICT . AFL .

SIJ WINS PAY FOR BIRTH, DISABILITY

Welfare Fund To Build Hotel

Story On Page 3





Baby-Booster. Probably the first Seafarer-dad to qualify for new maternity benefit retroactive to April 1, 1952, Joseph A. Cave (right) receives \$200 check from Deputy Welfare Administrator Al Kerr. At right is Cave's wife Alice and son, Joseph, Jr., born April 2 in New Orleans. (Story on Page 3.)



SIU Pledges Fullest Aid As SUP Strikers Dig In

With the strike of the Sailors Union of the Pacific against the Pacific Maritime Association entering its 19th day, the SIU has notified our West Coast affiliate that it stands ready to help in any shape or form needed.

Messages have been sent to behind them all the way and that minor changes. the SUP "need only say the word to obtain unlimited support, whether it be financial, physical or moral backing, in keeping with the traditional cooperation between our two districts." The SUP, mean-while, is standing firm in its contract demands.

Sign With Bridges

There have been no recent developments in the strike, with the operators association, representing 24 dry cargo companies, failing to make any kind of contract offer to the SUP. The stand pat attitude is In marked contrast to the speedy signing of a contract with Harry Bridges' International Longshoremen and Warehousemen's Union for a 17 cents an hour increase the very day that the SUP was compelled to set up its picketlines because the operators refused to make a counter-offer to the SUP's

Further, the SUP strike committee pointed out, the next day Bridges was quoted in the San Francisco press declaring that the operators were "100 percent right and the SUP 100 percent wrong" in

One result of the strike has been that all military cargoes that ordinarily would have been carried on ships of the Pacific Maritime Association's member companies are now being handled exclusively by the Military Sea Transportation Service. If necessary, additional ships will be broken out of the boneyards for this purpose.

In addition, SUP-manned tankers and steamschooners, which are covered by separate agreements, are still being worked.

The strike situation developed when the SUP reopened its agreement under the required two months' notice and presented demands calling for payment of overtime for Saturday work at sea, a \$30 a month increase for daymen,

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Published biweekty at the headquarters of the Seafarers International Union, Atlantic & Gulf District, AFL, 675 Fourth Avenue, Brooklyn 32, N. Y. Tel. STerling 5-4571, Enfered as second class matter at the Past Office in Brooklyn, N. Y. under the Act, of Appust 125, 1772.

SUP headquarters and to all a five percent increase in wages until Thursday, May 8, 11 days SUP branch balls informing and overtime rates, and a four after the time the two month the SUP that SIU membership is watch system, as well as other period had expired.

Shipowners Stall

Although the shipowners had received notice of the reopener on February 27, the SUP was unable to arrange a meeting with the association's negotiating committee

Pick Up 'Shot' Card At Payoff

Seafarers who have taken the series of innoculations required for certain foreign voyages are reminded to be sure to pick up their innoculation cards from the captain or the purser when they pay off at the end of a voyage.

The card should be picked up by the Seafarer and held so that it can be presented when signing on for another voyage where the "shots" are required. The Innoculation card is your only proof of having taken the required shots.

Those men who forget to pick up their innoculation card when they pay off may find that they are required to take all the "shots" again when they want to sign on for another such voyage.

Neither at this meeting nor at any subsequent ones did the operators' representatives accept any part of the SUP demands, including the Saturday overtime, although they had already agreed to such overtime payments in a contract with the Marine Firemen, Offers and Watertenders. Not only did the operators turn down these demands but they asked that the SUP give up its right to open a contract in the future.

One last attempt was made by the Union to keep the ships sailing both parties submit the dispute to the Wage Stabilization Board. This the shipowners refused to do.

As a consequence, a strike vote was taken on May 26 with a tally of 3,510 to 68 in favor of a walkout. Picketlines were set up the next morning and have been out ever since.

All told, the association's members operate some 350 ships which are being tied up in increasing numbers as they return from their voyages and the men pay off. Since the strike covers only members of none of the ships manned by the SIU, A&G District, are affected by



Seafarer Irvin T. Pearce gets in some preparation for an engineers license with the help of the BME instruction booklet, before shipping out on the Robin Doncaster. Pearce plans to sit for his license when the trip is over.

when it agreed to a request by the Federal Conciliation Service that both parties submit the dispute to Easy Way to Ticket

Enlarging its program to help Seafarers secure engineer's licenses, the Brotherhood of Marine Engineers has announced the setting up of a full-scale training program. Tuition and

maintenance for Seafarers taking the course of school union with a recognized maritime advanced as a loan by the BME. Under arrangements made by the BME, it is expected that qualified the Pacific Maritime Association, aminations after two or three weeks of schooling.

> 'Arrangements have been made by the SIU-affiliated engineers

instruction for licenses will be school to handle Seafarer candidates for a license to fill in any gaps in their training.

These latest features of the BME Seafarers can sit for the license ex- training program were instituted after the union received several dozen responses from Seafarers to its original offer of instructional aid for men interested in becoming engineers. With this encouraging response, the officials of the BME decided to provide the necessary financial assistance and make arrangements for a regular course of instruction.

Booklets Distributed

The BME has been distributing instruction booklets since mid-May containing sample examination questions typical of those asked by the Coast Guard on their tests for 3rd assistant licenses. In addition, the officers of the BME are prepared to give personal assistance to interested Seafarers.

As a result of the booklet distribution, several Seafarers have already taken the exam, with others planning to do so in the near

Typical of the Seafarers now preparing for their licenses is Irvin T. Pearce, currently sailing erated plans requiring months of FOW aboard the Robin Doncaster. after 90 work days. Payments are didn't let on what it was. Damian continuous employment for one Pearce has been studying on his company. Union negotiations with own for a few months, but now expects to be able to sit for a license upon his return from the current voyage, with the help of the BME instruction.

"I've thought about getting a license for quite a while " he said. "but I wasn't happy about the idea of leaving the SIU. Now I can sail under the BME and still be affiliated with the same international union."

Report to Hall

A BME spokesman explained that qualified men getting off ships in New York can obtain both the booklets and instruction courses by reporting to the BME at 675 4th Avenue, Brooklyn 32, NY.

Other interested men unable to come in should write to the union at the above-listed address, giving a full resume of their background, so that their eligibility can be de-

The spokesman emphasized that the employment outlook for 3rd assistants is excellent, with a big demand for men holding that license.

Reach Peak Vacation

First of the maximum \$140 vacation benefits were paid to eligible Seafarers on June 2, one day after the SIU's revolutionary plan completed its first anniversary. It was on June 1, 1951, that shipowners started contributing to the vacation fund, although

payments were not begun out ! of the fund until Wage Stabilization Board approval was \$800,000 in vacation benefits. On that the plan will pay out approximately \$21/2 millions. Up until now, Seafarers had been collecting on the basis of less than one year's eligibility. The plan need it "more than I do." was the first such industry-wide arrangement for seamen.

Under the Plan, anyone sailing an SIU ship since last June 1 bebenefits scaled from \$35 for a 90day period to a top of slightly over \$140 for a full year. They can be collected four times each year or in one lump sum by applying at any SIU hall.

One of the first to qualify for the full vacation benefit was Seafarer James J. Casey, wiper, for continuous time on the Bull Line freighter Ines since June, 1951, until he paid off last week in New York. Casey, who netted a check for \$141.94, representing the year and a couple of days over, needed no further convincing that the SIU set-up was the best one going. The Ines was his first ship with the SIU, but it won't be long before he'll be heading off the beach again from his home in Philly on another vessel contracted to the Seafarers.

Two other men, both off the same ship, Isthmian's Steel Architect, also came in for a full year's benefit plus Emeterio Berraca

steward utilityman, who has been sailing on SIU-manned ships since obtained in February. Since then 1947 but had 35 years' seatime be-Seafarers have received well over fore that starting in the Philippine Islands, welcomed the Union-ada year by year basis it is expected ministered vacation benefit as a much-needed improvement in the industry. He noted that he probably would use the dough to help out an aged sister and brother who

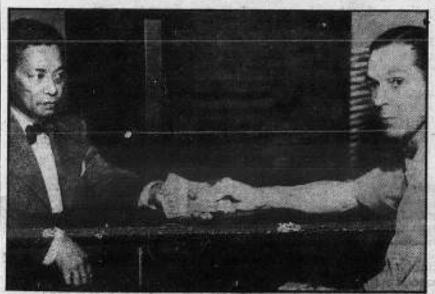
Fidelion C. Damian, third cook, another recipient of a year's vacation cash, pointed out that he had each dollar already pinpointed for came eligible for vacation benefits a special purpose, although he

the feature aspect of it which en- pending Government okay.

abled a man to qualify for the vacation dough whether he worked for one company or a dozen during the time. The way the Plan is set up, Seafarers can claim the vacation money as long as they have discharges showing the required minimum 90 days' worktime or more.

The SIU Vacation Plan is the first in the industry to guarantee a seaman vacation pay based on the actual number of days worked aboard ship. Previously, only a handful qualified for employer-opcertified by official discharges has been a Senfarer since 1946.

showing the time put in, with They and others who qualified the shipowners in May and Octofor the full year's payment lauded ber, 1951, put the Plan in motion



One of first Seafarers to collect the maximum \$140 vacation benefit, Fidelion C. Damian, cook (L), gets his cash from Paul Sanford at SIU headquarters mirror Condaded on page 11,

Expand Welfare Coverage

Seafarers Victorious In Key Ship Vote Case

-A far reaching decision by the National Labor Relations Board has led to an SIU election victory in the engine department of ships owned by Ocean Tow, Inc. The decision's im-

portance goes beyond the Ocean Tow case and holds that decision is that in organizing any for purposes of bargaining, all the ships of a company are to be considered as one unit.

The case arose when the SIU organized the Alaska Cedar and the Alaska Spruce, two ships owned by Ocean Tow, Inc., and obtained recognition as bargaining agent for the deck and steward departments. However, the Marine Firemen, Oilers and Watertenders Union challenged the SIU jurisdiction tracted company, and then take over the engine room and sought that one ship away as a separate to have the engine department of each ship considered a bargaining unit in itself. The MFOW's action was motivated by the fact that overall in strength the SIU would win, but if each ship's engine department was considered a separate unit, the MFOW would win

As a result, the NLRB issued an order last February that separate elections be held on each ship which was done. The SIU contested the order, asking that the board reconsider its position and claiming that all vessels of the employer should be considered as a single unit.

New hearings were held on the basis of the SIU's petition at which the SIU's position was upheld by the hearing examiner. The decision has now been affirmed by the Washington office of the NLRB.

Ballots have already been counted giving the SIU a five to three majority on both ships together. The results have been forwarded to the NLRB's Washington office with certification of the SIU as bargaining agent expected

The net effect of the Ocean Tow

company all ships of the company should be voted as a unit, and the fact that any one ship might vote against the union holding a majority of all votes would not affect the union's bargaining rights on that company's ships.

Had the original decision been permitted to stand, it would have been possible, for example, for an outside union to try to get a majority on one ship of an SIU-conbargaining unit.

'Private Eye' Looks Other Way

Two weeks have passed since the LOG printed its expose of "private eye" Horace W. Schmahl, Before the article appeared, Schmahl learned of the LOG's investigation and threatened to sue the LOG if he found anything at all in the story that could be considered libelous.

To date the LOG hasn't a word from Schmahl or his attorney.

The conclusion drawn by the LOG is that even Schmahl must admit the truth and accuracy of the article which pointed to him as the central figure in a clumsy attempt to get former shipmates of Philip Pron to unwittingly testify against the once-blinded Seafarer. The article also revealed Schmahl's anti-labor spying during the SIU's organizing of Cities Service tankers.

Birth, Disability Payments Begin; Plan SIU Hotel



Fresh out of the hospital and headed for her new Baltimore home, Frances Stone, just seven days old, is the center of attraction for her dad, Seafarer Dolor F. Stone, and his wife Iris. Frances qualified for one of the first \$200 birth benefits paid out by the SIU, plus a \$25 US Bond in her own name.

Again blazing the trail toward better living for all seafaring men the SIU has added a new series of valuable benefits to its welfare program. maternity payments for Seafarers' families, and disability benefits for men unable to work. In addition, the Union announced that a Welfare Fund-sponsored hotel will be built adjacent to New York headquarters to provide comfortable, clean and

cheap living quarters for, men on the beach.

Although these projects will mean payment of large sums of money out of the Un-ion's Welfare Fund, the fund is in such sound shape that another \$400,000 of its reserve is being invested in Government bonds which will provide addition al revenue for the fund.

The history making maternity benefit, first of its kind in the ranks of unlicensed sea unions, will pay \$200 to any Seafarer whose wife gives birth to a child. In adthat "got me good conditions and dition to this high sum, the Welfare Fund will give the baby a \$25 Government bond.

The only other maritime union that has a maternity benefit at present is the West Coast branch of the Masters, Mates and Pilots, which pays the usual allowance of

Retroactive to April 1

One especially desirable aspect of the maternity benefit is that it ment, and about \$65 per mouth is retroactive to April 1, 1952. Every Seafarer eligible under the Welfare Plan who becomes a father after that date is eligible to collect the \$200. The usual practice in maternity plans is to put them into effect ten months to a

> All a Seafarer has to do to get (Continued on page 17)

Dad Terms Benefit 'Family Union Pact'

Joseph A. Cave, is the first Seafarer-dad to qualify for the and new SIU maternity benefits for his new offspring. Undoubtedly typifying the feelings of the hundreds of SIU fam-

ily men, Joe termed the new+ benefit "like having an SIU "They couldn't have picked a betcontract for the whole family. I'm now really beginning to appreciate the wonderful plan we have here."

At the SIU headquarters branch meeting of June 4 Cave was probably the happiest member present this latest gain for the Seafarerwhen he heard that the Union and family man "was a real corker. the Welfare Plan were instituting a new maternity benefit, \$200 from Junior is going to be the start of a the Welfare and a \$25 Savings real SIU family." Bond in the baby's name from the SIU itself, for Seafarers' children

It was the retroactive feature of set him computing dates on his fingers. Joe Cave Jr. was born in New Orleans April 2, 1952, and much closer than that.

Itching to Spread News-Since that session, Joe Sr. has been itching to get back home and all the more reason why Joe is bring his wife the good news.

ter figure," he explained "because the expenses of the doc and the hospital came to about \$210-215." He noted that conditions have changed quite a lot since he became a Seafarer back in 1941, but Alice and I lost our first child, but

Generally sailing AB, bosun or day man, Joe was home at the time of the baby's birth because he wanted to be around when everythis innovation that struck Joe and thing happened, little expecting at

.e time that he would be the first known dad to qualify for the newest wrinkle in benefits for Seayou can't come under the wire farers. He took a trip on the tanker Trinity after the blessed event, which brought him into New York to get the news of his latest boon,

(Continued on page 17)

Union's Disability Benefit A 'Godsend'

An old sea-going man, John C. Hopkins is one of the first to be eligible for the Welfare Plan's disability benefits, and the \$15 is a "godsend" for him. Visibly overcome with emotion,

John had just left the headbers as "one of brothers who through the lean years and the fat ones always put his heart and soul into the Union."

Sailing since the nineties, John was one of the charter members of the SIU and has always been reluctant to cut his ties with the Union because "I've always gotten a fair break from the SIU. Too many of these younger boys don't know what it was like way back when I started sailing."

For some time now, John, who is 76, has been forbidden to go to sea by his doctors. He finally retired his Union book last December, but a few weeks ago, he showed up at the New York headquarters with \$20 "to pay my way."

This in spite of the fact that his only income since he had to stop I've needed for a long, long time." sailing has been social security payments of \$40 per month. Although

quarters meeting where he he lives alone in New York, and was introduced to the mem- pays \$5 a week for his room out of the \$40-a-month payment, he wanted to give \$20 to the Union wages while I was sailing."

If you think that living on \$40 a month is easy, particularly when over half of it goes for room rent, just try it some time. But now that the Welfare Plan has adopted a disability benefit plan for those men who are unable to work any \$50. longer, John's income has almost tripled. Now, he'll be collecting the \$40 a month social security payfrom the Union's Welfare Plan, for a total of \$105 a month,

John's reaction was, "I'll be able to get along wonderfully now, with the money from the Union. I'll even be able to buy some clothes that

"This is the kind of thing I was (Continued on page 17)

born on or after April 1, 1952.

year after the plan is announced.

PR Crew Adopts Girls BB Team SUUNDWSDOWNDR



Some of the Seafarers off the Puerto Rico line up with "Chicks" at headquarters, where the girls were presented with new uniforms and money for equipment. Crewmembers pictured (L-R) are (top); Q. Remaud, G. Fitzsimmons, S. Bernstein, C. Kerrigan, W. Grovner; (2nd rew), J. Black, R. McWilliams, H. Bennett, C. Sousa, T. Lewis. In center of 3rd row is team coach B. Greene, and (bottom, right) Rita McWilliams, team captain and daughter of Seafarer who suggested idea.

Only a few Seafarers have so far realized the oft-repeated dream of a "chicken farm somewhere . . . " when their working days are over, but the SIU crewmembers of the Bull Line cruise ship Puerto Rico already have some "Chicks" under their wing.

"The Chicks," a spirited ! girls, have been adopted by the crew of the cruise liner, after. a drive spurred on by Seafarer Richard McWilliams, BR, father of the team's captain, Rita McWil-

With the cooperation of all crewmembers, McWilliams started the ball rolling to collect money for uniforms and equipment for the youngsters' squad, which plays teams of either sex out in Jackson Heights, Long Island, an area in the crew live when they're off the ship.

Presentation at Hq

Presentation of the gift from the Seafarers on the Puerto Rico was made at the headquarters branch meeting June 4, when a nineplayer aggregation was present to accept the bonanza from Thurston Lewis, ship's delegate.

. McWilliams, who had started the drive rolling, found it snowballing before his eyes as the idea took much less time than we expected to get the money together." Besides the uniforms, the girls on agreements covering Lakes and were presented with almost \$100 to deep-sea sailors, the Union has cover the cost of bats, balls, gloves mustered for strike action if necand the like, without which the essary to achieve its principal squad could not function.

Hailing the good-hearted spirit

Get Discharge For Port Time

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

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

baseball squad of teen-age originally organized the squad "Chicks" on the front and the cirgames, lauded the men for "their the sleeve. wonderful work in helping these girls have good, constructive recreation."

beating them."

uniforms which feature the name group,

and coaches them in most of their cular wheel emblem of the SIU on

Later on they tried on the new outfits which fit to a "T" and are sure to give them at least semi-pro He noted that the team has been standing next time they tangle playing boys' teams and "has been with a neighborhood aggregation. They've already issued a standing As the girls continue in their challenge to play any boys' or winning ways, they'll be sporting girls' team in the 12-15 year age

where a good many of the men Canadian SIU West Coast **Organizing Program Opens**

MONTREAL-Bolstered by the brand new Great Lakes and deep-sea agreements recently inked with the respective groups of operators, the SIU in Canada has gone out to bring similar

benefits to previously unor-+ ganized West Coast seamen, on the West Coast have indicated ian District headquarters indicate immediate response from the West | wage-earning position. caught on with the crew. "They Coasters, whose conditions fall far really pitched in to help and it below wage scales elsewhere in the Dominion.

As in the earlier negotiations demands. Overwhelmingly behind the SIU organizers in the camthe SIU organizers in the camwhich prompted the SIU men to paign, the crews of the West aid the girls, Bernard Greene, who Coast ships are flocking to sign up with the SIU to demonstrate the strength they can bring to bear if the shipowners become too

To Ask Certification

It is expected that within a short time, the Union will apply to government labor agencies for certification as the proper bargaining agents for these men who have long been working under far inferior wages and conditions. Officials have pointed out that it would be extremely costly this season if the operators were crippled by a strike, but that the action will be taken as a last resort.

Gains under the latest Canadian agreements involve boosts of representing the US as the defenup to \$20 a month for the deep- dant in the action, are arguing that sea sailors and increases as high since the lend-lease goods went to as \$25 in fresh water pacts cover Russia, any claim for salvage ing the Lakes shippers. Faced should be presented to the Soviet with these improvements, the men government.

Reports reaching SIU Canad- they stand squarely behind the Union in its drive to improve their

Some of the companies affected by the campaign are the Black Ball Ferries Limited, BC Steamships Limited, BC Packers Limited and BC Barge and Transportation Limited.

On War Cargo

An unusual salvage claim involving the SUP crew of the William Meredith is now being heard in Federal court. The claim involves a 1944 incident in which the Meredith spent 40 days transferring lend-lease cargo from a wrecked Liberty, the Thomas G. Masaryk, off the coast of Libya.

The master and crew of the Meredith have since filed claim for a salvage award for rescue of about one-half the cargo of the Masaryk.

The US Department of Justice,

from WASHINGTON

If a war with Russia should break out, the Allies will not be totally unprepared in the way of merchant shipping. The requirements and availabilities of shipping to meet any foreseeable future emergency have been worked out in detail, on a highly secret basis, by the North Atlantic Planning Board for Ocean Shipping, which was established by the North Atlantic Treaty Council back in 1950. This Board represents 12 nations whose combined merchant fleets contain a large proportion of the world's tonnage.

The organization works in close cooperation with other bodies of the treaty organization in matters relating to merchant shipping in defense planning, and has concluded plans for the quick mobilization and direction of vessels in event of war.

While on the subject of war, it should be noted again that it takes an estimated 250,000 deadweight tons of troop-carrying vessels and freighters to transport one full division and its equipment the 5,000 miles from the US West Coast to the Far East. Another 133,000 measurement tons of supplies are required during the first month of operation by the military and 19,000 tons each month thereafter to support it.

The long arm of the law had to stretch but a few blocks in this city from the FBI building to the Department of Commerce to charge a high maritime official with fraud in connection with the theft of marine supplies in the reserve fleet at Beaumont, Texas. Captain Manuel Gonzalez, assistant chief of the Maritime Administration's Ship Repair & Maintenance Division, was only one of several to be arrested by the FBI in connection with the diversion and sale of rope from Government ships at the reserve fleet base. Over 170,000 pounds of the rope was disposed of before the FBI stepped in.

Swift action will be taken by the Government against Captain Gonzalez and the others involved as a warning against any future pilferage of Government maritime property.

A small group of American lines, aided by some Members of Congress, is attempting to have legislation passed providing for the conversion of ten C-4 type ships into ore carriers.

Those behind the move include American-Hawaiian Steamship Company, which owns five C-4s; Luckenbach Steamship Company, owning two; and Joshua Henry (Pacific Far East Line), which owns three. These are the only ten privately owned C-4s in operation. Representative Garmatz, Democrat of Maryland, is one of the Congressmen carrying the ball for the shipping companies.

The companies want Congress to authorize the Secretary of Commerce to grant allowances by readjustment of mortgage indebtedness to the owners of the C-4s toward the cost of conversion to oceangoing bulk carriers.

Before it adjourns for the current session, Congress is expected to pass legislation which will greatly aid publicly owned and privatelyowned marine terminals, docks and warehousing facilities. The Office of Price Stabilization, up to this time, has contended that these were not public utilities and, therefore, that they fell within the orbit of OPS price control. However, Congress will rule otherwise, and send legislation along to the President for signature under which the marine terminals will not be under OPS rate control.

No foreign aid cargoes were carried by Government-owned ships during May, and the only National Shipping Authority vessels assigned

Your S.W. Washington Reporter

to Mutual Security Agency operations are now on their homeward voyages and will be returned to reserve. On May 31, 1952, there were 296 government ships in service under the NSA, as compared with 445 at the beginning of the month.

Low-Priced Gear For Ships

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

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

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

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

At the present time, the service is still on an experimental basis, in order to gauge the demand for it in New York and elsewhere. Eventually, it is expected a similar service will be operated out of stores to be set up in major outports.

Art Contest Awards Completed Major Feature of Ship

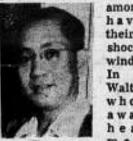
With winning contestants receiving their prizes, either in person or through the mails the last details of the SIU's First Annual Art Contest are rapidly being wound up. All entries have already been mailed out to contestants with the exception of a few in which

there is some question about the correctness of the return address.

Wide Outside Interest

One result of the contest has been to stimulate considerable interest outside the Union in this unusual venture. Several publications both in the maritime and the labor field are planning to run stories and photos on the contest which is a rare event in labor annals.

All four winners of the first prizes in the various categories are



among those who have received their waterproof, shockproof, selfwinding watches. In addition to Walter Schnyder, who got his award at the head quarters mem bership meeting of two

weeks ago, John Bluitt, who took watercolor honors, and Philip Reyes, who won the award in the miscellaneous category, came up to headquarters to receive their prizes.

Pvt. Roy Alonzo Christopher, currently with the Army in Europe, received his watch through the mails. When notified of his success, Christopher wrote the



Christopher

LOG that "I can't tell you how happy it made me to receive this news. Nothing Suitable to Send

"It came as a complete surprise," he said, "as I had noth-

ing suitable to send and no time to do it in. So in desperation I sent the two pastel sketches which

Picket Line Case Will Go To High Court

The right of a union man to refuse to cross a picket line is at heard of the magnificent reputastake in a case now being appealed to the US Supreme Court. Both AFL and CIO Central labor bodies in New York City are participating in the appeal as "friends of the court" on behalf of one and a quarter million union members in New York City.

The case arose out of the firing of a truck driver for refusing to cross a picket line of the AFL Typographical Union at the Nassau Daily Review Star, a Long Island newspaper. When the driver was fired, his union, the Newspaper and Mail Deliverers, went to the National Labor Relations Board in New York to secure his reinstate-

The Labor Board ordered him put back to work by a vote of two to one, but the company appealed to the Circuit Court of Appeals in New York which overruled the NLRB. Now the NLRB is taking the entire case to the Supreme Court.

The outcome of this appeal is likely to have important consequences on the effectiveness of a union picket line. If carried out to its logical conclusion, the decision of the New York court would mean that union men would be compelled on pain of losing their jobs to go through picket lines of other unions and carry on their regular work.



All smiles, Seafarer John Bluitt (R) receives his award from LOG Art Editor Bernard Seaman, for taking down first prize in watercolors in the SIU's 1st Annual Art Contest,

The judges thought otherwise black paper which were apparently next year.

didn't think would even get the only materials that he could get hold of at the time.)

It is expected that the warm reand had no difficulty in choosing ception of the Union's first venhis entry as outstanding in its ture will encourage many more category. (Christopher's sketches Seafarers to submit their work in were done on two torn scraps of the second contest when it is held Houses of Congress for another

Bill Cut By House Unit

The long-range shipping bill was stripped of one of its most essential features when the House Merchant Marine Committee killed proposed tax deferment benefits to American ship-

ping operators. The bill has received the support of all segments of the maritime industry, including the SIU.

At the same time, the committee disregarded objections of the White House and Government spokesman and adopted legislation calling for additional construction subsidies to all classes of American vessels. In addition, the committee approved extension of construction aid to unsubsidized lines both for the building of new ships and for the reconstruction of older vessels.

Time Short

Washington observers expressed belief that one result of the committee's action on the tax deferment features would be to make it less likely that any shipping bill would be completed at this session. They explained that the House bill would now differ from the Senate version passed last August. Consequently, the two bills will have to go into a joint House-Senate committee, agreement will have to be reached on a single version and the whole bill sent back to both

With Congress scheduled to adjourn shortly for the nominating conventions there isn't much time left for action on the measure.

The tax deferment provisions knocked out by the committee were considered the heart of the measure and were most sought after by the shipping industry. These were the provisions that were strongly opposed by the White House, the Treasury Department and the Budget Bureau.

Not only did the Committee kill these measures, but they also took away certain tax deferment provisions on excess profits taxes presently enjoyed by subsidized ship-ping companies. Up until now, the subsidized companies could avoid excess profits taxes on those earnings that they deposited in their construction reserves.

The extension of construction subsidies means that many operators, including tramp shippers, would receive aid which they have not enjoyed up to now. However, doubt was expressed by industry representatives whether these subsidies would have much meaning without the tax deferment features which would enable American operators to compete with foreign shippers.

While the measure has been supported from the start by shipowners, shipbuilders, all of the unions in the maritime industry and various veterans and civic groups, its major opponents have been the various administrative agencies who have argued that aid should not be provided in the form of tax benefits.

TU Lauds SIU For Strike Aid

The SIU and the AFL Maritime Trades Department came in for their share of orchids last week, when the Commercial Telegraphers Union (AFL) expressed its thanks for the help it got during its recent strike against Western Union.

The orchids came in thet form of plaques presented to tion of the officers and members from the CTU, was told "Thanks Paul Hall and MTD Executive Secretary Lloyd Gardner.

The telegraphers were on the finally forced the company to agree to wage increases and other fringe benefits, including an agency shop. The new wage scale brings the average workers' wages up to about \$1.54 per hour.

Cite SIU, MTD Help

The CTU gives a strong measure of credit for its victory to the SIU and the MTD. In a letter to the SIU, M. W. Wile, president of CTU Local 22, said, "We had

anna karararararararararan baharararan bahar

the SIU and to the MTD, and of the Seafarers International for the help of the men of the letters to SIU Secretary-Treasurer Union in helping other AFL affiliates with their beefs, but it was debted to them." not until we became embroiled in a nation-wide strike against Westbricks for some time before they ern Union, that we realized what such help can really mean."

Citing Philadelphia as an example, the CTU said the Seafarers, "in response to an appeal for help, joined our picketlines and gave us moral and physical support, and even financial contributions from their own pockets, and its officers, who so unselfishly gave of their time and counsel strengthened our spirit and determination so that they could not be broken."

The MTD, in a similar letter

MTD. We shall be forever in-

To the SIU, the CTU said thanks to the Seafarers, "We shall never forget what they have done for us."

Seafarers in Philade'phia, where the CTU was hard-pressed joined their picket lines, gave them advice on strike strategy. The A&G District voted the CTU \$500 to help in their fight.

Have Your Rating Listed In Book

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

If the book is not stamped accordingly, the dispatcher will not ship the man for that holding those ratings might lose out on jobs.

CIO Shipyard **Union Delays** Strike Call

The Industrial Union of Marine and Shipbuilding Workers (CIO) representing 40,000 shipyard workers on the East Coast has postponed a strike deadline that was set for today.

The strike, if called, would have affected eight yards operated by Bethlehem steel and two of Todd Shipbuilding Corporation's shop. The Union is asking for a 20 cent

across-the-board increase and the union shop, among other demands. Although the strike was postponed, the companies were warned not to expect any prolonged exten-

Deadline Nears in Voting For New Outport Buildings

Seafarers have only two days left in which to vote on the proposal for new branch halls in Baltimore, Philadelphia

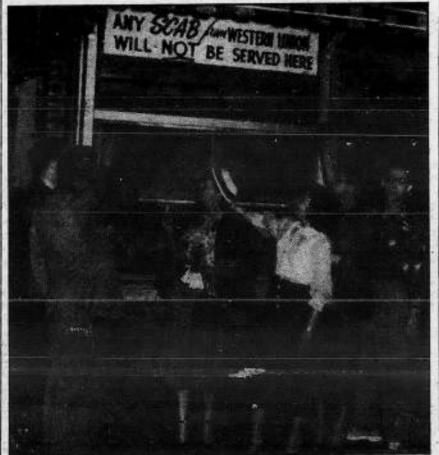
The vote, according to the was called, in accordance with the various Union halls is any indication, the vote has been heavily in favor of the proposition.

Most Seafarers have already voted on the resolution which calls for an assessment of \$20 for the three new halls.

Voting began May 15, and will end on June 15. The referendum | Mobile.

numbers of ballots that have SIU constitution, so a majority of been used, has been very Scafarers would have a chance to heavy so far, and if the comments register their opinion on the quesof the membership around the tion. The resolution had been approved previously at all branch membership meetings.

The general feeling among the membership, according to letters and comments, is that the three ports affected should be given the same comforts and conveniences now enjoyed in New York and



Seafarers and girls from the AFL Commercial Telegraphers Union point to straight-talking sign displayed at Philadelphia eatery by restaurant unionist while Western Union beef was in progress.

CG Probes SS Michael Crash, Fire

A Coast Guard board of inquiry has taken testimony from officers and crewmembers of the ill-fated SIU-contracted tanker Michael which was involved in a collision with the oil barge A. C. Dodge in the Delaware River, May 25.

Two lives were lost aboard the Michael as a result of the collision, and several men suffered injuries in fighting the fire which followed. Eight men were lost off the oil

Seafarer Walter Sibley, who was helmsman aboard the Michael at the time of the crash, testified that the captain, pilot and one other officer left the pilot house immediately following the collision. This was denied by the pilot in subsequent testimony. A crewmember of the ship told the LOG that an attempt was made to launch lifeboats but it failed because the launching gear was frozen.

The Michael was just a short distance from its home port at Paulsboro, N. J., bound home from the Persian Gulf with a full cargo of crude when the crash occurred at 10:34 P.M. One SUP crewmember, Clarence Backman, went over the side although he had a plaster cast on due to a previous injury. The third mate either was thrown from the bridge or jumped after the impact. Both were lost.

Six Hour Fight

Seafarers remaining aboard spent a harrowing six hours fighting oil fires aboard the Michael unto port.

The crash was the last in a series of mishaps that had dogged the Michael on the voyage. Outward bound, her generator broke down in the Mediterranean and she had to be taken in tow, while in the Persian Gulf she ran aground and had to be pulled off.

Lack Of Steel **Perils Straps** For Tankships

Dwindling stockpiles of plate steel in US shipyards may seriously hamper a strengthening program for T-2 tankers put in force tankers Fort Mercer and Pend.e- build a 29,150-ton, 17-knotter and ton in a storm off New England this past winter.

Low supplies of steel for repairing the 300 tankships affected may stall completion of the strengthen- turn, transfer three Libertys. ing program beyond next winter's deadline, or force diversion of the work to foreign repair yards despite available facilities and workmen in the US.

The required strengthening, involving the addition of four ferred to non-citizens of the US riveted steel straps and reinforcing of the bilge keel, plus the straps or girders placed as crack arrestors in 1947, uses about 100 tons of steel per ship.

Unless more steel is obtained, industry leaders feel the program may be bogged down considerably, thereby expesing the ships and their crews to the chance of a similar mishap this coming winter, when the fury of the Atlantic is at its peak. Government officials in charge of allocating basic metal supplies have so far not indicated what action they will take.

'Why's He Flashing That Light, Dad?'



The kids mug for the photog as daddy pauses to catch his breath while guiding them on a tour of the SIU Union hall. Taking the tour are Seafarer Gus L. Taylor, Augusta (left) and James.

Tankship Operators Await Govt Okay In Ship Switch

Seven ships operated by SIU-contracted companies are involved in a transaction awaiting final Government approval, which would result in the construction of 14 new US tank-

ers if permission is granted to transfer 36 war-built ships without a Government okay or flag and registry.

The arrangement, which hinges on the okay of the Maritime Adtil the blazes were brought under ministration, would produce brand vessel. control and the ship could make it new high capacity, speedier tank ships for commercial and possible military use, but the kicker in the deal is the transfer of almost three times as many ships to foreign registration. Shipping men say if they can't go ahead with the plan Halls Nearing in ordinary times their ships have to lay idle.

> Plans for the new ships call for 11 of them to exceed 29,250 tons at 16 knots, with the remainder between 26,000 and 18,000 tons with speeds of 15-16 knots. The 36 ships to be replaced include 14 Libertys, eight Liberty tankers, 11 T2s and three old tankers, with a new construction.

SIU Companies

Among the operators pushing the plan are the American Merchant Marine SS Corp., which would build a 20,000-ton, 18knotter and transfer two Libertys; following the breaking up of the Metro Petroleum Shipping Co., to transfer one T2 and two Liberty tankers, and the Western Navigation Corp., which would construct 26,000-ton, 16-knotter and in

> Before final Government approval can be obtained, all parties must conform to several conditions set by the Maritime Administration. Under these terms, the transferred vessels could not be trans-

Victory Carriers Has Back Wages

Seafarers who have retroactive pay coming to them from Victory Carriers should write the company at 655 Madison Avenue, New York, or apply in person.

If writing, include your name, Z-number, the name of the ship and the dates you have money due for.

of identical tonnage to foreign used in trade barred to US citizens and would have to be resold or chartered to the US on the same terms as an American-flag

New Canadian Final Stages

Montreal-Construction workers have about neared the halfway point in renovating the building which will eventually house headquarters of the SIU Canadian district. At Thorold on the Welland total tonnage equivalent to the Canal, units of a new hall are expected to be ready for occupancy by the end of this month

Work on the Montreal structure is proceeding with the aid of a \$25,000 loan voted by Seafarers in the A&G District at a recent headquarters branch meeting.

So far, the job of clearing out the building for the installation of modern facilities for the membership is moving along ahead of schedule, but no date has been set for the actual opening. The Canadian headquarters will house a cafeteria and streamlined recreation rooms, in addition to the regular facilities for shipping and dispatching.

Dormitory Feature

The site at Thorold, a few miles from Niagara Falls on the Canadian side, will feature a dormitory and hostel for the convenience of the men, as well as a cafeteria and space for a possible navigation and cooking school.

Both structures, realization-of a dream for many seamen sailing on the Lakes, are expected to merit the long wait for adequate facilities to service the fresh water membership.

On completion, the Thorold hall will be the second building erected in Canada by the SIU since it took over the ship contracts from the Union in 1948. SEASON STORMAN

Top of the News

CALL ME MISTER-General Dwight D. Elsenhower finally plunged himself into the political whirlpool officially by resigning from active duty and cutting himself off from the Army payroll. The General's return to the States came on the eve of a narrow defeat in the South Dakota primary where according to unofficial tallies Senator Taft barely nosed him out by less than 700 votes. This is the last primary in which he and the Senator faced each other on the ballot. With convention time coming near it is becoming evident that a first ballot deadlock is assured between the two leading rivals. On the Democratic side of the fence, Senator Kefauver boosted his stock considerably with thumping victories in California and South Dakota,

EUROPEAN AID AGREED ON-Both houses of Congress have arrived at a figure of slightly less than \$61/2 billion for military and economic aid to US friends and allies around the world. President Truman had requested \$7.9 billion originally. More than half of the total represents military equipment made in the US that will be shipped overseas to allies under the terms of the "50-50" provision guaranteeing that at least half will be carried in US ships.

KOREAN PRESIDENT ROUSED UP-Both the United States and Britain have protested to South Korea's president, Syngman Rhee for his rough handling of the country's national assembly and his disregard of constitutional procedure. Rhee arrested several legislators and imposed martial law when it appeared that they weren't going to reelect him president for the next two year term. As a result, opposition legislators have gone into hiding and the assembly hasn't been able to transact any business.

FRENCH COMMUNIST STRIKE FLOPS-A nationwide strike call by the French General Confederation of Labor, the Communist-led wing of the French labor movement, proved a near-total failure with only scattered response. The strike was called to protest the arrest of Jacques Duclos, head of the French Communist Party. Duclos was taken into custody in the course of riotous demonstrations against General Mathew Ridgway upon his arrival to take over General Eisenhower's job. Duclos was arrested, among other reasons, for having a loaded pistol in his car. The strike had a partial effect on the waterfront, tying up the port of Rouen and causing temporary stoppages in other ports.

MOONSHINE MAKES A COMEBACK-Liquor producers claim that production of illegal whiskey has grown to the point where it dwarfs the output of prohibition days. The liquor industry says that recent increases in Federal liquor taxes have given further encouragement to moonshiners with the customer having to pay around \$2.50 in taxes for every bottle of legally-produced firewater. At the same time, the liquor men complain that the number of "revenoors" working for the Federal government, some 900 men, is far less than there were a dozen years ago. As a result, they say that more moonshine is being produced than is legal whiskey.

RACE RIOTS LEAD TO CONVICTIONS-Four city employees of Cicero, Ill.; the police chief, two policemen and the town attorney were convicted by a Federal grand jury of conspiracy to violate civil rights laws. The charges grew out of three days of riots when a Negro bus driver, Harvey E. Clark, moved into an apartment in the Chicago suburb. The convicted men were charged with failing to prevent the rioters from interfering with Clark's efforts to move into the apartment that he had rented.

CEILING COMES OFF ON POTATOES-Government officials gave up trying to regulate the price of potatoes and removed price ceilings when that handy commodity disappeared from the market. Farmers had been withholding potatoes from the market in anticipation of Congressional action removing the lids, so the Office of Price Stabilization threw in the towel. At last word, potatoes were selling from ten to 15 cents a pound in large cities, but a break is expected in the next few weeks when the new crop comes in.

TV ON CONGRESSIONAL FRYING PAN-The most-investigating Congress of this or any other century turned its attention toward the "morals" of radio and television. A sub-committee of the House Interstate and Foreign Commerce Committee somehow assumed jurisdiction over the problem of low necklines, crime shows and beer advertising. Prohibition advocates got their licks in early with complaints about the number of foaming steins of beer that are dangled at the family audience in closeups. Objectionable humor by comedians recently out of night clubs was also criticized. But as one Congressman observed pithily that if you don't want your kids to watch it, just turn the set off.

SLIGHTLY UNDER THE MINIMUMS—After much statistical computing, some United Nations specialists have figured out that half of the world lives on an annual income of less than \$100 a year in US currency. Roughly 90 percent of the people in the world get by on less than \$600 a year. Putting it another way, the UN figured out that the US and Canada, between them having only 10 percent of the world's population, raked in 43 percent of the world's total income. In short, the study concludes that although real income has risen in most parts of the world, a lot more progress is in order.

KOREAN PRISONERS "RECAPTURED"—A series of armed raids by infantry, and paratroopers equipped with bayonets, tear gas and concussion grenades has broken up die-hard Communist concentrations within prisoner-of-war camps in South Korea. The raids were an outgrowth of prisoner demonstrations and the seizure of the former commander of the prison camp, General (now Colonel) Dodd. Groups of prisoners put up a last ditch fight with spears and clubs, killing one American soldier and suffered 31 deaths themselves in the process. After the raids were completed, the Army found that bodies of a considerable number of prisoners who had been beaten to death or othercommunist-led Canadian Seamen's wise murdered after kangaroo court trials conducted by Communist leaders within the prison compounds.

ners stronger than ever before.

and cause a general tie-up.

coains awiled to an Coutlaw attitue."

End Alaska SIU Strike

Successful settlement of a 50-day strike by the SIU-affiliated Bering Sea Fisherman's Union, the second in its brief history, came last week with the signing of a new agreement

providing increases in fishing * rates for members of the mon Industry, Inc. failed to bring a

tional four to six cents a fish for the strike began was 40 cents a fish.

Under the new agreement, the rates go to 44 cents on poweroperated boats and 46 cents on sailboats and on set nets.

The strike began on April 1 after three months of negotiations and assistance" in helping the with the employers, the Alaska Sal-

Ask SIU Men **Donate Blood** In Singapore

Seafarers on ships calling at the port of Singapore in the Far East have been urged to donate blood to be credited to the SIU at the Singapore General Hospital as a result of an emergency which used up the blood supply available there in order to save a Seafarer's life.

The incident occurred while the Isthmian freighter Steel King was in Singapore on its last voyage and Chief Cook Victor Silva had to be hospitalized due to a severe internal hemorrhage. His condition was so critical that at one time it was doubtful he would recover.

His urgent need for four blood transfusions exhausted the hospital's small store of Silva's blood type, forcing the hospital to request blood to replenish its supply. the staff of Isthmian's Singapore agents, McAlister & Co., Ltd., saved the day by responding to the appeal for blood.

In the light of this experience, the Union urges its members who pass through Singapore to help set up a special fund of blood earwho become ill or injured in the area. In this way, any serious draw on the hospital's supply wouldn't risk the chance of serious consequences. Arrangements for donating blood for this special SIU blood contacting Isthmian agents there. emergency.

satisfactory contract. The strike re-The settlement calls for an addi- ceived the full support of all SIU affiliates including the SUP and red salmon. The basic rate before the SIU A&G District, as well as shoreside unions of carpenters and machinists.

At the conclusion of the strike, telegrams were sent to the SIU's Seattle branch representatives thanking the union and the mem-bership "for the valuable support union win its strike.

Organized Last Year

The Bearing Sea Fisherman's Union was organized in June, 1951, just a year ago, and affiliated with the SIU. At that time their members were forced to go on strike to win union recognition. The Bering Sea Union had originally been part of the communistdominated Alaska Fishermen's Union but broke away from that group in January, 1951, when proposals were made to merge with the West Coast longshore union.

The SIU and SUP gave the new union financial support in its early days, and SUP ships operating in the Alaska area respected the floating picketlines put up by the fishery union, refusing to load cargo out of the Alaska canneries.

Fishermen Win Increase, Hatches Open, Ship Sails On

The crew of the George M. Kulukundis (Orion) put in a hazardous ten days during their homeward voyage from Europe to New York, when the captain persistently refused to secure the ship and sailed through heavy fog and rolling seas with all hatches uncovered.

As a result, when the ship arrived in New York the skipper was fired by the company after the crew and the Union protested his neglect of elementary seamanship.

Crew Signs Petition

Although the crew protested several times during the voyage and even signed a petition, Captain Harold Anderson refused to have the hatches secured for sea. They said he had proceeded to sea with the hatches open and the ship in an unseaworthy condition in violation of Article Seven of the SIU agreement and Act 658 of the US

John Molnar died aboard another pany when he fell through an open to order the vessel secured. hatch that had been unsecured while the vessel was still some 200 the crew, on the 16th, the vessel miles from the start of the Hampton Roads Channel.

Bosun's Plea Ignored

Captain Anderson is no longer aboard the Kulukundis, but he made the last trip a tough one.

The vessel put out to sea on May 13. The bosun asked if the ship would be secured and was told that the captain refused. The bosun and crew had the impression the vessel Coast Guard Regulations because would anchor to secure after the he "wanted the holds washed out." pilot had been dropped, but the would anchor to secure after the In November of 1951, Seafarer ship kept right on its way.

tion, the union demands include a

daily contribution to the union wel-

fare fund, as well as additional pay

for officers who do not stand watch.

nies and Agents with which the

union is dealing represents 48 East

Coast steamship lines. Another

meeting between the MM&P and

the committee has been scheduled

for June 19. In the interim, the em-

ployers said that they would

Last fall, there was lengthy dis-

agreement between the shipowners

Demands similar to the MM&P

program have already been pre-

sented to the shipowners by the

NMU and have been rejected by

Meanwhile, on the West Coast

the MM&P voted to arbitrate its

dispute with shipowners over em-

"study" the union demands,

welfare contributions.

the employer committee.

The Committee for the Compa-

The bosun asked every day, butship operating for the same com- the mate said the captain refused

> According to a chronicle kept by ran into a heavy pea fog. The hatches were open, piles of coal, guys, runners, wires, cro.s battens, mooring lines, etc. were strewn all over the deck. The ship was on full ahead and was rolling since it was empty."

It was or, a coal ship such as this that Molnar was killed by his fall into the open hatch,

On the 17th, the "ship was rolling steadily and pounding." The captain still refused to secure the hatches. "The hatch boards were moving on deck. It was a dangerous deck to be on."

Captain Leaves Bridge

Despite the danger, the captain ordered a lookout to the bow. The Captain, although the ship was still in a heavy fog, left the bridge and went down to the saloon. The ship averaged 71 revs.

On the 18th, "decks are in same condition, only coal has washed off. Pea fog. Ship rolling." On the 19th, the Captain countermanded the mate's order and took all lookouts off the bow, despite "dense fog." The lookout was put in No. 15 cent increase in the operators 2 hold cleaning bilges. "Sea high, winds in force, ship rolling and pitching and pounding." Captain "left bridge and went to saloon."

On the 20th, "seas calmed down some," but on the 21st rain and fog set in. "Revs 70 or over and no lookout, no ship's whistle." "Captain in his sack." "Lookout ordered to bow-taken off and put on hatches," after mate ordered to cover five hatches while watch was on deck.

Not Securing Ship

Captain was asked if bosun and the MM&P over the welfare could cover hatches, and answered contribution which was not rethat he "was not securing ship, solved until November when SIUjust covering up to keep the contracted companies broke with hatches dry." the committee's adamant stand and agreed to a 25 cent increase in

On the 22nd, the "weather was fair." The bosun and a couple of men put hatch boards and one tarp on each hatch, and put wedges staggered around conning.

At the payoff the whole episode was explained by the crew to the patrolmen. The company gave the skipper the ax when it was realized that the Union would not let the ployment of officers of SUP struck skipper endanger the lives of the next crew.

MM&P Asks Ship Operators For 15 Percent Pay Boost

Demands by the Masters, Mates and Pilots, AFL, for a 15 percent wage increase for deck officers employed by Atlantic and Gulf Coast ship operators made no progress at

the first negotiation meeting * between union representat- flat 15 percent rise in both base tives and an employer com- pay and overtime rates. In addimittee.

The union group, headed by Captain C. T. Atkins, national president of the MM&P, asked for the

Floods Seen At Lake Ports

Great Lakes shipping men and residents of the area are anxiously watching record water levels which are likely to cause serious damage to waterfront installations and homes.

Levels of the lakes tend to+= vary year by year. At present they are at the highest level in recorded history. Should a storm blow up in the Lakes region millions of dollars of damage threatens port installations.

Ordinarily high water on the Lakes is welcomed by shipping men since it means that Lakes ore carriers can carry heavier loads than marked for the use of Seafarers usual and still pass through shallow harbor channels. In this instance however, the water levels could be disastrous to both life and prop-

The US Weather Bureau has been extending its storm warning bank can be made in Singapore by system to prepare for a possible

Don't Ship Gear

Seafarers have been remindhave the shipping charges prepaid. Any gear sent with be accepted at the baggage rooms, So if you are sending any gear to a Union hall, be sure to prepay the shipping charges. The baggage rooms cannot accept COD shipments

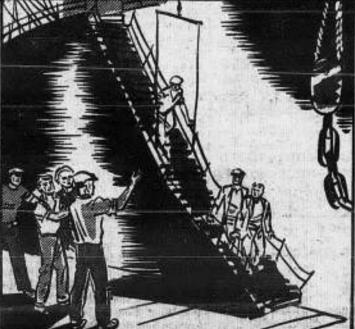
To Union COD

ed that any gear sent to any SIU hall baggage rooms must COD shipping charges cannot

The 1936 Spring Strike

No. 13

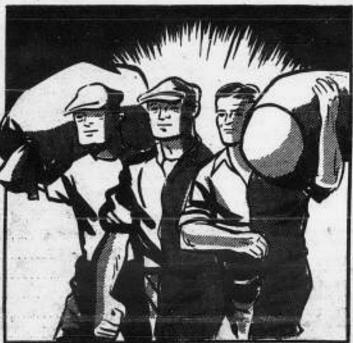




The rank and file membership of the ISU called a strike of Atlantic and Gulf seamen in April, 1936, after job actions on the California and other ships. The A&G Marine Firemen endorsed the strike, but the old line ISU officials called it an "outlaw strike."



The strike was limited to the East Coast, and the SUP and other West Coast unions, whose contracts ran to September 30, 1936, helped the strikers every way they could. The result was that it was impossible to spread the strike and cause a general tie-up.



The Communists had taken over the strike, and in May the seamen revolted and voted to return to work to await expiration of the West Coast agreements. They got no new agreements, no raises, no guarantees. But they were stronger than ever before.

PORT'REPORTS

New York:

Lay-Up View Brighter; 3 Idled Ships Crew Up

Shipping and business has continued at a fairly good pace for the past two weeks, with a total of 30 ships having paid off and 13 signed on foreign articles.

The following were the payoffs: Steel Designer, Steel Fabricator, Steel Executive, Steel Voyager (Isthmian); Angelina, Frances, Suzanne, Ines, Rosario, Beatrice, Binghamton Victory, Puerto Rico, Elizabeth (Bull); Winter Hill, Lone Jack, French Creek (Cities Service); Seabeaver (Orion); Seatrains Texas, Georgia, Louisiana, New Jersey, Savannah (Seatrain); Mary Adams (Bloomfield); Trinity (Carras); Albion (Dry Trans); George Kulukundis (Mar Trade); Cape Edmont (Alcoa); Hurricane, Golden City (Waterman) and Nikos (Dol-

Sign-ons included: Wnfield Stratton (Bull); Steel Fabricator, Steel Voyager, Steel Architect, Steel Executive (Isthmian); Robin Wentley, Robin Doncaster (Robin); Seavictor, Seamonitor (Orion); Ann Butler (Bloomfield); Coe Victory, Louis Emery Jr. (Victory Carriers) and Warhawk (Waterman) .

Wide Open Ride

We ran into a beef on the Kulukundis with an oldtime captain by the name of Harrold Anderson, who comes out of the mothballs every once in a while to make a trip. He proceeded to sea without securing it is." Harry usually sails as secthe gear and sailed merrily across the Atlantic for about ten days with all five hatches open. Luckily so much he had to get off and rest. we settled this beef too, but now they did not run into the weather that a lot of the ships have encountered this year or there might not have been anyone left to tell the tale. Needless to say, this character is no longer on the ship, and we have informed the operators that we don't want him on any SIU ship in the future, not in command of a vessel at any rate.

We have been receiving some overtime from the outports that has been disputed on various tankers for steward department work in port before eight AM and after five PM. Some of the companies or captains seem to be under the impression that the home port clause that was negotiated and picking up, and starting next week. added to the freight ship contract also applies to tankers. This is definitely not so. Any work performed to Mississippi River run again. on a tanker before eight AM and after five PM from Monday through Friday in any port is overtime.

was the crewing of three ships that that our local boys put up a battle. were laid up in idle status and the gain of one, the San Mateo Victory, formerly SUP but now operated by Eastern. We believe we have hit the bottom for a while on the lay-ups and a couple of the operators seem to agree. They are of the opinion there will be more ships taken out of lay-up about August. We certainly hope so, and can assure you that your representatives are working to see to it that we get our share of them. More jobs mean more porkchops for SIU members.

Claude Simmons Asst. Sec'y-Treas. 1

Lake Charles:

Unions Keep Active Despite Hot Weather

Shipping was on the slow bell for a while down here, then broke loose with a loud roar, and we not only cleaned out the hall, but had to call for help to fill up the rated jobs.

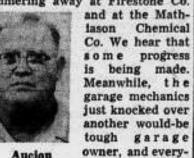
During the past two weeks, the

following craft have honored us Seattle: by calling at our fair city: Cantigny, Salem Maritime, Winter Hill, French Creek, Bents Fort, Fort Hoskins, Lone Jack, Chiwawa and Government Camp, all Cities Servive. We also had the Republic of Trafalgar SS Co. calling in here and taking a few men.

We've also crewed up the W. E. Downing (Mathiasen), which came in from Japan. Quite a few of the boys aboard live here and are getting off.

The Metal Trades Council is still hammering away at Firestone Co.

body (except the



Aucion

owner) is happy.

Brother Harry Aucion, who sails in all ratings in the Stewards Department, is catching up on his sleep around here. He says that anyone who would not vote for the new halls should have his head examined, for when I started going to sea, we didn't have a decent place to apply for a job, let alone have a decent hall in which to meet our friends and to read and relax. Let's put a fine hall in all the ports where we ship from, and make the SIU even stronger than ond cook and baker, but on his last ship, the Winter Hill, he ate

Red's A Goner

Brother R. L. "Red" Ferguson of New Orleans fame also paid us a visit. He usually doesn't stay here long enough to get as well known as he is in New Orleans, however. This time, he walked into the hall and then walked right back out to take an oiler's job. Brother Ferguson is a great lover of the Goddess of Chance, and right now he's working on a top secret system to beat all systems. If we watch Red carefully we might all

Now that the oil strike is over in nearby Texas, shipping should be our old standby, the ferry boat Federal, will be on the Port Arthur

Our local baseball team is fighting an uphill battle to capture A bright sign during the period League. Whoever wins, we'll know

Leroy Clarke Lake Charles Agent

'Pro-Union' Skipper Hard-Times Over \$16

Shipping has been fine out here, and looks like it will stay that way for a while.

We paid off the Ocean Lotta (Ocean Trans), Robert Lowery, Richard Pearson and Joseph Priestly (Bloomfield). The last three are slated for lay-up, to gather rust while the foreign-flag ships get fat. The Strathport (Strathmore) came in for payoff, but since most of the men were willing to stay aboard her, we extended the articles for payoff in an East Coast port.

The Lotta signed right on again, while we had the Topa Topa (Waterman), Marymar and Pennmar (Calmar), and Alaska Cedar (Ocean Tow), here in transit.

. Had Beef

When we paid off the Rice Victory some time ago, we had a few beefs about the master, a Captain Edwards. However, we settled 'he beefs but held off saying anything about him because he professed to be a "good union man." Right after that, however, he tried to chisel four of the guys out of a measly \$16 on lodging, and when they squawked, he told them that if they pushed the beef they might lay the ship up.

The thing is, the ship was slated for lay-up when the beef came up, and laying a ship up for \$16 is something new to me. When he wasn't successful in getting the men to phony up, he yelled they were giving him a bad time. Well, we're ready to say that this character is really a hard-timing so and

The new books that we've seen out here are really great. We're all raring to go out here, and get those new books as soon as we can. They're great.

Pledge Support

The SUP is on strike out here, and they just have to name their own ticket with us and we're with them all the way. The Alaska fishermen are back to work in the Bering Sea. This shows what unified support from all unions can do. Things are still the same here as far as the MC&S is concerned.

The local MTD meeting pledged 100 percent support of the SUP beef, and the unions, including the SUP and Operating Engineers, went on record for donating \$100 respectively to cover the expense third place in the Gulf Coast of a delegation to the State convention. We also plan to build up the till for any emergency, just as the SIU has done in the past. In the Northwest, all the unions

the SIU for its top-notch operations.

Some of the oldtimers on the beach include E. W. Nicholson, R. Nicholson, E. L. Mereevegu, J. Adams, M. W. Townsend, J. C. Mitchell, W. S. Porter, B. Wilkelmsen, G. C. Frank, and F. R. England.

Jeff Morrison Seattle Port Agent 1 1 1

Mobile:

From Soil To The Sea Is A Real Job Switch

Shipping for the coming two weeks is expected to be just fair since only five offshore and four coastwise ships are due in for payoff and replacements.

The past period we had payoffs on five Alcoa ships, the Patriot, Corsair, Polaris, Pegasus and Cavalier, plus four for Waterman, the Fairhope, Morning Light, Beauregard and Monarch of the Seas.

Those signing on were the Fairhope, Young America and Beauregard (Waterman), and the Alcoa Patriot and Polaris. In-transits to the port included the Andrew Jackson, DeSoto and Chickasaw, all Waterman.

We had no beefs to speak of, except for minor items easily settled right on the spot. The ships coming in here have been run very smooth in this respect.

Enjoying himself on the beach in the cool, coolness of the Mobile



branch hall, brother Clarence Carter has made quite a switch on his original plans for a livelihood. Clarence started out as an agricultural student in New Orleans and after a long and hard study

routine decided to come to Mobile and put his knowledge to work for the Baldwin County citizens.

He got as far as the air-conditioning at 1 South Lawrence Street and hasn't been able to break the tie. Since 1938, he's sailed in all steward department ratings. Things being what they are though, he's happy about the whole thing because with the fish biting in the nearby streams he can't see moving on from this port. He hopes he'll be able to make that dream come true about the chicken ranch in the vicinity someday, but in the meantime he sails out of here regularly.

On the beach with him enjoying the azaleas are brothers J. R. Porter, E. Hannon, H. M. Hankee, W. Werneth, O. Stevens and C. Nall.

Cal Tanner

Crew Turned in OT End Of Trip, Can't Collect

Business didn't pick up much since the last report and remains fair as far as the future outlook goes.

The activity during the last two weeks was provided by the following payoffs: Tagalam (Mar Trade); Government Camp, Salem Maritime (Cities Service), plus The Cabins and Julesburg (Mathiasen), All of the above signed on again. In transit were the Robin Mowbray (Robin) and Steel Maker (Isthmian), the latter just returned from the pineapple run.

We finally tracked down those Mar Trade people on some dough that was coming to Robins, the bosun on the Tagalam's last trip, in maintenance and cure money. He was getting around on a cane, short of cash and they were doling out money to him like it didn't belong to him. We collected \$200 for him, to bring the benefits up

There was also a bit of a rumpus with the captain of this same ship, the Tagalam, when we questioned him on his qualifications for doing work rightfully belonging to the SIU crew, but that's been pretty well straightened out.

The big kicker in the deal was that the crew didn't put in for the overtime until the trip was over, by which time it was too late to do anything about it. The brothers should know that they have to turn in their itemized OT sheet before 72 hours are up, especially when it's work done by officers, or they'll go without the dough. That's just what happened here.

We had a clean payoff on the Government Camp, though there was a beef about putting new gratings on the catwalk and the new icebox for the crew didn't turn up yet. Julesburg and Salem Maritime payoffs also ran smooth.

James Sheehan Boston Port Agent \$ \$

San Francisco:

Standby Job While You **Wait Always Open Here**

Shipping has been riding strong out here for the last two weeks with well over 150 men sent out on regular jobs plus another 100 shipped to standby jobs on Libertys that are laying up.

During the period we paid off the following ships: Topa Topa (Waterman); Frederic Collins (Dry rans); Michael Moran, Johnson, Joyce Kilmer (Mississippi); Carroll Victory (South Atlantic) and Shinnecock Bay (Mar Trade). The three Mississippi ships have since gone into lay-up.

The rest all signed on again, as did the Kyska (Waterman). In transit were the Yaka, Raphael Semmes (Waterman); Brightstar (Triton); Pennmar, Calmar (Calmar) and the Steel Apprentice (Isthmian).

Prospects for the next two weeks look just fair, but stand by and shift jobs on Libertys going into the boneyard will keep anyone busy while he is waiting for a regular job.

Naturally, the big news around the port is the SUP strike against the West Coast operators, and we have offered to give whatever aid is needed at any time. The strike is going ahead on everything except military cargoes and war materiel, as requested by the Government.

H. J. Fischer West Coast Representative A.A. ..

A& G SHIPPING RECORD

Shipping from May 22 to June 4 REG. TOTAL SHIP. REG. SHIP. SHIP. TOTAL

PORT	DECK	ENGINE	STEW.	REG.	DECK	ENG.	STEW. S	HIPPE
Boston	33	24	26	83	24	13	10	47
New York	187	197	153	537	174	154	138	466
Philadelphia	53	41	38	132	38	30	26	94
Balitmore	169	112	79	360	131	116	81	328
Norfolk		67	71	221	89	65	76	230
Savannah	34	23	31	88	25	20	28	73
Tampa	12	11		32	8	10	4	22
Mobile	97	67 -	75	239	56 -	58	54	105
New Orleans	103	91	92	286	84	108	80	272
Galveston	38	32	40	110	49	37	31	117
West Coast	60	46	53	159	111	101	89	301
54 Totals	869	711 3.24	607	2247	769		9 617	2118

ORT REPORTS

New Orleans:

Vacation Payments Top 100 Grand Mark Here

Activity is moving along at a fair scale in the Crescent City with nearly the same amount of men registering as shipping out. We still have a shortage of rated engine department men, but the steward department jobs are running a little slow. Deck men are moving out just fine, and happily we have no boneyard jobs scheduled for a while.

We passed another milestone recently when vacation payments through this port surpassed \$100,-000, an average of about \$1,100 a day since the start of the Plan's operations.

Paying off during the period were the following: Alcoa Runner, Partner, James Caldwell (Alcoa); Steel Architect (Isthmian); Del Aires, Del Rio, Del Norte (Mississippi); Iberville (Waterman); Massillon Victory (Eastern) and Wanda (Epiphany). The Caldwell has gone to the boneyard.

The sign-ons included the Alcoa Runner and Partner, plus the Del Alba, Del Oro, Del Mundo and Cape Grieg (Mississippi).

In transit were the Alcoa Clipper, Patriot, Corsair, Polaris (Alcoa); E. A. Burnett, Steel Executive (Isthmian); Del Oro, Del Mundo, Cape Grieg; Seatrains Louisiana, Georgia, New Jersey (Seatrain); DeSoto, Fairhope, Morning Light, Andrew Jackson, Monarch of the Seas (Waterman): Southern Districts, Southern States (Southern Trading) and the Seacomet (Colonial). The Burnett rent split in the was also idled.

Vote SUP Support

An MTD meeting in our hall last



week took up the SUP West Coast beef as a major item and went on record to support the SUP 100 percent. The PMA and the West Coast are quite a distance from the Gulf but their ships

hitting ports down here will be tied up the same way they are out West. The support of the MTD goes to show what unity between AFL waterfront unions can do when it comes to aiding each other in maritime beefs.

The Del Norte was on semi-idle status for a few days, with the crew laid off while she was undergoing repairs. Possibly as a result as they are now set up for Seaof the lull, the Del Norte Stars farers. were off pace and couldn't uphold the honors of their ship as they've done so often in baseball games on the South American run. In any event, the SIU Beachcombers put across 16 runs to win a recent contest between the two teams, 16-2. We will wait for an explanation in the Del Norte's worthy publication, the Navigator.

Incidentally, one of our wellknown brothers, Jack "'Gatormouth" Bates, stepped fato the hall the other day to shoot the breeze and collect his vacation check. The "'Gatormouth" feature was applied for obvious reasons. been said that if Alex Graham Bell had known of our boy, he wouldn't have troubled himself with inventing the telephone, but just have opened a window and let Jack pass on the message wherever he wanted it to go.

First-Time Benefit Jack's thinking is as clear as his conversation, however, and he's plenty pleased about the changes he's seen in the industry since he started going to sea back in 1932. During this 20-year spah, he noted, WILMINGTON, Calif... 440 Avalen Blvd

his SIU Vacation Plan check for | Wilmington: \$117.83 represented the first time he'd gotten this benefit, a statistic echoed by over 95 percent of the men coming in here.

Lindsey Williams New Orleans Port Agent * * *

Baltimore:

Political Scene Plenty Muddled 'Til November

Everything is rocking along on an even keel here, as shipping holds up very well. There have been 18 ships paying off, 17 signing on and 6 in transit since our last report.

The current political muddle is voters actually grapple with the situation in November.

On the Senate side, a Republican Congressman by the name of Beale has received the nomination to run for the upper chamber. All we know about him is the pretty poor labor record he rung up while he was in Washington, and that's certainly not to his credit.

The Democrats have given the nod to a chap named Mahoney, but

he has no record at all since he has not been in Congress before. However, he has been popular in Democratic circles for some time, and there is the possibility that if the cur-



party is sealed, Mr. Mahoney could be the next US Senator from Maryland. From what we hear of him, he might be a right guy, but we'll wait and see.

The Congressional candidates endorsed by labor are all up for election and a majority of them may very well come in, but time can only tell.

On the beach with us these days, while we keep our fingers crossed on the balloting for new halls by the membership, is brother Luby O'Neil, who has been a member of the SIU since its inception.

Luby started sailing in 1916 and boasts the proud record of never having been logged or on charges. A real oldtimer in the marine industry, he says he is absolutely amazed at the gains made by the SIU and would never in his wildest dreams have thought there would be a Vacation and a Welfare Plan

Earl Sheppard

Be Wary of Cleaners Or They'll Clean You

The weather's hot, but the shipping's a lot hotter around here. It has been excellent, and looks as if it is going to be even better for the next couple of weeks.

We've had a couple of beefs from the membership about men getting their clothes back late or not at all from various boarding cleaners. I have jumped the companies about it, but I think it would be a wise move for the men to get a duplicate receipt for the clothes sent out. For that matter, the membership should never still going full blast, so no one leave their clothes in some shoreknows from one day to the next side laundry or tailor shop. Why what the picture will be when the trust them to people they've never seen before?

The SUP has hit the bricks out here for Saturday overtime, as you probably know. Of course we're standing by, ready to give our SUP brothers any help they might need. Once again the sailors have had to hit the bricks to gain conditions which the shipowners recognize, but refuse to pay. This case is particularly puzzling, because the shipowners are already paying Saturday overtime to the MFOW.

Thomas Freeland, who sails asan AB, has been a Seafarer for the last seven years. He's taking it easy on the beach around here right now, just resting. Tommy, who hails from Arizona, says he likes those South American runs, especially Rio, but he's settled for the Yokohama-Wilmington shuttle that so many of the boys are homesteading right now.

Plans Sea Career

Tommy's making the sea his career, and says that it will be a cinch since he belongs to the best seamen's organization in the world. Since he's joined, he says he's been hard put to keep up with all the rapidly improving conditions, wages and benefits that we've gotten.

Men Needed

The time sure is ripe for men to come running around this port of pleasure. Black gang men in all ratings can ship with ease, and we can also use some good stewards department rated men,

The Jeff Davis (Waterman), Seacoral (Orion) and Holystar (Intercontinental) all paid off here, and then signed on again. Our big business was in in-transits, though, We had the Heywood Broun (Victory Carriers); Portmar, Marymar, Calmar and Pennmar (Calmar); the Yaka and Fairland (Waterman); Brightstar (Triton); Carroll (Bloomfield) and Royal Oaks (Cities of the majority and returned to Baltimore Port Agent | Victory (South Atlantic); North | Service) in for payoff, with the lat-



Philadelphia Seafarers on voluntary picketline duty during Telegraphers' beef quitting lines after the settlement. Seafarer Casimir Szymanski (white shirt) jauntily led victory parade back to the SIU hall. MTD also furnished support during strike.

Apprentice (Isthmian) and the Grieg (Mississippi), signing on. Liberty Flag (Gulf Cargo).



Freeland

The Holystar paid off after a nine-month trip in spotless condition. The owner, Captain John, complimented the crew for on the trip, while all hands into idle status. praised the captain and the bosun for having

a wonderful trip. There was only a minor beef about some disputed restriction time in Savona, which is being taken care of.

here now are Jack Gridley, Blackie Abbey, White Yerke, Jack Walker and Del Wenger. Not many left, because most of them have shipped out.

We'd like to remind the guys having mail sent to the hall to have it sent in care of the SIU. We're in the SUP building and, unless there's some mention of the SIU, the mail is liable to get mixed up. The address is 440 Avalon Boulevard.

Sam Cohen Wilmington Port Agent * * *

Galveston:

Members Have Plenty Of Ideas For New Hall

The pace of shipping here hasn't changed much since the last report, as things continue to be slow and the weather is making everybody lazy to boot.

We had the Edward L. Scripps (Isthmian), Genevieve Peterkin

Platte Victory (Mississippi); Steel | ter two, in addition to the Cape

In-transit activity was a bit heavier than usual, with the following ships in: Del -Oro, Del Mundo, Cape Grieg (Mississippi); Julesburg (Mathiasen); Federal (Trafalgar); Seatrains New Jersey, Texas (Seatrain); Archers Hope (Cities Service); Evelyn (Bull) and the job they did Fairhope (Waterman). The Richard Johnson (Bloomfield), went

We expect a real sizable "pro" vote for the resolution on new halls when the balloting is completed next week here and in the other branches all over the country. The boys down here are really hot on the idea of a new hall Some of the oldtimers around for this port and are collaring me regularly to toss in their own ideas on the place. If the vote goes well, we'll try to put some of them into use when the building is set up.

Keith Alsop Galveston Port Agent t t t

Philadelphia:

Telegraphers Present SIU Plaque For Aid

Since the settlement of the Western Union strike everything in this port is back to normal except the shipping. Port activity is still confined to coastwise tankers and a coastal Bull Line ship now and then.

We attended a meeting of the Commercial Telegraphers Union (AFL) last week and accepted a plaque presented to the SIU in appreciation of the help our men gave the strikers during their beef. The members of CTU Local 22 here showed they were good union people when they abided by a vote their jobs although they themselves had voted to reject the settlement.

Waterfront Slow

Along the waterfront things are going along at a very slow pace. The only thing of note to Seafarers is the inquiry into the fatal crash in the Delaware River involving the SIU-manned Carras. tanker Michael and the barge A. C. Dodge. It seems as though the whole thing amounts to everybody calling everybody else a liar. The affair was so mixed up that the Coast Guard is going to hear the whole case all over again, and most of the Seafarers who were members of the crew at the time of the accident will have to appear at the trial to testify.

Meanwhile, the Chesapeake and Delaware Canal between Philly and Baltimore will be closed for another ten days due to the raising of the barge F. L. Hayes, which figured in an accident with the Angelina (Bull) 11 days before the Michael episode.

A. S. Cardullo Philadelphia Port Agent

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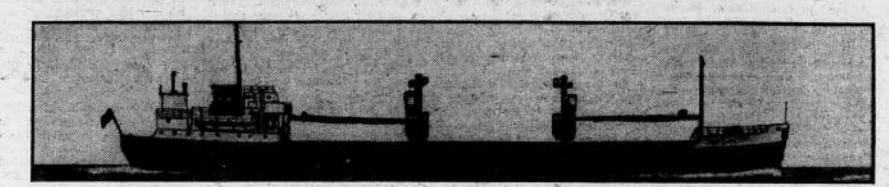
AMERICAN MERCHANIMEN

Last of a series — From a portfolio of American Merchantmen painted by Lemuel B. Line. Reprinted through the courtesy of Fortune Magazine.

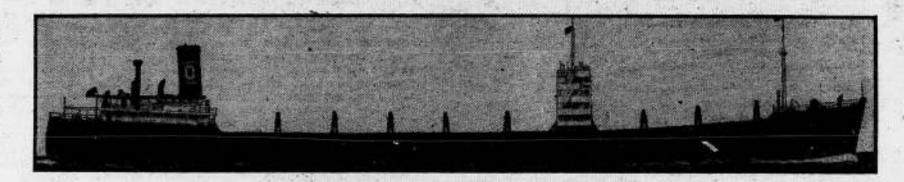
Experter Boasting seven holds, 9,644 Tons four of them equipped 16th Knots with humidity controls, the SS Exbrook is in the NY-Mediterranean and Indian Ocean service. Built to carry extremely heavy loads, she can handle a 30-ton locomotive with her cargo booms.



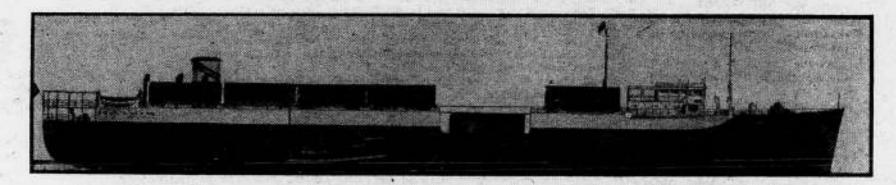
Converted N3-M-A1 Equipped with 3,936 Tame hydraulically powered cranes that can load nearly two million board feet of packaged lumber in 20 hours, the M/S C-Trader is a compact coastal lumber carrier owned by W. R. Chamberlin of San Francisco.



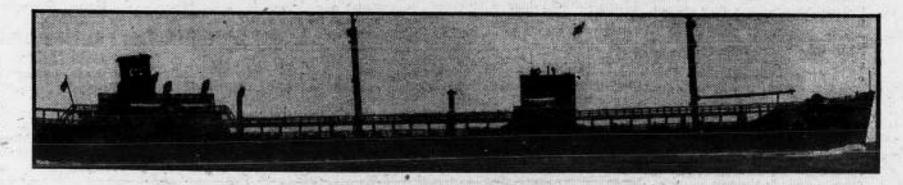
Private Design Manned by Seafar24,000 Tens ers, the Chilore and
17 Knots her seven sister ships
are specially built to carry iron
ore from South America to the
Bethlehem Steel Corporation's
plant in Maryland. Built in 1947,
they are operated by a Bethlehem subsidiary, Ore Steamship.



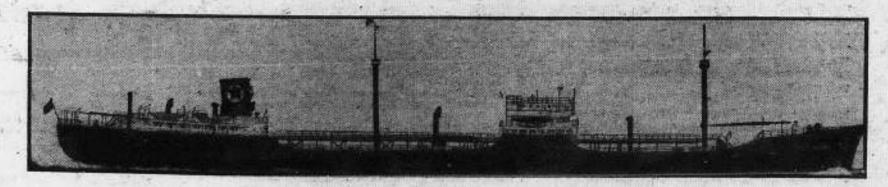
Sectroin Working the Atlan12,430 Tens tic - Gulf coastwise
16 Knots trade, the Seafarermanned Seatrain Louisiana has a
mile of standard-gauge track on
deck and can carry 100 fully
loaded freight cars. A \$4 million ocean-going vessel, she is the
newest of the Seatrains.



T2-SE-A1 One of a class of 481
16,607 Tens standard ocean-going tankers built during World War II, the SS Gulfray can carry 138,335 barrels of light oil or gasoline in her tanks. Operated by the Gulf Oil Corporation, she has turbo-electro power and a 12,600-mile cruising range.

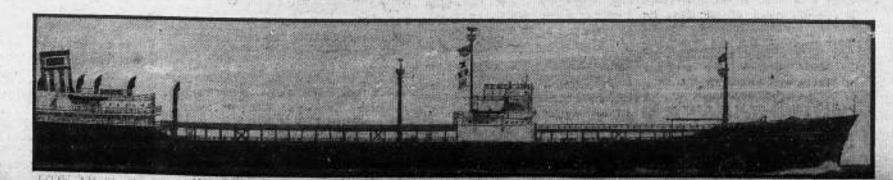


Private Design One of five coastal
14,140 Tons tankers of the Colo16 Knots rado class built for
the Texas Company, the SS Delaware can carry up to 20 varieties
of petroleum products in her
tanks. She and another sister ship
are all that are left of the type.
The others were wartime losses.



Private Design A new type of super 30,155 Tens tanker, one of three ships leased by the Atlantic Refining Company, the SS Atlantic Navigator is built to carry 225,000 barrels of oil. Her pumps, rated at 20,000 barrels an hour, completely unload her in 12 hours,

too many weekl in he found and



Fifty-Year-Old Sea Mystery:

WhatSankThe Liner Oregon?

Way back in 1886, the English superliner Oregon was just about queen of the seas. Called "unsinkable," she had just managed to slash the transatlantic speed record down to an

"unbelievable" 6 days, 9 hours+ and 52 minutes. But her hour of glory was to be shortlived.

It was Sunday, March 14, 1886, that the proud Oregon was steaming at full speed toward New York. At 4:30 AM, she had just steamed between Shinnecock and Fire Island, on Long Island. Her chief officer, Mathews, was on watch. Four lookouts were posted. The night's deep darkness was surrendering to the murky pre-dawn halflight. The sea was extremely smooth.

Mathews later testified that he spotted a sudden white light almost directly in front of the Oregon. Then there was a crash. Mathews said he saw another flash of white that looked like sails Then the proud Oregon began to sink.

Panie Starts

The crew and passengers became panicky, and Captain Cottier issued pistols to his officers and stationed them on the boat decks. The leaders of what Captain Cottier termed a mutiny were put in frons, and order was restored. The passengers were plagued with the realization that the Oregon carried only enough boats for less than half of the 845 persons aboard the vessel.

As the Oregon settled lower in, the sea, the Sandy Hook pilot boat Phantom sailed into view. She raced to the scene, and with her three pilots, William Parker, E. E. Mitchell and Charles Samson directing the operation, lowered her two boats and with the aid of the Oregon's boats, began to transfer the passengers from the sinking

The Phantom, however, wasn't large enought to take all of the persons off the Oregon, so with her decks crammed with survivors, she sailed after a schooner sighted on the horizon. Soon she returned, bringing the lumber schooner Fannie H. Gorham with her, and the passenger transfer continued.

Everyone Rescued

At 11:30 AM everybody had been taken off the Oregon. Less than half an hour later, the proud Oregon gave a last shudder and slidto the bottom.

The Phantom and Gorham met the German liner Lloyd Fulda on the way to New York, and all the survivors were once more transferred, this time to the Fulda.

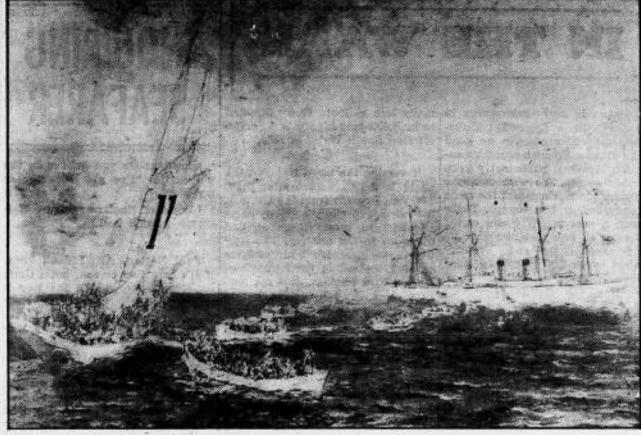
Meanwhile, one of the pilots had put the Oregon's third officer, Taylor, ashore, and he had telegraphed the news of the sinking to his company. A flock of reporters hired a tug and went aboard the Fulda before she arrived in New York.

Journalistic History

However, once aboard, the Fulda's captain refused to allow the reporters off the ship, and this gave rise to another epoch-in journalism this time. Even cub reporters today know about "Tom Fielders' Leap."

After interviewing the survivors, the reporters were anxious to get back to their papers with their stories. The tug they had hired was alongside, but the Fulda's captain had posted crewmen along the rails to keep the reporters aboard.

Thomas Fielders from the Times slowly edged along the rail. Suddenly he swung over the liner's rail and jumped over the side. One of the Fulda's crewmen tried to stop him, but only succeeded in ripping Fielders' coat off his back. Fielders, luckily, managed to just about clear the gap between the liner and the tug. He landed on the deck of the tug and escaped with only a wrenched hip, but once on the tug he sailed back into New '



The Sandy Hook Pilot Boat 11, the Phantom, (left foreground) has its deck crammed with survivors as a steady stream of loaded lifeboats continue to come from the sinking superliner Oregon (right rear). The Oregon, shown in a painting made at that time, sank shortly after everybody was taken (Photo Courtesy of Mr. C. C. Miller)

When the Fulda arrived with the survivors, all New York greeted them. An inquiry into the sinking was held shortly, afterward, and then the mystery began to develop.

Mathews told of the bright white light he spotted just before the crash. None of the other lookouts were sure they had seen anything. One of the passengers said he sighted sails brushing past his cabin porthole. An early investigation, however, turned up no ships that were in the vicinity at the time of the crash. No sailing ships were reported missing.

Besides, it was "unbelievable" that a sailing ship could have about the time of the collision.

York and got his story into his caused enough damage to sink the pride of the seas. There had been that if the Oregon had collided with a sailing ship, there would have been no survivors or at least screams or some sounds from the men aboard.

The inquiry ended on the note that nobody knew what had caused the sinking of the Oregon.

Schooner Missing

Several months after the inquiry, the three-masted coal schooner Ross was reported missing. Her owners said that, according to her the vicinity of the wreck at just

Nothing, however, was ever found to explain why-if it was no trace of any wreckage from any the Ross which collided with the other ship. It seemed improbable Oregon-she just displayed a white light for an instant before the crash; why she went to the bottom without leaving a trace of any wreckage or debris; why she sank so quickly; why none of her crew survived, or why none of her crew made so much as one outcry. None of these things were ever explained -that is, of course, if it was the Ross which collided with the Oregon. For the only testimony supporting the theory of a collision was the flash of a solitary white schedule, she should have been in light in the darkness, and 1 person out of 845 aboard the Oregon who thought he saw white sails.

Wanna Dive For Sunken Gold?

Strange as it may seem, there's a treasure estimated between \$400,000 and \$8,000,000 lying in 85 feet of water off Delaware, and nobody has recovered it. The water isn't deep,

and the spot is fairly well+ known. Yet, the fortune has bor of Lewes, Del., on May 23, been on the bottom for over 1798, aboard the English sloop-of-150 years.

As sea bottom treasures go, this one doesn't have any particular glamour attached to it. It's just that it sunk in a veritable graveyard of the sea, and 14 expeditions have tried to locate the wreck, but were foiled because there are well over 100 wrecks in just about the same spot.

The treasure sailed into the har-

war De Braak. She was supposed to be carrying the pay for English troops in the colony, and had conducted a very successful raiding expedition on the way over.

Overloaded

In fact, she had managed to capture and sink so many "enemy ships during her trip, that she was overloaded with "prizes" from her conquests. A huge quantity of gold and silver, taken from the vessels she captured, filled her holds to capacity. She was so loaded that she had 70 tons of copper-a huge amount for a vessel her size-tied on her deck.

Her luck had been phenomenal, but it didn't hold out long enough. Just as she glided into an anchorage, an unusual gust of wind swept across the harbor. So overloaded was the DeBraak that she rolled over as soon as the wind hit her. The copper spilled into the harbor, and the vessel sank like a rock.

Some 35 members of her crew drowned or went down with her. while another 53 were saved. The DeBraak settled in about 85 feet

14 Expeditions

Since then, a total of 14 salvage expeditions have tried to recover the treasure that went down with were lost in the storm.

CARGO OF GOLD AND SILVER -Delawar. ESTIMATED TO BE WORTH BETWEEN \$% AND \$8 MILLION LIES HERE IN LEWES, DEL., HARBOR

One of them reported they had found an anchor from the ship, while another claimed they picked up some wood from her deck, but that's the closest any of them came, for her grave is overgrowded with other wrecks, and none of the expeditions were able to single out the DeBraak.

It is estimated that well over 100 ships went down in the area, and singling out one wreck is far from an easy job.

An example of the treacherous winds and currents in the harbor came to light in 1888 when the Cape Henlopen Blizzard hit the anchorage. There were some 28 vessels in the anchorage, and most of them went down. Through the superhuman efforts of the men from a nearby lifesaving station, and un-

There were three men from the lifesaving station working during the storm, plus some volunteers from nearby villages.

4 Ships At Once

At one time, they were trying to get the men off four ships that were washed up into the murderous surf. The schooner Allie H. Belden was the first to hit the beach. She grounded just outside the surf. While the volunteers were trying to get a boat out to her, the Enoch Turley grounded a few hundred yards away. Then the Dow hit within a hundred yards of the Turley, and the William G. Bartlet went aground about 800 yards out.

The storm stopped all attempts to get a boat out to the stricken ships, so finally, the men managed to get a line out to the Belden, the one closest inshore. From her, they got a line out to the Turley, and from the Turley they got a line to the Dow. The Bartlett was farthest out, and it was only after over an hour of trying that they got a line to her from the Dow. The crewmen were then brought into the beach along the lines stretching from one ship to another.

All four of the ships were eventually pounded to pieces by the surf and the storm. Most of the other vessels had been swamped at their anchorages when the storm first struck.

So now, Lewes, Delaware, boasts of a sunken treasure of up to \$8,000,000-in addition to the cargoes of the other vessels-which believable luck, only three men can't be found because there are too many wrecks in the same spot.

Foul-ups Warned: Keep Out!

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

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

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

IN THE WAKE

the US with a successful enter- to be 5,000 feet high was observed prise, sudden prosperity or good off New South Wales in 1894. luck. It is a Spanish word meaning fair weather, particularly calm weather at sea. To wish someone "bonanza" in Spain meant the same as godspeed or bon voyage. There is still a port in SW Spain called Bonanza, so named because of its good anchorage and security against winds and storms suffered elsewhere along the coast. * * *

About 95 percent of all rivers in North America flow south, in a southerly direction or into streams that flow southward. A number of rivers, such as the Monongahela, Tennessee, Big Horn, Montana and Powder Rivers, flow northward for part of their course, but the St. Johns River in Florida is the only important river wholly within the US whose course is in a northerly direction ... Dominica, largest of the British-West Indies in the group known as the Leeward Islands, was so named by Columbus in 1493 because he discovered it on Sunday (Dies Dominica).

t t t The original India ink was obtained from the black and deepbrown pigments in certain kinds of chiefly in China and Japan, it is more correctly called "China ink," having been named in the seventeenth century when it was customary to apply "Indian" to nearly everything Oriental . . . One species of fish native to South African waters is known to shed its skin like one of those ill-used names that rea snake. The Agriopus, a type of horsefish, develops its brightly colored new outer skin under the old bian conqueror of the area, Tarik, one, which is cast off in patches.

Watersprouts at sea are composed chiefly of fresh water, not through corruptions of the original saltwater as commonly supposed. One type is generally small and American Revolution, 1775, was starts at the water surface some- notable for, among other things, a what like dust whirls on hot, dry plains. The other, the typical wa- land. That year a bunch of Maine tersprout, originates in the upper farmers, armed with nothing but atmosphere and is set in motion by a conflict of winds of different temperatures. It starts at cloud after it had stranded at low tide, level and burrows down, essentially and repelled a possible invasion of a tornado over water although nor- their locality.

土 土

1

Bonanza is now synonymous in mally less violent. One estimated

* * *

Reversing the usual transfer, the shark is a fish named after man. The name comes from the German for rascal, especially a greedy parasite and, in turn, sailors applied the word to the fish . . . The Battersea Bridge which Whistler once painted, located in the borough of Battersea in London, does not lead to a place the sea batters, but to an island, once known as Peter's Eye (Peter's Island), from the adjacent abbey of St. Peter at Westminster. Varying local pronunciations produced the current name.

\$ \$ \$ A pretty kettle of fish has nothing to do with a kettle as we know it today. Now used as a sarcastic expression though it once was used to denote pleasure, the phrase came from the word kittle, a dam with fish nets. When fishermen saw the fish being led into the nets they would look on the scene with pleasure, in anticipation of the handsome profit they'd make on the catch. The kittle or kettle down through the years somehow became it up to go back linked with a cooking vessel, and to sea again. I've cuttlefish known as sepia. Produced when used today it's taken in the sense of an uncomfortable situation, as the idea of someone actually coming to a fast boil in a steaming kettle.

> \$ \$ Gateway to the Mediterranean, the Rock of Gibraltar is another peat themselves. Gibraltar is believed to originate from the Arawho called the place, Jabal-Tarik, or Tarik's mountain. The easier sounding Gibraltar came about term . . . The first year of the sort of naval battle fought on dry pitchforks and rocks, captured a British gunboat, the Margaretta,

> > Ore ship Man over 21 Title of re-

Collection of

sayings Call, in poker

That girl

spect Friend, in

44.

50.

53.

SEAFARER

Question: Do you believe in the old saying "I've got saftwater in my blood.

(Asked of Seafarers in the Galveston branch hall.)

Paul Norton, AB: I don't know if it's inherited or not, but I think

that's the way it is with me. Both my grandfather and great-grandfather went to sea also. But of course there are some excellent seamen today who are the first in their family to

go to sea for a living.

4 4

Jacob Moser, AB: Sure, you can't get rid of something that's in your out of Norfolk mostly to Sicily

blood. I took a job once in the Philadelphia City Hall, but I gave been sailing since 1910 and can't get away from the saltwater. There's no

better life for a man anywhere.

4 \$ t

Edward Smith, steward: I don't believe in it one bit. If a guy wants

to quit going to sea, he can do it easy enough and the lack of saltwater won't bother him. The only thing is you can't conditions of the SIU ashore. Otherwise I'd

quit the sea tomorrow.

* * * David Kosewich, AB: If I've got saltwater in my blood,-it's really

the conditions and wages on the ships that put it there. I've turned down plenty of jobs on the beach because the pay just wasn't any good. At sea I make in six months what I'd

make in a year ashore.

1 1

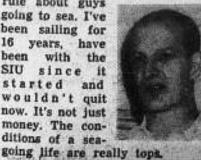
Joe Pozzuoli, OS: Not exactly. I've tried to quit sailing for ten

> years now and I yet. Believe me, it's not the call of the sea or the call of the dollar either, I guess I life and can't see changing at this

stage of the game.

\$ 1 1 Bill Teffner, oller: Call it what you will, there's no hard and fast

rule about guys going to sea. I've been sailing for 16 years, have been with the SIU since it started and wouldn't quit now. It's not just money. The conditions of a sea-



MEET TH SEAFARE

J. D. McGOLDRICK, steward



tries it and stays with it too, you've got the beginnings of a real famthe Texas cattle country where the only water is in the sun-drenched creeks that the big herds use for watering places.

Many youngsters drifted into a wound up knowing there's nothing like it ashore and stuck with it for years. That's the case with J. D. McGoldrick, steward, who, at 24, has been going to sea almost eight years. He was working in a shipyard, got a chance to get a berth and has been riding the briny since. When the LOG reporter cornered him he was eyeing the board in the Galveston hall for a good one.

An SIU member since 1945, during the war "Goldy" was sailing and Italy. He was on an American Trading and Producing Company ship while an organizing drive was going on and switched over as soon as he had the chance. He's plenty pleased he made the change too, he noted.

Native Texan

Still single, he and brother Gene get together occasionally with the rest of the family in Cameron, Texas, when both are in port at the same time. They're the only Seafarers in the family though, since their dad works for an oil company at Marlin, Texas, about 30 miles away. Cameron, with a population of 5,000, boasts 39 seamen-all of whom, like Bill Eanes, Grady Coker, Johnny Sanders and brother Gene sail with the SIU out of Galveston. Gene is third cook get the pay and on the Martin McCarver right now.

The draft board "was really breathing down my neck" not too long ago, "Goldy" pointed out. They had him down at the induction center already, but Keith Alsop, Galveston Port Agent, finally got across the idea that skilled seamen were needed at sea, so he got out of it at the last minute. next time.

When your brother sees that | "Otherwise I guess I'd be wearing you've latched onto a good thing, khaki now and everybody knows that's not my best color," he remarked. "The Union in this case ily tradition on your hands. It's proved again it's a seaman's one a sure thing, even if you ha!! from true friend when the going gets tough."

He expects to keep on sailing while he saves up some money. 'Don't know what I'll do with it when it piles up, but I guess I'll sea-going life almost as a lark but find a good use for the dough when the time comes around," he explained.

Lots of Travel

His longest trip so far was nine months on a T-2, the SS Carlsbad, in 1946, but he's managed to make a couple of trips around the world and estimates he's been in almost every big port over the globe.

"Goldy" was on the James Swan hauling coal to Italy in 1947 when three of his buddies were gassed and killed inspecting a deep tank on the ship while it was in Sardinia. "We brought their bodies back to Norfolk around Christmas time," he declared, "but I don't care for that idea for myself.

. "When I go, I want to be buried at sea. No fuss, no cost and the carpenter gets OT for the job of sewing me up in canvas. I can't see coming back in an icebox," he commented.

Vacation Pay "Top"

Turning to pleasanter subjects, he noted that he'd gotten his vacation pay already and had that spent. The retroactive pay was still coming but he figures he'll put that away against a rainy day. "That vacation set-up we've got is really the best thing that's come our way. Like in everything, if conditions can be improved for seamen, the SIU will do it," he asserted.

When he's not sailing, which is about two months out of the year, "Goldy" goes in for hunting and fishing. "There's lots of catfish where I live and I always get a mess for eatin'." He didn't have time to pass around the recipe as he rushed off for a job call but maybe someone can pin him down

of Honor for his leadership in the history-making air raid on Tokyo, the first time that twin-engined bombers took off from the flight There was talk about a pipeline to help ease the East Coast gasoline shortage. Meanwhile, the usually haven't been able heavy traffic along the East Coast to make the break dropped to a mere trickle as gas stations went dry and rationing began to tighten up . . . The SIU played a prominent role in the Philadelphia Maritime Day. A number of Seafarers were awarded must just like the medals during the ceremonies. \$ \$ \$

> Commuters aboard a ferry in Sydney Harbor found themselves in the midst of a battle on their way home from work. Harbor

subs that had invaded the harbor on a life raft. He said he saw . . . The SIU took action to insure three large carriers sunk and told that better crew's quarters and of "a whole line of flaming Jap more accessible escape ladders ships" passing him during the from the engine room be provided on the new Liberty ships . . . Some 187 persons were nabbed in ing a private's pay up to \$50 per a raid on a gambling house in New | month . . . The US and Britain York City. The raid was ordered after a printed invitation to the tion . . . The SIU won its fight to. gambling palace was mailed to enable seamen to allot their

General Jimmy Doolittle was est air raid of the war thus far, awarded the Congressional Medal 1,250 British planes dropped 3,000 tons of bombs on Cologne.

* * *

President Roosevelt met with Russia's Molotov and Britain's Eden in the White House to map future strategy . . . Representatives of six Iroquois Indian "nations" met in New York and voted to "declare war" against the Axis powers . . . Shut Out defeated Alsab in the annual Belmont Stakes race . . . A Seafarer who spent 32 days on a raft in the Atlantic called for rudders and sails as standard equipment on all life

* * *

The Battle of Midway, ending with 15 Jap ships sunk, was the headline news. One young Navy flier, who was shot down, later told patrol craft sank two Japanese of floating through the Jap fleet Armed Services pay hike, bringagreed to pool their war produc-Mayor LaGuardie . . . In the larg- bonuses as well as their pay.

The Seafarers Puzzle ACROSS

- B.A. Port, in What we sail
- Girl's nick-
- Regret Passage lt's seen Hawaii
- Cape ..., Al-15. 17. Petition
- 19. 20. 21. 23. Noah's ship The SIU El ---, Texas World peace
- group Province in 24. India 27.
- A hobby of mariners Blame Half: Prefix Greek letter Boat call
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- Sheriff's group 38. Strange Philippine island Island near 20. 22.
 - 23. 25. 29. 32.
 - Curacao . Etats ---At full speed Particles Exclamation Jail Island 30 mi. N. of Timor Lieutenant:
 - 33. 36. Marine in-

45. Palestine 46. 48. 49. 24 hours

Rio de ----

Notary Pub-Puzzle Answer on Page 27.

22



SEAFARERS * LOG

uno 13, 1952

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Family Portrait

The action of the SIU in instituting two new cash benefits Union Cafe Just for maternity and disability spotlights something that has not been fully realized-name y that the Union's constantly expanding program of benefits aids not only the Seafarer but

his family as well.

In its early days, the Union was compelled to concentrate on factors which directly affected the Seafarer himselfwages and working conditions. Family considerations were secondary in the fight for decent treatment. It was not until the Union had established satisfactory conditions aboard ship that it could turn its attention to broadening the number and type of benefits so as to include all aspects of the Seafarer's life. In rapid succession the Union established a death benefit, hospital benefit, a vacation plan; and now, payments for maternity and for disabled men no longer able to support their families.

Of course, from the very beginning Union-won wage increases meant that the Seafarer had more cash in his pocket and could better support his dependents. The high standards established by the Union were in themselves inducements for the Seafarer to obtain a home and family. In the old days, the family man was something of an oddity at sea because conditions in the industry simply did not permit the seaman to maintain a home. Today the normal ambitions of every man for home and family are within the reach of all Sea-

farers. The maternity and disability benefits reflect this change in the status of the Seafarer, a change brought about largely by the Union's own activities over the years. While they are great forward strides, the Seafarer has not heard the last word, as the Union will continue to strive for broader gains for

its membership.

Notable Birthday

At the same time that the Union instituted two new benefits the Vacation Plan-an SIU first-which was welcomed as a great forward step when it began operating, has just slipped past its first anniversary marker. It was on June 1, 1951, that the operators began paying in 50 cents per day for each SIU crew-member, guaranteeing every Seafarer paid vacations for the first time in history.

The Vacation Plan has operated so smoothly that the gigantic operation of paying out some \$2½ millions a year has rolled ahead with a single hitch to the complete satisfaction of all

concerned.

The completion of the Plan's first year means the Union is now in a position to review the long-range functioning of the Plan. When contract negotiations open the Vacation Plan, like all other features of the agreement will be evaluated and discussed, with the expectation that further gains will be made along these lines.

Knowing The Score

Ordinarily it is expected that the officers of a merchant ship you might like. There's few bars take full responsibility for its operation with the unlicensed anywhere which can offer you these men supposed to carry out their instructions. In the case of the Liberty ship George M. Kulukundis, the roles were reversed, with an alert and responsible crew taking the initiative when the master was unable or unwilling to take the neces-

sary steps to have the ship secured.

Failing to receive orders from topside, the crew went ahead on their own and secured the vessel. Their action protected all personnel and saved the company from potential trouble in the event somebody had been injured as a result of the master's neglect. Going beyond that, they kept an accurate record of events so that they could quote chapter and verse on the whole incident when the ship came into port. It's a good example of a heads-up SIU crew protecting its own-and, in this case, the company's-interests.

Helping Hand

Another group of Seafarers that have done themselves proud recently are the men of the cruise ship Puerto Rico. Thanks to their generosity a group of young girls who play in a Long think of. And at reasonable prices letters received by the Union from . Island baseball league have the uniforms and equipment with which to perform.

It may seem to be a small thing, but it is this readiness to that all of you will be too when has done in this all-important area. signal for the Union to put up the help out which is winning new respect and appreciation for you've seen the place. Seafarers in the communities in which they live.

Has Everything

To the Editor:

I've been reading quite a few letters in the LOG about the fine setup we have in our new headquarters hall, but it seems that not much has been written in by the fellows about the Port O'Call bar, which surprises me considering it's such a popular spot with the Seafarers in the New York hall.

I've seen quite a few bars in this town and in other ports around the world, some good and some not so good. But I don't remember ever being in any bar where seamen hang out that can compare with the Port O' Call which is run by our own Union.

The other day, I brought some friends of mine down to the hall to pass the evening. They just couldn't believe what they saw, especially when I told them that the place was managed by Seafarers.

There must be quite a few fellows in the Union who haven't gotten around to seeing the hall and the Port O' Call. Believe me they have something to look forward to.

They said that any Union that must be one fine outfit.

Wide Selection

Aside from the fact that the place is so nicely designed, there is a wide enough choice of all kinds of wines and liquor, I don't think that any sailor would have trouble finding the kind of drinks he liked The prices are square all the waynone of the chiseling too often that goes on in other places.

If you feel like sitting down to enjoy your food and drink they have nice comfortable booths all ture, you can see where your Union around the room. You can get your stuff served to you by waitresses and everything is kept spic

Then there's lots of good food, kind of first-rate meals to go with your liquor if you're hungry for some chow.

Music Too

As if this weren't enough, they have several entertainers here, who'll sing, play the piano and other instruments. Also, they're easy on the eyes. None of this business of feeding nickels and dimes to a jukebox for some music.

The entertainment is on all day long from early in the afternoon you happen to stop into the place there's sure to be a little pleasant and conversation.

All in all, when you add it up, too. You can't ask for anything more. I'm all for it and I know

Harry Barlow

'In the Shade of The Old Apple Tree . . .



As I See It

by PAUL HALL



T IS A WELL-KNOWN FACT | benefits are not there just for the

maritime union to obtain the kind of welfare benefits Seafarers now could put together a place like this enjoy. The latest of these, payand run it the way it's being run ments for maternity, for the disabled man who is no longer able to hold a job, and a hotel to provide decent low-cost facilities for men waiting to ship, show the

big difference in the life of the Seafarer today.

The SIU has reached the point where after years of steady gains, the Seafarer has received the firstclass treatment he is entitled to, and can lead a normal life with home and family.

Looking back on the entire picwaded in and went after these things, winning for the Seafarer the kind of benefits he always rated. These achievements were made possible because the SIU had the strength, the vision and the solid membership support that are so necessary to progress.

Many people have argued in the past that it wasn't the business of a trade union to worry about a seaman's family, or what happens to him when he is sick, or unable to work for some other reason.

and assistance to the men off the assured if will be there for the job, as well as on the ship, is asking. proven by simple fact. No sooner did your Union go out and establish new welfare and vacation benefits than other unions in the industry realized we had a good thing. Acuntil late at night, so that any time cordingly, they followed down the same path, with the result that seafaring men everywhere are enmusical background to your drinks joying in some degree the benefits that were pioneered by the SIU.

However, the best testimonial to it's one of the most pleasant places the soundness and desirability of the wives and mothers of Seafar-Lest we forget, it is good for us kind of rigs in the outports that we to remind ourselves that all these now have in New York.

among seafaring men that ten asking. They come to those who years ago not a soul believed it was are properly organized, and deterpossible for the SIU or any other mined enough, to go out and get

t t t

YOUR UNION'S STANDING policy of helping other groups of workers in their beefs was applied with considerable success in the strike of the Commercial Telegraphers Union against the powerful Western Union Telegraph Company. Down in Philadelphia, Local 22 of that union appealed to us for help when the company started to hard time their members, some of them elderly women, on the picket

Local 28 informs us that in response to this appeal. Seafarers down in Philly pitched in on the picketing, helped out on the financial end and contributed to the leadership of the strikers. In the words of Local 22, the Seafarers "so greatly strengthened our spirit and determination, that they could never be broken."

We certainly appreciate these sentiments from the Commercial Telegraphers Union as long as we're able to, we intend to help out whenever and wherever we can. Looking at it from our own point of view, someday we may need the The need of providing protection help of others, and we have been

* * *

ONE POINT TO REMEMBER about all our benefits, new and old, is that none of them would be ours today if it were not for the way the membership has been solid with the Union to get these things we all want.

With this in mind, the Union is anticipating a favorable vote on the \$20 assessment for new halls to spend an evening that I can all our benefits is contained in the in some of the outports. When all the votes are counted next week, we are pretty sure that the memers, thanking the Union for what it bers will have given the go-ahead

ORDER!

Everyday on the world's well traveled sea lanes scores of SIU 'ships' crews gather together in shipboard meetings.

Similarly every second Wednesday thousands of Seafarers on the bach meet in the Union's various branch halls to discuss and act upon the Union's business.

Whether the meetings consist of a gathering of 30 men on ship, or 1,000 in port, they are all part of the same process and serve the same purpose. It is at these meetings that Seafarers bring their opinions and experiences directly to bear on the functioning of the Union. In turn, the decisions of the meetings have considerable effect on the lives of every Seafarer.

The way in which these meetings are conducted is all-important, and knowing the rules can count for just as much in the Seafarer's life as knowing the skills his rating calls for. A Seafarer who knows the ropes on the proper way to conduct a meeting is going to be able to contribute much more of value to meetings than the fellow who's in the dark about motions and points of order.

The Union wants every Seafarer to become thoroughly familiar with the standard meeting rules, so that he is fully competent at hitting the deck and chairing a meeting. SIU meetings on ship or ashore are outstanding examples of true Union democracy. A heads-up membership and a wide-awake crew is a guarantee of business in a truly democratic

Rules of Order



Robert's Rules of Order are the accepted rules governing meetings of all types throughout the English speaking world. This goes for everything from the Congress of the United States to a county political caucus.

Special rules are adopted to fit special needs of groups but rules of order generally are based on the Robert's text which covers all possible circumstances.

The Quorum

The word quorum simply denotes the number of members in good standing necessary to constitute a working attendance at a meeting. Due to the fact that the majority of our membership is away at sea, the quorum established at shoreside meetings is 25. This means that 25 full book members in good standing must be present when the meeting is called to order, or the meeting cannot proceed. Aboard ship the quorum is no problem inasmuch as all crewmembers not on watch attend the meeting.

Time of Meeting



Meetings ashore are held every other week on Wednesdays. The meeting hall opens at 7:00 PM and if a quorum is present the meeting shall be called to order. If no quorum is present, the port agent will remain at the meeting hall until 7:30 PM and then again call for a count to determine if a quorum has been obtained. If 25 book members are not then present, the agent shall declare "no meeting."

Attendance at every meeting is compulsory for all members on the shipping list. The penalty for missing a meeting without a legitimate excuse is loss of shipping date. A member must then reregister and go to the bottom of the shipping list. Employed members not on the shipping list are encouraged to attend all meetings but may or may not, as they so desire.

All officials are required to attend all meetings unless occupied on official Union business.

All SIU men are allowed to attend meetings. All have a voice, but only full members in good standing have a vote.

Aboard ship, meetings should be held regularly to take care of the ship's routine Union business. Special meetings should be called when any disputes between individuals or departments arise that cannot be settled by the departmental delegates. If the dispute is entirely within one department, a meeting of the personnel of that department only should be called and should not involve the other two departments.

HOW TO CONDUCT

Masters-at-Arms

As many masters-at-arms as are necessary may be appointed to act as ushers, doormen and to keep order at all meetings ashore.

The Agenda



The Agenda is simply the order in which the business of the meeting is conducted. At shoreside meetings it runs as follows:

- 1. Call to order,
- Election of officers—chairman, etc.
- Reading of the minutes of previous meetings.
- 4. Reading of the branch agent's
- report and action thereon.

 5. Communications, and action
- thereon.
 6. Resolutions, and action
- thereon.
 7. New business.
- Secretary's financial report and presentation of bills.
- Election of the auditing committee and unfinished business.
- 10. Secretary's verbal report.
- Patrolman's reports, auditing committee, special committees.
- 12. Obligations.
- 13. One minute of silence.
- 14. Good and welfare.
- 15. Adjournment.
- Shipboard meetings, too, need an agenda to keep the meeting going on an even keel. Since many things that are taken up at shoreside meetings will not occur aboard ship, the following agenda should fit the bill:
- Calling the meeting to order, (ship's delegate)
- 2. Election of officers—chairman,
- 3. Reading of minutes.
- Ship's delegates' reports, reports of committees, etc., and action thereon.
- Old business.
 New business (motions and
- resolutions only).
- Good and welfare.
 One minute of silence.
- 9. Adjournment.

Election of Officers



The meeting is called to order by the agent (ship's delegate aboard ship) who calls first for the nominations for chairman. He recognizes only those who raise their hands. Names shouted from sections of the assembly are not recognized. To nominate a brother for chairman after you have been recognized, you rise and state, "I nominate Brother..."

After a suitable number of nominations have been made, the nominations may be closed by a motion

The agent then asks for acceptances or declinations. Those who accept are then voted upon by a hand vote and the one receiving the largest number of votes is declared chairman and takes over the conduct of the meeting.

The chairman then follows the same procedure in the election of other meeting officers.

The Right to Speak



The chairman is the conductor and regulator of the meeting. Every member has a right to speak but no member has the right to infringe upon the rights of any other members. For that reason no one should speak until he has been recognized by the chair. He may obtain this recognition by holding up his hand or by rising, as the chair shall direct.

Making a Motion

The method of bringing anything to the attention of the membership or crew for action is to make a motion. The motion is simply a proposal, or a verbal, orderly way of initiating action.

If everyone started flipping lids and sounding off at once every time a report was made, nothing would ever be accomplished. The making of a motion is the way to initiate discussion on any given point of the agenda or any issue that arises. DISCUSSION CAN ONLY TAKE PLACE AFTER A MOTION HAS BEEN MADE AND SECONDED, EXCEPT IN THAT PART OF THE AGENDA TITLED GOOD AND WELFARE.

A motion is "in order" when it has something to do with the fixed order of business, such as motions "to accept" or "to reject" a report. The same holds for resolutions which should be acted upon with motions "to concur" or "to non-concur." If you are in doubt as to the content of any report you are always in order to make the motion, "I move to refer this matter to new business."

A UNION MEETING ON SHIP AND SHORE

The object of such a motion is to permit the regular business of the meeting to continue according to the agenda or order of business, and then later to discuss the issue.

No motion is valid until it has been "seconded." The procedure is to be recognized by the chair and then to rise and say, "I second the motion."

Discussion



A motion is open to discussion only after it has been seconded and entered in the minutes by the recording secretary.

Before any discussion takes place the chairman requests the recording secretary to read the motion as entered and then opens the floor for discussion. Discussion should continue only so long as the pro and opposite viewpoints are clearly expressed by the membership and then a motion "to close discussion" should be acted upon.

Discussion on the motion can also be closed by any member being recognized and saying, "I call for the question," meaning that it his wish that the motion be acted upon by the membership at the meeting.

Generally, motions are acted upon by those in favor answering with "ayes" when called upon, and those opposing answering with "noes." In close counts where the voice is uncertain, a show of Union books can be called for at the discretion of the chair.

The chair determines the result by announcing that "The ayes have it—the motion is carried," or if the motion is lost, "The noes have it—the motion is lost."

Chair's Authority



It is the chairman's duty at all meetings to decide whether or not a motion is in order. It is well to remember, however, that a chairman may be wrong and there the voting member always has a

right to appeal the decision of the chair.

If any member disagrees with the decision of the chairman all he has to do is to rise and state, "I appeal the decision of the chair." After this motion is made and seconded, the chairman turns the gavel over to the recording secretary. No discussion is permitted except by the maker of the appeal and the chairman, who are allowed to explain their points. The recording secretary then takes a vote as temporary chairman by asking, "Shall the deci-sion of the chair be sustained?" The vote is taken by "ayes" and "noes" and if the chair is sustained by an "aye" vote majority, the appeal is lost and the meeting continues under the decision of the chairman.

Amendments



A motion may sound good but it may be too flowery and therefore weak because it does not clearly express the intent. In this event an amendment to the motion is in order.

No amendment is in order, however, if it destroys the meaning or the force of the motion. An amendment is only in order when it either simplifies or improves the motion.

In other words the amendment must in no way replace or change the original intent of the motion as the vote on the amendment carries the motion automatically.

In addition there can always be an "amendment to the amendment" which is limited simply to clarifying the wording, to add clarity or to broadening the scope so as to lend force to the original motion and amendment.

Substitutions

Often a motion will be made, seconded, amended and the amendment will be amended. This creates general confusion and can be eliminated by some member taking the floor and incorporating the whole thing into a single motion not conflicting with the original motion or amendments. The vote is taken on the substitute and if it is carried it becomes the regular motion, replacing the regular motion offered at first.

Limits

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On points of sharp debate where the matter is liable to consume the entire meeting if unhampered, a motion can be made to limit the number of speakers and the time allotted to each.

To Table

A motion to "table" means simply that you do not desire to take action at that time on the subject being discussed. It may be because information is inadequate or because it is not an immediate issue. This should never be used to kill action or discussion on any matter but merely to postpone it for later consideration. It can be moved to table temporarily or to table until the next meeting.

To Refer

Another way of stopping too much tonsil bursting on any subject, is to move to refer it to a committee. The committee is elected and reports on the entire matter at a later time.

To Postpone

If something comes before the meeting which you think is unwise to have brought up, you can make a motion to postpone the matter indefinitely. This motion, if seconded, is debatable, and if carried means that the matter can only be brought up again after a motion to reconsider.

Point of Order



This is the headache of the chairman-the most misused privilege of all meetings anywhere. A "point of order" can never be used as a pretext to gain the floor. It is simply what it calls for. A "point of order" is a question on procedure. For example, a motion is under discussion and a speaker starts to discuss something else. A "point of order" can and should be called for to have the chairman clarify the rules of order so that the business in issue can be handled. This holds good in all matters where there is a question as to whether or not the proper procedure is being followed.

Special Privilege



"Privilege" is the right of any Union member but must never be used except where it benefits the members as a whole. If the room is too hot, a point of "privilege" can be called for to have the fans turned on or the portholes opened.

If some drunk has slipped past the doorman, then it is in order to call for a point of "privilege" to have him removed from the meeting. In plain words, "special privilege" is a point to be used in any event where the entire assemblage can be aided and never used as a pretext to stifle any point of business

Good and Welfare

Good and welfare is that part of the meeting where you can get up and talk about what you think should be done by the Union and in the Union, and for the benefit of the Union.

This is a good place for the oldtimers to clarify issues and give the score to the newcomers.

No motions can be made or actions taken during good and welfare. It is strictly a discussion period where the membership can clear the air, and give and get information.

Prepare Your Talk



An old and wise philosopher once wrote:

"It is not enough to know what we are to say. We must say it the right way."

In other words, all of Robert's Rules of Order will not put your point across to the membership. The rules will only provide for an orderly meeting so that you can be heard. How effective you are when given the floor—depends upon yourself,

It is well to keep in mind a few simple rules when you prepare to speak. Speak briefly, and organize your talk so it comes directly to the point.

And Remember



Keep to the point.
Convince with facts.
Don't become personal.
Keep it short.
A pint of tact is worth more than a case of scotch.

Meetings on Ship

Shipboard meetings should be held regularly to take care of the routine Union business. Special meetings should be called when any dispute between individuals or departments arise that cannot be settled by the departmental delegates.

Remember, Union democracy operates aboard the ships as well as ashore. Hold a meeting—and let the majority decide!

MARITIME

The 26,000-ton liner Empress of Scotland docked in Montreal last week, and set a record as the largest ship ever to arrive in that port, some 800 miles from the Atlantic Ocean. The trip cost the liner 43 feet of her mast, which had to be cut off because of the Quebec bridges. At times, her skipper said, there was only four feet of water between her keel and the bottom . . . Ships on the Great Lakes have gone allout in a campaign to reduce smoke pollution, according to an announcement, and have cut the amount of smoke they send into the air by about half . . . The speed tests of the new superliner United States were postponed for the second time. Her builders said she "surpassed all expectations" in her preliminary tests, but that some modifications were needed before her speed tests.

* * *

A new service between New York and Albany started last week as two former LSTs began making regular runs, carrying loaded truck trailers. The vessels, which make the trip in about ten hours, carry trailers loaded with low tariff freight . . . Canada got tough with its policy of prohibiting foreign fishing vessels from operating in its waters. The Canadians officially closed all their ports to any foreign trawlers. Foreign trawlers may put into Canadian ports only for emergency or mercy trips, and must put out to sea as soon as possible . . . The new, 95-foot towboat Russel 14 went into service in New York last week. A long-range towboat, she is fitted with a specially furnished "owner's lounge."

1 1 1

The Argentine Government has bought the 42,400-ton Juan Peron. The world's most modern floating whaling factory, she has been held at her dock for the past several months because of a lawsuit involving the vessel . . . Congress is considering a change in ship mail routine that would permit ships to drop mail in several US ports. Present regulations require ships to drop all their mail pouches in the first US port they hit . . . Five men were injured in an engine room fire aboard the Anguslake while she was under repair in Lachine Canal Basin at Montreal . . . The Italian Line has added a hostess aboard its cruise ships to supervise social activities aboard the vessel . . . Representatives of nine US shipping companies have told the Government they plan to build 14 new high-speed tankers—if the government will allow them to transfer 36 vessels to foreign flags.

* * *

American shippards have announced that the program to strengthen all T-2 tankers will soon bog down unless the Government allots more steel for their use. The yards claim they could handle more ships, and thus complete the "strapping" program sooner, if they could get enough steel . . . The Excambian gained one passenger between Genoa and New York. It was a healthy boy delivered by the ship's doctor . . . The Pacific Transport was towed into Yokohama by the Seaborne. The transport lost its rudder in a storm and drifted helplessly in a heavy fog for two days before the Seaborne took her in tow . . . The Todd Shipbuilding Co. in Houston, Tex. is building a new 3,600-ton deadweight capacity tanker for Great Lakes service. She will have a retractable pilothouse, folding masts, hinged stacks that fold back, and hinged railings so she will clear the bridges in the New York State Barge Canal.

t t t

The Port of New York handled 32,482,000 tons of seagoing cargo during 1951, according to recently released figures. The total for the US was 178,000,000 tons of seagoing cargo handled during the year . . . The Sea Scouts went to the rescue on the Hudson River last week, when their little launch spotted a 24-foot cruiser that had run out of gas and towed it to a nearby dock . . . The Moore-McCormack Lines has announced that it is postponing ordering two new liners until the "Government sets up some definite contract policy" about subsidies for new ships . . . The Argentine steamer Santa Cruz was towed into Buenos Aires following a 20-day ordeal in which six crewmembers were killed and buried at sea. A boiler exploded, killing the six men, and then storms buffeted the ship, breaking towlines several times before she was brought to port . . . The Erie railroad has announced it is going to spend \$1,300,000 for three new Diesel tugs to operate in New York Harbor.

The British Admiraity has developed an underwater TV camera that can be worked at a depth of 1,000 feet. The British hope to use the device to locate the wreck of the Flying Enterprise and other ships. The camera can be maneuvered into ho'es and corners of underwater wrecks . . . A Dutch tug took the Socony tanker Shabonee into tow east of the Azores after she lost her rudder . . . Agreement has been reached on control of American President lines, ending a seven year court fight between the Government and R. Stanley Dollar . . . The Navy's new troop transport Barrett leaves on her maiden voyage carrying 382 passengers and 1,556 troops. The 17,600-ton ship is air-conditioned.

LABOR ROUND-UP

The big news in the labor field, of course, has been the fast changing picture in the steel dispute. The Supreme Court ruled that President Truman had acted un constitutionally when he seized the steel industry. Immediately, the industry was turned back to the companies and the steelworkers walked off their jobs.

Union-management conferences were held under government sponsorship, but they were "indefinitely recessed" late this week. The President then went before Congress and asked for legislation permitting him to seize the industry, saying that an injunction against the strike would be unfair to the workers and fufile as far as bringing about a settlement is concerned.

Congress promptly voted down three seizure bills, and the Senate voted to request Mr. Truman to use the Taft-Hartley injunction against the strike. In his address, the President made it clear that he would not voluntarily seek a Taft-Hartley injunction, saying that the union had withheld the strike weapon for 90 days already.

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Odds 'n Ends-The huge General Electric Co. announced it will force a strike at its Lockland, Ohio, jet plant rather than grant the workers a union shop. The company, which is paying lower wages than many other jet companies, voiced the threat to a fourman government mediation team, and in full-page newspaper ads attacking the union and the WSB and other government agencies . Ohio has ruled that workers left without income because of company-enforced vacations are entitled to unemployment benefits . . . The NLRB ruled that greetingcard artists are not "professionals," and thus are entitled to union protection . . . The Mine, Mill and Smelter Workers Union, thrown out of the CIO as Communistdominated, won a representation election at the Consolidated Mining and Smelting Co. in Trail, B.C. in Canada, which handles materials for atomic research . Employes of five affiliates of Wilsuppliers, even though most of Public Contracts Act.

· On the Job ·

Proper anchoring of a ship is obviously essential to ship's safety since a ship dragging anchors and out of control is the cause of many an accident. Both the anchors and anchor cables have to be properly handled as well as pass strict inspection as to their manufacture and condition.

The basic principle of the anchor is the same as the pickax, and indeed the old-fashioned anchor looks very much like one. Once the point of an ax is driven into the ground it is very difficult to loosen with a straight pull on the handle. However, when the handle is lifted, the point of the ax breaks free. The same holds true for the anchor, although the modern version has both its arms on one side and swivels on its shank. When its cable is taken in, the shank of the anchor lifts and its hold on the bottom is loosened.

The weight of the ship's anchor should be in rough proportion of one to one and a half pounds for each ton displaced by the vessel. Ships carry two such anchors on either side of the bow (bower anchors) where the modern anchor is held with shank drawn up in the hawse pipe, and the flukes (ends of the anchor arms), against the side of the ship.

Types of Anchors Carried

Other anchors which ships may carry include sheet anchors, which are simply spares of the same type as the bower anchor usually carried in a hawse pipe abaft the bower anchor, or on deck; the stern anchor, which as the name puts it, is carried in the stern; the stream anchor, a medium-weight job carried in the stern for use in restricted waters to prevent swinging, and small kedge anchors used to move a ship ahead a little at a time or warp it by hauling the stern around.

The anchor cable chains have one end hooked to the ring of the anchor, while the remainder of the cable passes through the controller (riding chock), over the wildcat (grooved drum) of the windlass and down the spillpipe into the chain locker. There the cable is stored and secured, either by shackling the bitter ends of the two anchor cables together, or by shackling the bitter end to a ring in the deck. Sometimes the bitter end is passed through a ring on deck and then lashed to another ring overhead when quick release of the chain is necessary.

The controller serves to take the strain of the cable off the windlass and also keeps the cable from running out accidentally while raising anchor. The wildcat operates like a gear in that it has sprockets on it which fit the links of the anchor cable so as to control the cable in raising, paying out or holding fast.

The amount of cable carried by a ship is regulated by the vessel's weight, size, girth and amount of freeboard. Usually, in anchoring the ship five times as much chain is paid out as the depth of the water, although in rough weather this proportion is increased considerably.

Anchor Chain-Markings

In all cases it is essential to know how much cable the ship has out. Consequently the chains are marked by turns of wire every 15 fathoms, with an additional turn for each fathom as follows: at 15 fathoms, one turn of wire on first stud from each side of shackle; at 30 fathoms,

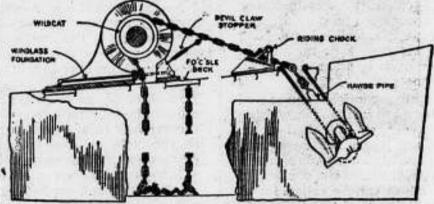


Diagram of ground tackle hooked together as one unit.

two turns on second stud, and so on. In addition, white paint of varying band sizes may be used between marked stud links.

In letting go the anchor, upon return from a sea voyage the chain is released by breaking out cement plugs placed in the spill pipes, taking off the devil claw and releasing the riding chock. After determining that the anchor is not jammed or frozen in the hawse pipe, it is let go by releasing the break on the windlass. Once the anchor hits bottom the speed of the chain slackens and the brake can be tightened somewhat to see how much chain is out by the markings. When the vessel has come to rest the brake is tightened fast.

In heaving in the anchor, care must be taken in the last stages when the anchor shank starts to enter the hawse pipe. At this point the windlass is run as slowly as possible and stopped as soon as the flukes rest against the side.

Burly

Follow Burly Every Issue In The Seafarers Log











Seafarers Hail New Benefits As 'Forward-Looking Unionism'



Van Whitney, FWT: All these new gains keep reminding us that only a union like the SIU, that's constantly looking forward to improve conditions for the membership, can produce benefits like these. That \$25 bond in the baby's name will give a child a good opinion of unions right from the start.



Thomas J. Fitzpatrick, OS: A Seafarers' hotel in New York is ideal. You can throw away an awful lot of dough to get a night's flop sometimes, and this will really be something fine for the guys on the beach. It's just the type of idea you'd expect the SIU to come up with for the members.



George Stravarides, pantryman; Disability benefits, you say? That is really looking ahead, but the SIU is the type of Union that's been doing that for years. Maybe there aren't too many guys in line for it right now, but sooner or later we'll need something like that when we can't sail anymore.



Francisco Rodriguez, OS: No, I'm not married, but I know what it's like in the family when a baby comes. The bills pile up and a guy just gets snowed under. This \$200 really gives you an incentive to have a family. You can bet a family won't for-get the Union for a deal like this because its a big

Dad Terms Benefit Win Birth, Disability Family Union Pact Benefits; Hotel Planned (Continued from page 3) attended the last headquarters the manufacture where the

glad he gave Lady Luck that little extra nudge back in 1947.

* * *

Little Frances Stone didn't much know what was going on when her dad, Baltimore Seafarer Dolor F. Stone, started beaming all over when he stopped in at SIU headquarters in Brooklyn on his way home from the hospital with his wife, Iris, and the baby, born May 31. Stone had just filled out an application for a new membership book and was handing out cigars to all his old friends when he was told that he was entitled to receive the \$200 benefit.

"At first I thought they were kidding me," he said. "And to tell



Proud Dad Felix Bonefont gives out with a big smile as he applies for \$200 maternity benefit for daughter born May 5. For the aid of other Seafarers, he exhibits papers . needed to qualify for claim, your marriage license and baby's birth certificate.

you the truth, I still don't know whether or not to believe it. What won't they do for the seaman next," he mused, "maternity benefits on top of everything else."

An oldtimer in the SIU, holding a book since 1938, Stone holds all ratings in the engine department, and usually sails as deck engineer.

The baby, Frances, is his fourth child, and was born in New York's Rockaway Beach hospital, During the festivities she showed no concern about her newly found-wealth, waking only once to squawk and then going back to sleep again.

* * *

membership meetings where the first announcement of them was made. A baby girl, Milagro, born the \$200 is to mail copies of his to Bonefont and his wife, Augustina, on May 5, is their sixth child.

Sailing SIU for the past 12 years, Bonefont echoed the reactions of the proud fathers who got wind of myself, and we really appreciate how it helps out when a new baby to be throwing in for a job pretty soon because "there are a lot of the \$25 bond. people home counting on me."

(Continued from page 3)

marriage certificate and the baby's birth certificate to the Seafarer's Welfare Plan at 11 Broadway, New York City, or to Union headquarters together with the name of the the new benefit. "This is a real last ship he worked on. The Welbreak for the big family man like fare office in turn, will send him a form to be filled out and mailed in, after which they will send the comes," he remarked. He's going Seafarer his \$200 check. The Union will follow up each payment with

Eligibility requirements are the

in the previous year.

Incidentally, in the event the Seafarers wife gives birth to twins or triplets, each one of the babies will receive a \$25 bond.

The disability provision is designed to take care of these Seafarers who, are 100 percent unemployable from one cause or another. Eligibility requirements are the same-one day's service on a ship in the previous year.

Eligibility Set-up

The trustees of the Seafarers Welfare Fund will pass upon applications for benefits and decide whether an applicant is eligible or not. If they agree he is entitled to benefits, he will receive \$15 a week or approximately \$65 per month for as long as he is totally disabled without time limit, effective the day his application is approved.

Here too, applications should be made through the Welfare Plan at 11 Broadway, or through the Union itself. In the cases of disabled members over 65, the Union will assist them in securing social security benefits in addition to the \$15 weekly Welfare benefit.

In effect, the new disability benefit will provide Seafarers with help when they need it most, at a time when they are unable to do any kind of work for a living.

The hotel project, long a prime

same as for other features of the ning stage, with the Union intend-Welfare Plan, namely, one day's ing to construct the kind of faservice on an SIU-contracted ship cility that will best meet the needs of Seafarers who will call it their home while on the beach. Construction will be financed by the Welfare Fund.

> It is planned that the hotel will include recreational facilities in addition to sleeping quarters, as well as other personal services that would be desirable. It will be located directly behind the Union's headquarters in Brooklyn,

> One possible delay in starting the hotel lies in the fact that tenants of buildings presently located on Union-owned property have to be relocated before the Union can demolish these buildings and start construction. The Union is making every effort to find new quarters for these people as soon as possible so that work can get underway.

With all these new expenditures undertaken or planned, the Welfare Fund is investing another \$400,000 of its surplus in Government bonds paying up to 2.64 percent interest. This means that the fund now has a total of \$1,400,000 invested in such bonds, which are providing a considerable amount of income for the fund.

"Won't Rest on Oars"

Reviewing the Union's new ventures, SIU Secretary - Treasurer Paul Hall declared: "These new benefits are proof that the Union is not going to rest on its oars, but will try to provide additional gains for the Seafarer wherever possible. I don't think we've heard the last word yet on this score.

"The SIU was the first Union to establish a real vacation plan, and now we're happy to be breaking new ground with the maternity and disability payments. As to the hotel, that is something we have long been anxious to go ahead with and I think that before long, we will have gotten this longneeded project underway."

Vacation Every 90 Workdaus

Seafarers qualify under the SIU Vacation Plan every time they can show 90 days' discharges for worktime at sea or in port after June 1, 1951. Vacation pay can be collected four times a year In cases of men with continuous sailing time. Your discharges from an SIU ship are the key to guaranteed vacation pay — another SIU First in Maritime!

Union's Disability Benefit A 'Godsend'

(Continued from page 3) talking about," he said, "when I long period that he was unable to said I always got a square deal from the SIU, and that it was the best Union around."

George M. Arnold is another of the oldtimers who will begin receiving the new disability benefits immediately. George hasn't been able to sail for some time because of his health. Recently, he became confined in the Staten Island Ma-

World's Speed Record Topped **By New Liner**

The new superliner the United States broke all listed speed records for ocean shipping when it did better than 34 knots in an eight hour speed trial off Hampton Roads, Va., on June 10.

The actual speed of the new passenger liner was not announced as the liner is designed for possible conversion into a troop carrier and this information would be considered of value to possible enemies. However, it was clear that the ship did far better than the 34 knots announced.

The previous speed record was held by the British liner, Queen Mary, which did slightly better than 32 knots for one full day in August, 1938.

What made the new ship's per-Seafarer Felix Bonefont, DM, formance all the more remarkable learned of the new benefits from was that it was accomplished in the his brother, also a Seafarer, who lace of high winds and rain:

rine Hospital, but because of the work, he couldn't qualify for the hospital benefits.

Sailing since the early 1920s, George joined the SIU in 1942. He sailed as a mess utility, preferring the European runs and Waterman

"The SIU sure has done a lot of wonderful thinks for us," he said, "You have no idea how much this \$15 a week means to me. I'm going to be in the hospital for a while, but \$15 a week is wonderful when you're not able to work and earn any money. I want to thank Union objective, is still in the plan-



Happy moment for disabled Seafarer George M. Arnold comes when SIU Patrolman Alian MacDonald presents him with one of the first \$15 disability checks at the Staten Island hospital.

Stars, Bars and Doughnuts Grace The Pulitzer





Ship's delegate Ed Wilkerson (L) shows off Joseph Pulitzer's newly-acquired rebel, 3rd cook Ping Yee Chee. He's from South China of course. At right, A. Lubas, baker, takes a breather after turning out a batch of flaky dougnuts.

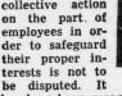
The Creed Of A Seafaring Man

"Democracy is liberty plus economic security. We Americans want to pray, think as of the world. They take pride ! and speak as free men.

One of their main interests as seamen can be understood in a famous quotation from the late

Chief Justice of the Supreme Court, Charles Evans Hughes:

"The legality of collective action on the part of employees in order to safeguard their proper in-



has long been recognized that employees are entitled to organize for the purpose of securing the redress of grievances and to promote

Stewart

agreements with employers relating to rates of pay and conditions of work . . .

"Instrument of Peace"

"Congress was not required to ignore this right of the employees but could safeguard it and seek to make their appropriate collective action an instrument of peace rather than of strife.

"Such collective action would be a mockery if representation were made futile by interference with freedom of choice."

The seamen's great sacrifices, to perpetuate the existence of this right, is contained in war's history, when seamen gave all and were sung" heroes.

The prevailing odds against the

we please-and eat regular." This quotation is at best, the practice of seafaring men. At the dinner table aboard ship, informal discussions are carried on by men from all parts

ship's crew list, identifying men from all sections of this country and the world.

A recent list of this kind shows men sailing together from such countries as Norway, Canada, Ireland, Sweden, France, Denmark, Italy, Greece and the British West

It also carries men who came Maryland, Massachusetts,

in denouncing any doctrine forces who would deny this free- Missouri, Indiana, Puerto Rico, that denies their right to live dom are substantiated by a typical Minnesota, New York, Alabama, Connecticut, New Jersey, Pennsylvania, California, Texas, South Carolina, West Virginia and IIlinois. This is just one crew on one ship.

These men despite their varied background choose to work together in unity, under a flag and Union that protects their interest in democracy.

Freddie Stewart

Passenger Saved By Kyska **Crew In Nine Minutes Flat**

I was on the Kyska, a Waterman ship, out on the Pacific last month when we had a little unexpected excitement involving the rescue of a passenger. Fortunately, fast work by the crew averted a possible +

tragedy. It happened on Friday, May 9, We had just finished our lunch and practically all hands were on deck, taking advantage of the slumbering Pacific. The steward's department was cleaning up and getting ready to join the rest of

I was relaxing in my foc'sle, reading a book when we heard the cry "man overboard, man overboard." I ran to the boats with all hands. The mates were in the No. 2 lifeboat so I headed there. The satisfied to be known only as "un- ship was hard over and the engines stopped.

We could see the person in the

water, and to our surprise it was a woman passenger. She was swimwhich was a wonderful day, the ming but was too stunned to realfirst good one of the whole trip. ize what was happening. The chief mate threw her a life ring but she was too bewildered to grab it, so F. W. Brown, DM, jumped in after her, and held her up until the boats arrived.

Skipper Praises Crew

We pulled her into the boat and had her back aboard in nine minutes flat. The skipper praised the crew as an airtight, smoothly functioning unit, and claimed it was one of the best lifeboat units he had ever seen.

Those manning the boat were: John T. Hanson, 4th assistant; R. M. Anderson, 4th mate and former member of the SIU; P. E. Patrick, chief mate; W. G. Adams, DM; F. W. Brown, DM; A. F. Burris, chief electrician; Hal Nelli, AB and Joe Nish, OS.

The woman passenger recovered from the accident pretty rapidly as she was not in the water too long.

William (Irish) Adams Ship's delegate

Quitting Ship? **Notify Union**

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

Did You Know.

a liquid was once thought so im- times a year. possible that Swift savagely satirized it in his famous Gulliver's Travels? Swift reported some scientists were condensing air and to a sect of religious and military Today, liquid air is a common article of commerce for refrigeration purposes.

That a crazed radio operator sent an SOS in 1948 that had an Atlantic fleet naval force racing to quell "mutiny" on an SIU ship? The William Carson, a South Atlantic freighter, was intercepted by a US destroyer as it was proceeding peacefully homeward. The radio operator who sent the report, a dud, jumped overboard right afterwards. The captain later called the erew "the best I ever had."

t t t

That an album originally had nothing to do with autographs or pictures? In Roman times an album was a white-topped table on which the names of officials and records of public transactions were kept in a public place. In the Middle Ages in Britain it also was the name for a register or list,

* * *

That the average person living 70 years consumes 44,000 pints of liquid? Scientists have computed that during this same period, he. would use 8,000 pounds of meat, 26,500 pounds of bread, 12,000 eggs and 5,000 pounds of vegetables.

\$ \$ \$ That Seafarers who applied for vacation benefits when payments under the Vacation Plan began in February, 1952, can already apply again if they have discharges showing 90 days worked since then? Under this set-up, vacation pay revised meaning.

That the idea of turning air into | can be collected as many as four

That an assassin as the name for a murderer dates back 900 years letting the liquid flow like water. fanatics in Persia led by a man named Hassan? The men were known as Hashshashins, from haschisch, a narcotic with which they drugged themselves when they went on the rampage.

That ruby jewels were once thought to be an antidote against poison? Centuries ago these precious stones were worn as charms as a safeguard against the plague. It was also believed they could protect a person against evil thoughts as well.

\$ \$ That someone who took a "nip" of whiskey in the old days used to drink up a half pint at a throw? The measure known as a nip comes from nipperkin which used to be just short of half a pint.

\$ \$ \$ That the cafeteria at SIU headquarters still draws down just a nickel for a five-cent cup of coffee? Prices all down the line in the headquarters restaurant are below those in comparable places all over town.

* * *

That the next time someone tells you he had a hairbreadth escape from something, you can take a yardstick and measure it. A hairbreadth is supposed to be about a forty-eighth of an inch.

* * * That a man's nephew is really his grandson? The Latin word for nephew meant grandchild or descendent in Early English, but has come down to the present with a

SIU Beachcombers Eager To Display Diamond Skill

New Orleans-Steve Silvestrin is back sailing again after a long stopover in New Orleans. He just shipped on the Del Mar . . . And speaking about this ship, we see several more

familiar names on the crew+ list including Max Fabricant | boys. Pay the bill and no more. as chief steward and Charlie Nunez who used to work on the Del Norte as laundryman is aboard the Mar, as saloon steward . . . Jimmie Hollen and Manuel Gonzalez are also crewmembers . . .

the crew would start the ship's pa- proper name, hominy grits. per again, the "Mar-Log," which was founded by our old friend Bill Champlin.

Since the officials down here received their new Union books, their books have been challenged by brother members, reason being they just wanted to get a peep at the new books. Understand all outports are now being supplied with applications.

Well-Kept Secret

F. A. "Blackie" Bankston was born July 12, Julius Caesar's birthday. I know what the initials stand for but Blackle's sworn me to secrecy . . . Don't be surprised if you read that Milton "Rags" Maihlo has become a prizefighter. The other day he was seen eating rice and spinach.

The best organized and equipped ball team in our organization is the Seafarers Beachcombers under Maurice Duet, Let's have other halls and ships organize their own teams . . . Received a report from Buenos Aires that the barbers down there are overcharging our

The fellow you see around the Bradley, 2nd steward, holding New Orleans hall with a camera the two stripes job . . . Val strapped to his shoulders is none other than "Red" Cobb the official photographer for the Beachcombers . . . Jack Parker, formerly with the Sea Hawk, is now selling insurance and looking very well.

Of all the southern dishes, the rebels prefer southern caviar, The Del Mar was a clean ship which is generally served during when I boarded her here . . . It breakfast with eggs. Perhaps you would be nice if some members of yankees will know it better by its

Salty Dick

Kid Sister



Youngest of Seafarer Luis Ramirez' family, Maria Elena, 1½, poses with mom. She has two older brothers.

LOG-A-RHYTHM:

Ode to a Tramp

Oh I'm not a thing of beauty With my awkward staggering pace, And my builders shed their duty When my bones were set in place.

But with all my low'ly labors, As I roam the seven seas I watch my showy neighbors From Suez unto the Keys.

And from far off ports down under To Capetown and Port Said, I roll through seas of thunder Where the mighty waters spread.

No I'm not a thing of beauty As I wallow 'round the Horn, And my crew does extra duty For my gear is old and worn.

I've tasted of the stormy nights And heard the high winds toss. I've seen the magic Northern Lights

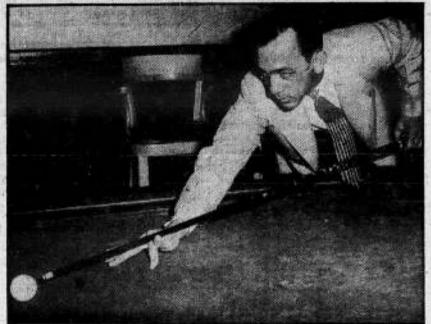
And touched the Southern Cross.

My screw has churned for hours When I couldn't move a mile Against the monstrous powers That battered me the while.

I loafed along the Irish coast And heard a stately blast. Or in fog like some great ghost I've seen a queen ship pass.

No I'm not a thing of beauty As I cross these watery zones, But I'll keep on pulling duty 'Til my port is Davy Jones.

Trying Out A New One



Stanley Schuyler, steward off the Petrolite, takes careful aim with his recently-acquired Japanese cue stick in the billiard room at SIU headquarters. The cue cost him 900 yen, about \$3 American.

Radio Man's **Book on Sale**

Radio operator Harry B. Antrotter's latest novel, "Slow Boat Across" has been published by the Psychological Library Publishers, 103 Park Avenue, NY 17. Dedicated in the author's words to

"the sea, the ship upon her and above all the American seaman" the book is set against the background of a C-2 voyage through the Atlantic and Mediterranean. The main line



Antrotter

of the plot deals with the romantic involvement of a crewmember with a woman passenger on the long trip to Venice, Italy.

Copies of the book are available at the above address at \$3.50 each.

By SEAFARERS LOG Photo Editor

With summer coming we not only have a rise in temperature but a rise in the use of color film. Bright sunny days with nature contributing colorful backgrounds, tempts everyone to try a roll of co.or film. Regardless of how simple your equipment, if it can take good black

and white photos you can probably take color shots.

Follow some simple but strict rules regarding exposure and you'll be amazed at the results. Load your camera with a roll of color film, set you shutter speed at 1/60 of a second and the lens opening at f 6.3. Put your subject matter in sunshine, click, and you've got yourself a

You've probably heard the proverb that all cats are black in the dark. This is a restatement of a fact basic to all photography . . . that objects are seen because of the light they reflect. In color photography the photographer takes into consideration not only the amount of light reflected but also the color of the reflected light, because it is the colored light which forms the photograph. In outdoor color photography the principle light source is daylight, usually a mixture of sunlight and skylight. For average subjects fairly close, daylight color films will produce excellent results without any filters,

With distant subjects the proportion of sunlight to skylight is greater and your color film usually will have a bluish tinge. Correction filters are recommended for such cases. Supplementary light can be obtained by using reflectors made of sheets of white cardboard or any surface covered with tin foil. Auxiliary light in outdoor color photography can also be obtained from synchronized flash lamps. Since you will probably use daylight type film outdoors, such lamps must be blue coated.

Judging Exposures

The easiest way of determining correct outdoor exposure for color film is the literature packed with each roll of film. If this information is followed carefully, you will wind up with a high proportion of properly exposed color shots. If you own an exposure meter be careful in using it for color film. Since the color sensitivity of a photoelectric exposure meter is not the same as that of color film, many errors in exposure can be traced to this cause. Most users of meters get incorrect readings because of the inclusion of too much sky in the field of view of the meter. Point your meter slightly downward when used outdoors.

If you are using color film with a meter for the first time make an exposure at the indicated meter reading and at 50 percent over and under. From the results of such a test you can determine the accuracy of the meter reading and of the shutter speeds and lens settings.

If you find consistant errors, compensate in all future shootings. Thus, for example, if you should obtain underexposure, take a lower film speed rating. If you should obtain overexposure, set a higher film speed rating on the meter. Once determined, these altered settings should remain constant for a given meter and camera combination. Ignore any meter reading on outdoor subjects in full sunlight that indicate exposures of less than 1/60 of a second at f-8.

Popular Films

The two most popular color films are Kodachrome and Ansco color. Ektochrome is still going through changes and until it becomes standardized as to speed and correction filters I'd be wary about using it. The daylight type of both of these films is balanced for exposure in sunlight. Both are about the same speed and with care some beautiful transparencies can be made.

Since Ansco color film can be processed by the user the cost of the film does not include processing. Kodachrome is processed by Eastman Kodak and the cost of the film includes processing and mounting for projection.

The following table provides approximately correct exposures for daylight color film in summer. In winter use the next larger lens opening.

Shutter	Speed	Lens Opening
Bright Sunlight	1/60	6.3
Iazy-soft shadows	1/60	4.5
Bright overcast, no shadows	1/60	3.5
	1/60	2.8

Ouiz Corner

(1) In Coleridge's Rime of the Ancient Mariner, the Ancient Mariner was condemned to (wear a cross), (tell his story), (interrupt weddings), (stay at sea)?

(2) An express train traveling 10 mph faster than a local is following 75 miles behind the local. Five hours later, the express crosses a bridge which the local crossed a half-hour before. What are their speeds?

(3) Winds aloft usually have (lower), (the same), (greater), (much lower) speeds than surface winds have?

(4) The proportion of elderly people in the total population of the US is tending to (decrease slightly), (decrease greatly), (remain stationary), (increase)?

(5) A man has \$11.90 in nickels, dimes and quarters. If he has twice as many dimes as quarters and has 136 coins altogether, how many of each does he have?

(6) The Monroe Doctrine is a (statement of American policy), (principle of international law), (Pan-American agreement), (treaty between the US and Great Britain)?

(7) The amount of water vapor in the air compared with the amount the air can hold determines the (temperature), (relative humidity), (velocity), (ceiling) of the air? (8) The golfers should know this one. If a "spoon" is a wooden-

headed club, is a "brassie" a wooden or iron-headed club? (9) You be the judge. Should a husband be allowed to reduce his

wife's alimony when times are bad? (10) If three feet are added to each side of a certain square, its area is increased by 69 square feet. What is the area of the original square?

(Quiz Answers on Page 27)

Lost Cabbie Stymies Seafarer

Durban, South Africa-I was in this port on the Robin Hood, when I was so unfortunate as to take a cab to meet my date for the evening. Cabbies being what they are in that port I should have known better, but this is what happened.

At 7 PM sharp I collared this+ cab and gave instructions on where New York and I mentioned this to go. "Do you know where Longview Court is?" I asked. He didn't

"Well then," I said, "do you know where Cato Road is?" He thought he did.

I could see that this was going to be a hassle right off the bat. He started thumbing through a directory and after 15 minutes of looking we started rolling with the assurance that he would get me

By that time I was wondering whether he would get me there that day or next week.

Now Durban happens to be a very beautiful city, especially at "No night. Somehow it reminds you of Road."

fact to my driver (keeping up conversation, you know).

Well, he agreed, but started telling me about Johannesburg and how it looked the time he was there in 1898!

I saw I had to cope with someone from the old school.

"You've got beautiful buildings here, real nice," I said. But he just kept on talking about Johannesburg 54 years ago.

Another thing that annoyed me was that he had a memory like a fog horn.

"Is that Longwood Court you wanted?" he asked.

"No Longview Court on Cato

"What's that?" (He's hard of hearing too.)

"Longview, Longview, savvy?" "Yes sir, dont get excited." He had been driving around for half an hour and we were still on the main drag of town; somewhat slower than a rickshaw pace.

Having less of an idea than myself of where he was heading and still bugging me up with Johannesburg he cruised along looking for Longview Court. We finally reached Cato Road and started climbing a hill that seemed to have no end in sight.

My cabby spotted two natives strolling along the side of the road. He started jawing with them in Afrikaans, then English and then some strange dialect but they just didn't get him.

By this time I was ready to crawl through the top of the cab. The clincher was when my driver pulled up to a bungalow and nonchalantly said to me, "Why don't you go in and find out where Longwood Court is?"

"Who me?" I said, "You must be kidding, and anyway, it's Longview, not Longwood Court."

He seemed irked at me but reluctantly went into the house for instruction. By this time I quit smoking my cigarettes and started eating them.

To make it short and sweet, we finally found Longview Court which was just a block away all the time. I paid him about 12 shillings for my tour of the city (approximately \$1.70) and went on

Harry Kroumel

Weary Old Steel Ranger Is Host to 'Freeloaders'

We and our dear friends, the roaches, completed the voyage for Isthmian aboard the Steel Ranger. I can truly say that they came into the States just as starved as we were. About

a week from home, most of+ our chow ran out.

that's when our dear friends were in their glory. There were so many that you had to beat them to the table when the chow bell rang or fellows aboard got stuck. So if you were out of luck.

I guess a fellow like myself has off too. o consider the situation before sailing on a ship that's 32 years old. Yep, she was built back in 1920, even before I knew what a ship looked like. To look at it, it would remind you of an old barn both inside and out. Everytime we had a little rough weather and she started to roll, she would shake and squeak as if each roll was her last.

Before getting into Belawan Deli, Sumatra, we had three bad rainy days. I have never seen it rain so hard in all my life. It was so bad that some of the fellows who slept amidships couldn't sleep in their rooms because the boat deck leaked so much. They had to sleep aft and anywhere it was dry. As for the mess hall-we got a shower with our meals.

All in all, she wasn't a bad ship. We got six months out of it and made ten ports in the Far East. Anyway, it kept us away from old man winter. Rumors are going around that it was her last trip with Isthmian.

That's about all for this trip except for a little reminder to the

fellows that go through the Suez There were some good meals Canal the first time. Lay off the served aboard during the trip and characters who come aboard try-Canal the first time. Lay off the ing to sell so-called diamond rings. They are phonies. The rings are of brass and the stones are glass. Two you are smart brothers, you'll lay

Engine delegate



These two bearded old salts are none other than Seafarers Woody and Paskowski aboard the Steel Ranger. They didn't say whether or not the slopchest ran out of razor blades.

Passing The Good Word



Crewmembers of the Bienville relax while listening to the reports of departmental delegates at a recent shipboard meeting.

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.

We were stumbling over assorted feet to our usual 60-cent vantage point in the Yankee Stadium bleachers when we happened to spot a pair of familiar brogans, Looking up, we saw with aston-ishment that it was none other than Focus Coyle.

We asked him what strange quirk of circumstance led him to pay his way into a ball game.

"Well," he admitted sheepishly just when I kicked off my shoes and parked in front of my set I smelled some burnin' rubber. First thing ya' know a few condensors fried. And here with Bucky Harris in town with the Senators! I just hadda get out here."

We wondered out loud what he saw in Harris' collection of clowns and castoffs.

Plain Facts

"Don't you go gettin' so smart," he fired at us. "Who's on top of who in the standin's?" We conceded the hard facts and agreed that the Washingtonians had shown no signs of growing dizzy on the unfamiliar heights-up until now.

We warned him though, that before the season came to a close they could be expected to seek their natural habitat, somewhere in the dismal gloom of the second division.

"Never mind," he sneered, waving us aside with a scornful flipper, "this Harris is the greatest. Why if it wasn't for Joe Page, he'd be the most famous manager in history."

We wanted to know how come.

He looked at us with a pitying expression reserved for stupid

"It's simple, once you can understan'," he explained. "In '47 Harris took over the Yankees. Right? He grabbed all the chips too. Right?" We had to agree.

"This Page was the greatest thing in the bullpen that year. He's savin' game after game, includin' the last one with the Dodgers in the World Series. That makes him and Bucky the heroes of 1947."

We conceded all this but . . .

"Just relax," he said impatiently, "I'll explain everythin'. Next year, (I didn't have no set then) I calls up sick one mornin' and comes out to see them take the Sox apart. Along around the sixth innin' Harris waves to the pen - and outcomes Page."

Slightly Oversize

"One look at him and my eyes is bulgin'. He waddles out of the runway like a momma sow that's gonna pop nine little piglets. 'Man,' I says to myself, 'if I didn't know where I was I'd think it was Hugh Casey.'

"Sure enough he stinks up the joint that year. Harris keeps wavin' for him and the infielders keep wavin' at the line drives whistlin' by. So the Yankees lose out and Harris gets the gate.

"Then Stengel takes over in '49 and Page makes a great comeback. They win again that year, and in '50 and '51 too."

Everybody knows that, we said. What about it?

"Don't ya' see," he exclaimed, "if it wasn't for that Page, Harris would of kept his job and won five pennants in a row. Instead he gets fired and is stuck in Washington. Now don't bother me anymore, I gotta root my boy home."

Sling Net Carried Strange

Meeting Percy Boyer, who I was shipmate with over 22 years ago, started bringing back memories of the so-called good old days once again, particularly when I shipped out of New Orleans in the days when the US Shipping Board was in existence.

Those were the days when we sat in the fink hall, and when old lantine and made two trips to Liv- fall out and break a leg. man Markey called the jobs, we raised our hand as if we were back in a school room. He then would choose whoever he saw fit for the jobs, regardless of how long a man was on the beach.

In the fall of 1933 I shipped on an old rustbucket named the Eg-

Lofty Perch



All the world's a stage at the moment for Roberts, AB, on the Liberty Bell as he slaps paint on the mast.

erpool and Manchester, England, from New Orleans. We had quite a number of screwball characters on this wagon, and no one was nuttier than the skipper. He was an old guy in his late seventies with a voice like a foghorn and a terrific love for whiskey of any kind.

I remember one trip where we made Dublin on the way back to New Orleans. We were standing by waiting to let go. Everyone was aboard except the skipper and all

the gear was battened down except one boom on No. 4 hatch on dockside.

Since it was my first trip on this ship, I was curious as to the reasons why this boom wasn't cradled. I soon

found out. As it was getting late, the chief mate ordered the gangway in. Pretty soon a cab rolled up and out came the old man, gassed up like a light.

Goffin

Two sailors then shimmied down a guy line, a net sling was hooked up to the runner of No. 4 boom and the old man was shoved into the net sling with the two sailors in with him to see that he didn't

As the sling was raised the old man's legs shot through the holes of the sling. He was quite a sight, howling like a buildog that he was the master, he gave the orders and they were to be obeyed by all hands.

Well the winch driver took him at his word and when the sling was over the hatch he obeyed the order to set the skipper down immediately. He came down with a bang. Fortunately, he was a tough old bird and was only jarred up.

However, the old man managed to get up, and gassed up that he was, congratulated the wirch driver for obeying his orders to let him down at once.

Louis Goffin

Coffee Bean Really Got Around

Some of the boys sailing with the Union have really been around the world a couple of times and in all kinds of foreign ports, but I doubt whether any of them has done more traveling than the coffee bean. If you look it up in the books, you'll find that the coffee

tree really got around in the; last few hundred years, al- still grown in large quantities. It cultivated in 14 Latin American though right now, as anybody who has been on the South American run knows most of the stuff comes out of Santos.

Another idea some seamen might have is that the coffee time bull sessions are things that originated on shipboard. Well they are pretty far off the mark, because it seems these same practices were common in England 300 years ago.

As a matter of fact the first coffee house in London was opened in 1652 which makes this year the were famous for the amount of gossip and tongue-wagging that use. Mail in your suggestions. went on in them.

Originally From Africa

Getting back to the start of the whole thing, the experts claim that the coffee tree, which isn't much more than an overgrown bush, originated in Ethiopia. The bean is supposed to have taken its first overseas voyage through the Indian Ocean and Red Sea about 1,200 years ago to Southern Arabia. For quite a while after that most coffee was exported through the port of Mocha on the Red Sea, which explains how the word "mocha" got into the coffee game. It seems that coffee was terrifically popular among the Arabs and Turks because their religion doesn't permit them to drink. As a matter of fact, the Turks prohibited coffee for a intoxicating.

about coffee from the Turks and fingers, Boston cream pie or the Arabs. After a while, the coffee like.

got to South America sometime the US first got started in 1824.

While Brazil grows most of the coffee in the world, the plant is

countries as well as in the during the 1700's. The regular Hawaiian Islands, the East Indies "coffee run" between Brazil and and Arabia. It took a little time but that coffee bean sure did manage to get around.

Bill Pryer

an exchange for stewards, cooks, ounce flavoring (such as vanilla, bakers and others who'd like to maple or lemon), creamed up well share favored food recipes, little- in a clean, grease-free mixer. Take 300th anniversary of the coffee known cooking and baking hints, 214 pounds flour, 14 pound corntime talking jag, since coffee dishes with a national flavor and starch, 1 ounce baking powder and the like, suitable for shipboard sift well twice on paper. Add 1

> Slipshod baking often ruins the best efforts of the steward and cooks to satisfy hearty shipboard appetites. "Baking is as exact as any science," says SIU oldtimer

Samuel S. Vandal, "since you have to use precise amounts of ingredients and know just how they'll react."

In addition to his sea-going experience dating Vandal put in

over 15 years ashore as a specialist with nationwide baking concerns, so he knows what he's talking about. One of his creations, while on the grounds that it was developed with painstaking care, is a "basic mix," which can be The Europeans first found out used for making jelly rolls, lady

Vandal

The LOG opens this column as | 6 ounces sugar, 34 ounce salt, 14 pint milk, then 1/3 of the flour to the mix in the machine, both at low speed. Shut off machine as soon as everything is mixed to prevent unnecessary heating of the contents.

Shake Lightly

Have a lightly greased sheetpan covered with well-greased paper ready. Take bowl out of machine and fold (shake) in remaining flour lightly by hand until no clots of flour remain. Using six handfuls of the mix to make one jelly roll of 24 servings, spread it out flat on bench with palate knife and drop it to get air bubbles out. back 40 years, Bake in a 380 degree oven.

Next, on a pillow slip covered with sugar (grated nuts or coconut can be added), turn the pan upside down and let stand a few minutes. Remove pan, roll off the paper and then, before it cools, cover the cake with jelly or cream and roll up with the pillow slip as a guide, making sure to twist in the ends. The entire job takes no Java and Sumatra where coffee is 134 quarts whole eggs, 2 pounds- miss," Vandal adds.



Seafarer Sam Says

DONE MUST BE ITEMIZED AND TURNED INTO DEPARTMENT HEAD WITHIN 72 HOURS OF THE TIME WORKED.

TURNING IN A STACK OF OVERTIME SHEETS AT THE PAYOFF IS LABOR LOST AND WON'T FATTEN YOUR PAY.

Marine Tells Why He's Union Man

To the Editor:

I was very glad to get the LOG over here in Korea. I am very proud to wear my Union pin.



MacDonald

Many a Marine has asked me why I, as a Marine, wear a union button. I tell them with pride that I belong to the best Union in the world, the SIU.

I'm for the SIU

told my buddles that without any unions in the country we would be at the mercy of big business. I told them of how they benefit by being in a union and how organized labor always helps the individual who is a union man.

I showed the LOG to them and they all agreed that the SIU is one union that certainly does a good

I told them of the fight the SIU had long before Korea with the Communists on the waterfront and how the SIU defeated them, the same as we over here, will beat them in the end. Pfc Charles MacDonald 1214526

C Co., 1st SP Bn. 1st Marine Division FMF e/o FPO, San Francisco * * *

Officers Neglect Ill, Injured Men To the Editor:

We have had a couple of unfortunate incidents on this ship, the Bradford Island, which hasn't been helped out by the attitude of the skipper and the other officers. While the messman was sleeping on deck one day, one of the crew dumped a percolator of hot coffee out of the port hole, burning him badly around the legs. When he went to the mate for treatment, the mate turned him down and told him to wait until after eight o'clock and see the third mate.

This man is now hospitalized in Porta La Cruz, the port we are shuttling to from Argentina.

Then there was an oiler who had a bad tooth at sea and went to see the captain about it. When port was reached he was told to pay for dental work out of the draw he had made and was refused any further advance. As a result the dental work was not done because the oiler did not have enough cash to pay for it.

To top it off, the chief cook had a bad heart attack and as a result has been laid up, leaving the steward's department, two men short.

The doctor at Porta La Cruz stated that the medical attention given to the crew shouldn't be given to a dog and that the messman's burns should have treated more decently.

James J. Finn Ship's delegate

Seacloud Sizzled On Way To BA

To the Editor:

By some strange twist of fate we have finally blown (literally speaking) into Buenos Aires, the port of ports. What a sight the Seacloud must have presented to shoreside observers-broken down, rusty old hulk that she is.

And weather? Listen, Captain Carlsen had a mill pond in comparison. We only had six inches of freeboard leaving Trinidad and the first four weeks all watertight doors and portholes had to be kept dogged down except once in a while they could be opened on the boat deck.

But most of the time they were all shut. So on the many occasions when she would break down, the standing order was to come hard ing the LOG. right to get the reason the port, and Mrs. Mattie Roberson

open his porthole for the short time the plant was down.

Sometimes though, she'd do a snap roll and his hole dipped a little water-not dripped, dipped.

Heat Merciless

The heat was terrible, 130 degrees in the shade. I don't know how hot it was in the sun because it didn't shine. All of the mercury boiled out of the thermometer we had in the messhall so it's hard to say how hot it was inside but the paint all peeled off

We opened all the iceboxes hoping maybe that would act as an air conditioning unit, but that just caused the eggs and other perishables to spoil. We should have had a fan in them to kind of circulate the air. Finally we were able to go on deck just before arrival in Buenos Aires.

There was also a shortage of cigarettes aboard so when we got to Argentina, we found there was a shortage down there and were compelled to purchase them at black market prices when we got

Not a great deal of consideration was shown the crewmembers requiring medical attention. The old man was approached in regards to Emanuel Perez, AB, and he said that the man's ailment was nothing, only a bellyache. This member was finally hospitalized and an emergency operation performed for appendicitis.

Another case was that of Ed Spooner, also an AB, who approached the old man for medical treatment and was informed it was only a wind burn. But in the port of Trinidad, a piece of steel was removed from his eye, which was

> R. Weaver Deck Delegate t t

New Hall Leaves Him Speechless To the Editor:

Well, I finally made New York and my first glimpse of the new hall left me speechless. It is no doubt one of the finest union halls in the United States. It sure is home away from home. The cafeteria, library, meeting hall and

executive offices are beautiful.

I want to say that the SIU has sure come along to great success and this demoeratic Union must have unity in the years ahead if we are going to continue along

successful lines. If any man wants to see what organized labor has done for the seaman all he has to do is go down to 675 4th Avenue, Brooklyn, and see the new SIU building.

Also, I want to say the the pizza pie here in Brooklyn is very good. I want to say hello to all my friends way down yonder in New Orleans, especially Brother Kouns, and wish all my shipmates the best of health. Paul Cape

* * * SIU Praised For Job Well Done

To the Editor:

I do think you all have done wonderful job and accomplished a lot for the seamen in the past few years. If there was a class of working men that needed a break it surely was the seamen.

As a seaman's mother I am proud of what has been accomplished for them and enjoy read-

side. That way the captain could | Crew Of Bluestar Cooperative Gang

To the Editor:

The voyage of the Bluestar has been running along in good shape. We have had two breaks on the for all the things we have accomtrip so far with the good grace of plished in such a short time. Captain Berger. All hands not on watch were granted shere leave to pay in 40 odd years as a seaman stretch their legs. All hands cooperated and we the delegates are well pleased in the matter.

The deck department has been exceptionally cooperative with one the bulkheads above the engine another, especially the bosun. Some of you may know him, John Gallagher. He has given those Stewards Rate who are new to the sea as well as the old, a fine example of leadership in the rank and file of the SIU. All the brothers aboard gave him a vote of thanks. Also there is among us Brother Harry (Whitey) Lamacraft of our Canadian District. He is, by the way, one of our photo fans and I must say that he has some very good shots of the fellows and the trip so far.

Winch Handling

Brother I. J. Torre, the deck engineer, suggests that the new contract should specifically state that when a vessel arrives in port for the purpose of loading and/or discharging, an eiler should maintain the winches during the day and the deck engineer should handle them at night.

The purpose of this request is that not only will more deck engineers throw in for the jobs to get a little OT, but there are quite pay. a few ships that have had night engineers that didn't understand the workings of the winches well enough, to repair them alone.

In closing all the men are agreed that those who are responsible for the new books be given a vote of that they will fulfill their purpose in making clerical work at headquarters less complicated and help our patrolman handle a speedier payoff.

Rocky Milton Ship's Delegate

Art Contest Prize A Pleasant Shock To the Editor:

I received your telegram notifying me that I was the second prize winner of the miscellaneous entries in the SIU art contest. The wire was forwarded to me here in Panama by my wife.

I am employed by the Ore Line as quartermaster for the last six years off and on.

me because there are better men way).

than I am in the beltmaking business. Maybe nobody thought of sending them to your contest.

I am very appreciative to all the good SIU officials and men of a great organization second to none

I also received my first vacation and the agreements are tops. Thanks to you and the judges for the lift. Yours for bigger and better art contests.

John R. Taurin

* * * Dayman's Raise

To the Editor:

I should like to see that the steward's department gets classified as day workers so that they also get a raise like other day workers. We all know the Union has done a lot for all the members, and we know the hard battles we had to fight to get what we have today. But I'd like to see that a little more be done for the steward's department.

We should take into consideration the fact that the steward's department has to work seven days a week and always has to be on the ball. The chief stewards are always between crossfires. They have to satisfy the crews and also the companies. That's why I think they should be the highest paid unlicensed men. Next to them, I think the cooks should get better

Also, I would like to see if there could be a way to get the companies to supply cold drinks in the slopchest, especially in the summer months. The chief stewards could take care of handling cases of cold drinks in case it is too thanks for its style. We are hoping much for the person that handles the slopchest.

I think all the steward department members would appreciate it very much if something could be done about it.

Jan V. Rooms * * *

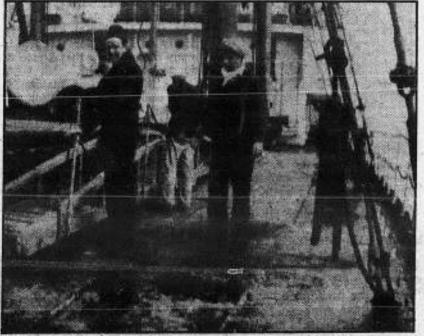
SIU War Story **Book Requested**

To the Editor: Would you please send me the book "Seafarers in World War II"? I am a retired bookmember and

receive the LOG regularly. wouldn't be without it and now it is better than ever. The LOG is one of the very many things we of the SIU can be proud of. Lloyd Heinis

It really was a big surprise to (Ed. note: The booklet is on its

Cooling Note For Su



With the thermometer in the 80's, Leroy Clarke, Lake Charles port agent, reminds us it wasn't always that way with this photo of the ice-covered deck of the Golden Hind off the coast of Japan in January, 1936, to hat he device a restaurant

Hails Union Aid To Disabled Men

To the Editor:

I was at the headquarters membership meeting Wednesday night, June 4, and heard the Secretary-Treasurer report that the Union was going to pay \$15 a week to disabled Seafarers who no longer can work and also that the Union was going to bat for these men to help them collect Social Security benefits.

I was happy to hear this because



McCurdy

I know that a lot of oldtime seamen have trouble collecting Social Security benefits. They get snarled up in red tape because they work for so many different companies in the course of

the years and sometimes a man might lose out on Social Security benefits through one loophole or another.

When a man has the weight of the Union behind him to collect these things it helps to get things done faster and better.

And, of course, I am heartily in favor of the proposal that the Union pay these fellows \$15 a week additional out of the Welfare Fund. The Social Security benefits are pretty small and this additional money will be a big help to the older brothers who no longer can work. With this money, the men will no longer have to sign their lives away to a welfare agency to be able to live.

H. C. McCurdy

t t t Liberty Flag Food Simply 'The Best'

To the Editor:

Our Memorial Day dinner on the Liberty Flag was one of the best we Seafarers have had the pleasure of enjoying. The food is exceptionally well prepared by our staff in the steward's department, who, I may say, are above the average.

I've been sailing for 32 years and I never had had any better. It's like that every day.

It is a pleasure to write about a steward's department that functions such as the one on board this ship. It's also a very good crew all over. We have a few oldtimers aboard including Scales, bosun; Bishop as steward. Fontenot, our chief cook; and Rose our 3rd cook.

I would like to give them credit in the LOG.

S. J. Smith * * *

Oldtimer Recalls Days Gone By

To the Editor:

While lying here in the Savannah hospital with a lot of suffering and a lot of spare time in between, I have done a lot of rebuilding of those castles in the air I built back in 1901 and later years.

I recalled when I first started in the windjammers. Landing in New York on December 15, 1904, I got hooked up immediately with "Shanghai" Gus Brown and was mighty proud of my Atlantic Union button. Many years later it was the ILA and since 1940 our beloved SIU, the one we are all so proud of belonging to.

In summing up these dreams of former years it leaves me with but one picture, a picture of the old rocking chair. So the only hope for us oldtimers with over 50 years of sea service is that we can expect to rock in one of these chairs for a little while before the call comes to stop rocking to officials and brother Seafarers, to-

gether as one and all, Shanas I Trans By Mir Barsen

Chief Cook Loses Out On OT Rules

To the Editor:

First I must congratulate the negotiating committee for the fine job you always do for the members of our Union. I am only going to express my views on the new OT victory for the steward's



department. I believe this is the first time in the history of the maritime indus-Union try our has won such good OT conditions for everybody in the steward's department. The port

OT is considered more than a victory but let me express this thought for the chief cook.

The chief cook on a lot of ships gets only one hour per day when in the home port while the night cook and baker gets three hours per day overtime. Since he also are bulls, and four milch cows. has the same base pay as the chief cook, this gives the night cook and baker \$3.26 per day more than the chief cook.

I believe that the chief cook has more responsibility than any others in the galley but still the chief cook gets less pay. I do believe that the rest of the chief cooks feel the same way about this

I do hope the committee will from the cow. take this under consideration.

N. Nomicos * * *

Seaman's Mom Praises Union

To the Editor:

Gentlemen, it seems that your splendid cooperation and treatment of member seamen is holdour son sea bound ever since he mail yet from his love light. was 17. I suppose the salty breeze is under his skin. He has many, many times assured me that he was with the best Union in all the US or the world, and at last I'm beginning to agree.

Since our son, H. C. McCurdy, must sail the seas according to his own decision and choice, I am greatful to God and to the kindhearted men of the SIU.

We read the LOG with interest and see many encouraging items in the seaman's behalf.

My husband is not well, and this son has been a great amount of help to me which I've needed. He has helped me much more than my other four sons and daughter together. You can depend on my word that he will never let you down, nor any one else. I am glad that there is such a fine union as the SIU. There's no let-downers in the SIU. They strive and succeed in pushing worthy members ever upwards. More power to you.

Mrs. A. E. McCurdy

NMU's Boost For Kings Point Fishy

To the Editor:

It's pretty easy to see through that scheme between Joe Curran, US Lines and their support for giving lots of taxpayers' dough to the brass and braid boys at Kings Point.

Curran and the NMU have been knuckling down to pressure from the shipowners and the Government on plenty of occasions, and this latest deal probably isn't the last either. I remember during the war when they were trying to put over a shipping board set-up on seamen and Joe and his "union" pals were the first to fall for the idea and love it.

They must be going off halfcocked now, to plump for more money for the military boys who strut around out on Long Island as if they were seamen.

It's a pretty poor sea-going union that'll fall for an idea like Kings

LE Point and its military stuff and

nonsense. But I guess Curran knows on which side his bread is buttered so he just rides along with the operators and backs it.

Anybody who is sailing for a living can tell you we could use a whale of a lot of dough for new ships better than we can use a bunch of gold-braid characters.

Maybe Curran figures they'll make him an admiral or something when it's all over so it pays him to go for the idea.

Ralph B. Decker

* * * Ibn Saud's Cows Milked By Crew

To the Editor:

The after end of the Steel Worker is a sea-going farm, consisting of 60 head of cattle, six of which They are going to take up residence at the Al Kharj farm in Arabia, under the care of Tubby Hayes, an expert at dairy husbandry from Texas. Two other passengers, Doc Joe Mims and Charles Kirkham, also from Texas, are along to care for the cattle.

The cattle belong to King Ibn Saud and we hope he doesn't mind having fresh milk every day, fresh

The only objection to the cargo is noticed when the ship gets a tail wind. Then the barnyard smell penetrates the living quarters and gives some of the gang a smell of

In addition to the livestock we have 200 tons of high explosives in the No. 1 and No. 3 hatches. Our only casualty thus far is one lovesick fireman who didn't get any

> Edward Kennedy Ship's delegate * * *

Finds Marriage. Sea Mix Fine

To the Editor:

I have been going to sea since 1944 and got married to a Mobile girl on February 23 of last year, I also have a stepdaughter. I think there's nothing better than going back and forth to sea especially on short trips where I can be at home with my family once in a while.



Seafarer Louis J. Cayton shown with stepdaughter Dfanne at home in Mobile, Ala.

I'm easy-going, like all the crew on this ship, the Monarch of the Seas, and they all seem to like me okay. We are all a jolly bunch. The steward and I are great pals, but I'm just cook, and "handy man" around the deck. How can they do without me?

My life at sea is to make an honest living for my wife and stepdaughter left behind at home waiting for me to return.

Louis J. Cayton

Money Exchange Rates Listed

The following is the latest available listing of official exchange rates for foreign currencies. Listings are as of June 10, 1952 and are subject to change without notice.

to change without notice.
England, New Zealand, South Africa;
\$2.00 per pound sterling.
Australie: \$2.24 per pound sterling.
Belgium: \$0 francs to the dollar.
Denmark: 14.14 cents per krone.
France: 350 francs to the dollar.
Holland: 3.80 guilders to the dollar.
Italy: 625 lire to the dollar.
Nosway: 14 cents per krone.
Portugal: 28.75 escudos to the dollar.
Sweden: 19.33 cents per krone.
India: 21 cents per rupee. Sweden: 19.33 cents per krose.
India: 21 cents per rupee.
Pakistan: 30.2 cents per rupee.
Argentina: 14.2 pesos to the dollar.
Brazil: 5.4 cents per cruzeiro.
Uruguay: 52.63 cents per peso.
Venezuela: 29.85 cents per bolivar.

Suggests Yearly X-Ray Checkup

To the Editor:

I wish to thank the Union for the check in payment of the benefits on my son, Claude A. Ray.

I would like to make a suggestion if I may. Would it be possible for the Union to require every merchant seaman to have an X-ray made each year?

I visited my son in the hospital in New Orleans. They have two wards for tuberculosis patients. So many of them don't find they have the disease until it is so far advanced that there isn't much hope for them.

If it was discovered in time, the patient would have a better chance and it would safeguard other people who come in contact with them. I feel very strongly about this. I hope I am not presumptuous in writing you and making this suggestion.

Alice Reed \$ t t

Steward's Task Rates More Pay

To the Editor:

This is the first time that I have written to the LOG but I think it's about time to drop you a line and air my opinion about a few things.

I have been sailing as chief steward for 14 years and have been sailing as steward on SIU for the last 10 years. I like the way the SIU has been getting wage increase after increase for the members and better working conditions for us. But I know for a fact that one man the SIU must have forgotten about is the chief steward. Since 1948 everyone has gotten wage increases much higher than the steward.

The steward is the only man in the unlicensed personnel that is type overtime, take care of the passengers and make sure there is plenty of stores for the trip and many other things that a man does not learn overnight.

Steward Gets Blame

If something goes wrong, the captain, company and the crew blames the steward for everything. In the end of the trip, on payoff day the Union patrolman jumps the poor stewards when the crew has a beef about something. It looks like the steward should be a father to the whole crew and the

Here is just a few things that happen every day to a steward. A man wants the steward to send his laundry ashore for him and pay for the laundry when it comes back because he is going ashore to see his wife. Or a man is sick from a bad night ashore, the word is, the Army in March, 1953, "See the steward. He will give you a drink to help you out." But if you don't give the man a drink the Army is not processing any you are marked lousy.

Well, I have been doing this now for a long time and I think it's about time that the long-lost steward should get a wage increase so he at least gets the same wages as the bosun. In my opinion the steward should get the same wages

Wants Increase

as the third mate.

Too many good stewards don't want to sail steward any more for the money they're getting. I have talked to several of them and they say they'd rather sail messman and have peace than take all the grief for the money they are making.

This is all the beefs I have. Now I would like to congratulate the SIU and the leaders of our Union for the new hall in New York. I think the new hall is the most modern union hall in the US. When come back to New York, I would like to make a tour through the new hall and see how our Union operates.

Leo E. Movall

t t t

Thanks Union For **Blood Donor Aid**

To the Editor:

A short while ago it was essential that I undergo serious surgery at the Staten Island USPHS Hospital. Because of the nature of this operation, it was necessary for me to obtain six pints of blood trans-

Within 24 hours the Union had supplied seven volunteer donors to time.

fill my needs.

I would like to thank the Union and the seven volunteers for making it possible for me to undergo a the galley force for the fine chow successful operation. I wish also to extend my thanks to the medical they made the voyage a pleasant staff and the hospital personnel at one. Staten Island for the fine care I received while confined there.

Because of the combined efforts of so many fine people I am completing a successful convalescence.

John Keenan

t t t

They Say John's An Oklahoma Boy

To the Editor:

We have a couple of oldtimers on the Transatlantic who are well known to members of the SIU. One of them is none other than John Fischer. John has been shipping out of Baltimore for the past several years and claims to hail from the great state of Louisiana.

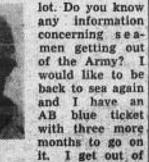
The only trouble is that no one a Frenchman from Louisiana that wore big cowboy boots, a ten-gallon hat, and keeps a special groom for his horse. Yep, John might the head of a department and he tell you boys around Baltimore to qualify as candidate for emshould be paid accordingly to the that he's from Louisiana but we peror in the next Japanese eleccapacity. The steward has to take all can detect that drawl. What tion, will see to it. inventory, order stores, check and part of Oklahoma are you from anyway, John?

Monroe C. Goddy Ship's delegate

Army Man Asks **About Getting Out** To the Editor:

1 1

Just a few lines to let you know that I got the LOG and thanks a



Mears

Cpl. Ferlion J. Mears (Ed. note: For the time being,

| more discharges of seamen.)

Cap'n, Chief Tops On Anne Butler To the Editor:

On a recent voyage aboard the Anne Butler we had the pleasure of sailing with one of the best skippers seen in a long, long time.

In behalf of the crew we would like to give this man, H. F. Rogers, a vote of thanks

McCann

trip so pleasant. Anytime one of the crew needed money, medical aid or advice, the old man was right there. At sea in the crew messhall the

for making this

skipper would drop in every night and have a bull session with the boys. If you met him ashore it was the same as meeting an old friend, that's the way he greeted you. He called everybody by their first names and seemed more like a watch partner than the captain.

Good Shipmate

At sea he would joke with the sailors on deck and hold safety meetings for the crew's welfare. If any of you guys ever ship with him you can be sure of having a good skipper and a good shipmate.

We would also like to give our thanks to the chief engineer, Coy L. Kinsal who was also a good shipmate. The boys in the black gang really enjoyed sailing with this man. Like the old man, he was always ready to lend you a hand and give you good advice. We would sall with these two any

While we're handing out bouquets we would also like to thank the steward, A. G. Espeneda, and served on this trip. All around,

> P. J. McCann Ship's Delegate

Yokohama Cafe Will Carry LOG

To the Editor:

Since the seaman's club in Yokohama has closed many SIU men here have been missing their LOGs. Frankly, I don't blame them, for, although I am an NMU man, I think it is the best sailor's paper on the newsstand.

Several guys have asked me to distribute it from my bar, the Port-Hole in Yokohama, and I'd love to do it.

Although I'm NMU and my manager, Tex Wiley, is SUP, I assure you that the LOG win be handled on this ship can ever recall seeing every bit as tenderly as the Pilot or the West Coast Sailor.

Max Byers, your former Wilmington Agent, who has been on the Yokohama beach long enough

Dick Tullis (Ed. note: A package of LOGs will go out to the Port-Hole regularly from now on.)

Retired Seafarer Seeks Pay Due

To the Editor:

I was aboard the Bluestar from February 1951 to January 1952, during which time we got a raise in pay and Saturdays at sea. I didn't collect any of the pay as of yet and I have vacation pay coming also. How do I go about collecting the money?

I retired my book and am away from the waterfront, so you know AB blue ticket what boat I am in. I wrote the comwith three more pany for the back pay. Please advise me what to do.

R. R. Wheelington (Ed. note: The vacation office at headquarters will attend to your vacation pay when you send in your discharges. The company should send you the other money.)

96,78

DTTERS

Suggests Bosun Put In Six Years

To the Editor:

Now that a bosun aboard ship earns much more wages than an AB, it appears that everyone who is in Group I wants a bosun's job when he ships.

We have a ruling in the Union that any AB who produces three year's discharges can have a bosun endorsement stamped in his Union



Blanchard

book. I strongly believe, and will approve that any man should have at least five or six years on deck before he can sail bosun. With this kind of experience we should have no difficulty in lay-

ing out work and running a gang. As it is now, you hear a lot of

guys holler, "Gee what a bosun we had. The deck gang had to carry him. Sure he's a good guy, but he doesn't know anything."

So I ask the opinion of you fellows around the beach and ships. Let's have some write-ins and express your thoughts on this matter, L. "Frenchy" Blanchard

* * *

Backs New Halls. Foul-Up Curbs To the Editor:

As I sit here reading the new LOG that was sent to the ship's delegate on the Citrus Packer I have been reading some of the letters about shipboard activities. I see quite a few good points that were brought out. It does your



heart good to know that we have one of the the world to back us up on our beefs.

I notice there are quite a few letters on fouling up on board ship and in foreign

countries. We are on this European mail run and you see it often. The fellows should be men enough to stay straight, but if they do not I think they should pay for it.

About the Baltimore building assessment, I for one think it is a good investment. We need new halls in quite a few of the ports. I visited the new hall in New York for the first time in May. I think we have something to be proud of there. You cannot find a better place to go to ship, eat, drink or have some relaxation.

Garland H. Haga

Traffic Director



Street traffic runs light in Lorenco Marques, Mozambique, judging from the relaxed expression of this native

Postcard Photos. **Would Boost Hall**

To the Editor:

I think it would be a good idea if the Sea Chest in the SIU headquarters would carry picture postcards showing various scenes in the new hall. I have lots of friends who are seamen who have never seen this place and all its beautiful features and I for one would like to be able to buy postcards like these so that I could send them copies.

In this way we could show a lot of people what we are talking about when we tell them that we have the most comfortable and beautibest unions in ful headquarters of any union.

David W. McMullen

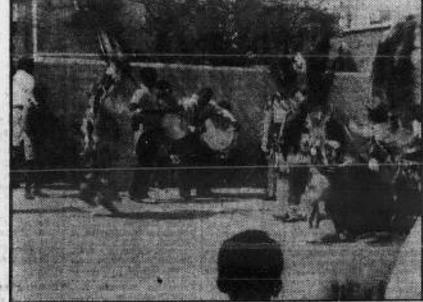
Get New Books Through Agents

Seafarers who applied for new membership books in New York but are now sailing from outports don't have to come to this city to get their new books.

If the men involved will write to headquarters and tell the Union which port they are sailing out of, the Union will forward the book in care of the port agent.

Under no circumstances however, will the books be sent through the mails to any private addresses.

Whooping It Up In Bermuda



Residents of the island celebrate the anniversary of its discovery with traditional songs and dances. Photo submitted by Sir Charles

of the Seatrain New Jersey. snould send yet, the other money, t

thromase to estantish same

SEAFARERS CASH BENEFITS

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

TOTAL

\$85,741.24

Vacation Plan, May 26-June 6 Welfare Plan, May 18-May 31

Wincas Krisulnas 11099

VACATION

REPORT NO. 9

By Lloyd Gardner, Asst. Secretary Treasurer Period Covered by This Report-May 26-June 6

Cash on Hand	\$219,338.61
Estimated Accounts Receivable	210,000.00
Vacation Benefits Paid in Period	71,131.24
Vacation Benefits Paid Since February 11, 1952	866,942.72

Our Vacation Plan reached its first birthday on June 1, and as you can see from the list of benefits, quite a few of the brothers have collected the \$140 maximum for a full year's sea time. Up until now, because of the fact that the sea time first began to count toward the benefits on June 1, 1951, Seafarers hadn't been able to collect for

But from now on in, it means a lot of Seafarers will be getting the top benefit or close to it, depending upon how much time they spent at sea in the 12 month period before that. And of course, we're getting quite a few men in for the second round.

As the figures show, we've paid out over \$860,000 so far since we started in February, or better than \$200,000 a month. It all adds up to a stack of money and as far as we can see, everybody is very much satisfied with the way the Plan is working out.

Name	Check No.	i
Juan Valladares	11009	13
Barney Speegel		
Lambert Zeegers		
Stanley Jandora		
Ricardo Armesto		
James Porter		
John Wilson		
Rafael Maldonado		
William Tryon		
Ronald Wisham		
William Bruhse		ŧ.
Stephen Alesheski		
Rafael Santos		
Braulio Oliveras		
Chester Whitehead		
John Spatz		
Cosme Nones		
Graciano Fraustio	- TV-D00004.1	
Harvey Holstad		
William Allmon		
John Hughes		
Paul Carter	11030	
Ralph Williamson	11031	
Delio Bazo	11032	
Clyde Woods	11033	

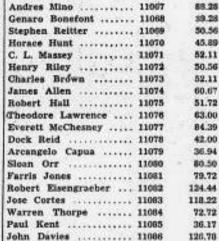
me No	. Amount
Valladares 1100	9 \$76,22
ey Speegel 1101	0 136,11
pert Zeegers 1101	1 134.56
ey Jandora 1101	2 62.61
do Armesto 1101	3 123.67
a Porter 1101	4 92.17
Wilson 1101	5 103.06
el Maldonado 1101	
am Tryon 1101	7 80.89
ld Wisham 1101	
am Bruhse 1101	9 64.17
en Alesheski 1102	
el Santos 1102	1 95.28
lio Oliveras 1102	125.72
er Whitehead 1102	103.44
Spatz 1102	4 103.83
e Nones 1102	5 56.78
ano Fraustio 1102	6 115.11
ey Holstad 1102	7 42.78
am Allmon 1102	8 119.00
Hughes 1102	9 109.67
Carter 11030	109.28
Williamson 1103	1 70.78
Bazo 11033	69.22
Woods 11033	117.44

James W. Par-	-
ker, AB: One of	A SERVICE
the favorite ques-	10000000
tions you hear	1000
these days is	Court William
"Have you col-	Aug.
lected your vaca-	31/50/2000
tion pay yet?"	
Well I just got	The state of
mine now and it	and a second
feels swell.	BELLA MALLEY

H. Leonard Shaw 110	034 42.00
Juan Contreras 116	035 51.83
Auguste Vlox 110	036 45.50
Pablo Rodriguez 110	39.28
Rudolph Karner 116	038 131.44
Yrjo Juvonen 110	039 42.39
William Sloberman 116	040 116.67
William Kane 110	041 84.78
	042 43.56 043 99.94
Francis Albore 110	044 121.72
Neil Patterson 110	045 108.50
Walter Raim 116	046 117.83
Edgar Barton 110	047 84.39
James Moore 110	048 63.78
Liston Lanter 110	049 110.06
Wilson White 116	050 119.78
James Glisson 116	051 88.67
David Sykes 110	052 71.94
John Hunter 110	053 120.94
Harold Middleton 110	054 91.39
J. F. Kelley 110	055 36.17
Warren Houston 110	056 136.50
Jose Ortiguerra 11	057 108.89
Wladyslaw Hine 11	058 49.00
Cabert Dobbins 11	059 45.11
William Bause	060 73.50

Cyril Gleeson	11061	57.
Charlie Neukirchener	11062	119.
Oliver Oakley	11063	71.
Ernest Anderson		56.
Norman Tukey, Jr	11065	129.
Aramin Sevier.		

Aramin Sevier,
AB: The SIU has
always been the
Union to set the
pace on benefits.
It looks to me
like this vacation
pay is another
first prize for our
Union.



Frederick Engel, Jr. ... 11087

Ralph Smith 11088

Brown Huszar 11089

Ramose Elliott 11090

Ernest Smith 11091

Frank Wolinski 11092

George Zechenelly 11093

James O'Rourke 11068

6.67	-
14.78	Candan Bashan
13.56	Gordon Decker,
19.94	messman: It cer-
21.72	tainly is an inter-
18.50	esting system the
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10.06	AND RESIDENCE AND ADDRESS OF THE PROPERTY OF T
19.78	esting is the cash
88.67	you collect when
71.94	you present the
20.94	discharges.
91.39	
36.17	
36.50	Benson Blackmon

Benson Blackmon 11	094 68.44
Adam McDiarmid 11	095 41.61
Milton Zechenelly 11	096 103.44
Isadore Morgani 11	097 101.50
Walter Guidry 11	090 82,06

Wineas Krisuinas	11099	98.7
Fred Durham	11100	94.5
Leroy Larson	11101	77.3
George Neyrey	11102	90.2
Arlie Allen		80.5
David Lynch	11104	106.9
Louis Suslovitz	11105	114.3
Terrin Young, Jr	11106	115.8
Elmer Bennett	11107	57.1
Percy Thompson	11100	136.1
Frank Martin	11100	89.0
Roger Witham	111100	65.3
James Olives	11110	
James Oliver	111111	97.2
Douglas Patterson	11112	115 5
Morgan Harris	11113	86.3
Donald Ikerd	111114	75.8
William Thompson	11115	92.1
Frank Gonzales	11116	44.7
Jack Hayes	11117	58.3
Golden Gillispie. Jr	11118	95.2
Marshall McDonald	11119	138.0
Jos Selby	11120	131.8
Walter Mueller	11121	103.8
Floyd Bailey	11122	87.5
Richard McCarthy	11123	96.8
John Ryder	11194	50.1
Lembit Saar	11195	100.7
Louis Farkas	11150	63.2
James Flynn	11120	1000000
Jens Jensen	11121	57.9
Eugene Blanchard	11128	68.0
Lee Wee Ween	11129	36.5
Lee Yee Kow	11130	84.7
James Wallis	11131	59.8
Christos Matarangas	11132	104.2
Pedro Peres	11133	35.7
Argirios Sfikos	11134	93.3
John McHale	11135	91.0
Leonard Wright	11136	107,3
Ernest Cox	11137	35.7
Antonios Ylannacoureas	11138	67.6
Nathaniel Einsbruch	11139	• 70.3
Miguel Carmona	11140	36.5
Stephen McKinney	11141	38.1
John Dupesko	11142	79.3
George Tunnicliffe	11143	49.7
To Cash Vac. Checks	11144	4,500.00
Frank Nering	11145	\$55.6
Charles Conahan	11146	45.8
Joseph Cabral	11147	113.50
Hendrik Swartjes	11148	138.4
Gerasymos Kokolis	11149	51.7
Paul Wells	11150	43.9
Michael Hynes	11151	87.5
Joseph Glesson	11159	57.1
Friedof Fondila	11159	102.6
Donato Glangiordano	11150	M DODGO
Joseph Rioux	11134	73.1
Duane Fisher	11100	138.4
Purene Lucara	11136	110.4
Eugene Lucero	11157	137.6
Gerardo Medina	11158	127.5
Charles McPherson	11159	69.6
Edward Morris	11160	68.4
Stanley Hutchinson	11161	94.1
Thomas Evans	11162	47.4
Randolph Fritter	11163	115.50
	_	

Edward Nooney, AB: In the last few years the Union has really been coming up with some big for gains members and the vacation benefits just about top the list as I see

88.28

19.28

50.56

45.89

52.11

50.56

52.11

60.67

63.00

84.39

42.00

92.56

56.00

37.33



		_	
1.33	12	11164	Frank Meacher
0.28	6	11165	Thomas Galvin
7.67	13	11166	Laurentious Kotselis
6.67	116	11167	Howard Bickford
6.89	6	11168	Floyd Shaw
2.78	4	11169	Sylvester Walsh
1.78	9	11170	Richard Harford
3.33	80	11171	Victor Segoba
4.72	4	11172	George Rautenfelds
3.78	60	11173	Victor Bellens
2.00	4	11174	Robert Perryman
1.50	10	11175	Joseph Allard
2.50	123	11176	Clifton Jackson
6.28	4	11177	Joseph Kurosz
8.11	3	11178	Robert Dillon
4.33	11	11179	Eric Dahl
5.28	90	11180	Frank Pascucci
6.94	100	11181	Paul Foy
3.67	12	11182	Jean Vidalis
3,39	6		Charles Hawley
1.08	6	11184	Chwan I. Lee
8.50	10	11185	Juan Hernandez
9.78	4		Thomas Conway
п	1000	CANDOWS	(Continued on

SEAFARERS CASH BENEFITS



TOTAL

\$85,741.24

Vacation Plan May 26-June 6 Welfare Plan May 18-May 31

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

Ioannis Giannotis 11187	3)
Name No. A Ioannis Giannotis 11187 Morgan Carroll 11188 David Shafer 11189 11189 Wayne Rank 11190 11190 To Cash Vac. Checks 11191 3 Gunnar Weiland 11192 1 Ioannis Pandelios 11193 11194 Thomas Oliver 11195 11196 John Robinson 11197 11197 Juan Reyes 11198 11199 Carl Mansfield 11200 11201 Carl Mills 11201 1201 John Short 11202 11204 Robert McNeil 11203 Victor Valencia 11204 George Manning 11205 Mike Diaz 11206 Frederick Brown 11207 11208 Frederick Nelson 11209 1209 Lee Walsh 11210 George Davis 11211 Antonio Loya 11212 Jack Warren 11213	
Ioannis Giannotis 11187 Morgan Carroll	Amount
Morgan Carroll 11188 David Shaffer 11189 Wayne Rank 11190 To Cash Vac. Checks 21191 Gunnar Weiland 11192 Ioannis Pandelios 11193 Nicolaos Karageorgis 11194 Thomas Oliver 11195 Stephen Wagner 11196 John Robinson 11197 Juan Reyes 11198 Thomas Harmon 11109 Carl Mansfield 11200 Cecil Mills 11201 John Short 11202 Robert McNeil 11203 Victor Valencia 11204 George Manning 11205 Mike Diaz 11205 Mike Diaz 11206 Frederick Brown 11207 George Ash 11208 Frederick Nelson 11209 Lee Walsh 11210 George Davis 11211 Antonio Loya 11212 Jack Warren 11213	105.78
David Shaffer 11189	49.00
Wayne Rank 11190 To Cash Vac. Checks 21191 Gunnar Weiland 11192 Ioannis Pandelios 11193 Nicolaos Karageorgis 11194 Thomas Oliver 11195 Stephen Wagner 11196 John Robinson 11197 Juan Reyes 11198 Thomas Harmon 7 11199 Carl Mansfield 11200 Cecil Mills 11201 John Short 11202 Robert McNeil 11203 Victor Valencia 11204 George Manning 11205 Mike Diaz 11206 Frederick Brown 11207 George Ash 11208 Frederick Nelson 11209 Lee Walsh 11210 George Davis 11211 Antonio Loya 11212 Jack Warren 11213	42.39
To Cash Vac. Checks	50.94
Ioannis Pandelios 11193 Nicolaos Karageorgis 11194 Thomas Oliver 11195 Stephen Wagner 11196 John Robinson 11197 Juan Reyes 11198 Thomas Harmon 11199 Carl Mansfield 11200 Cecil Mills 11201 John Short 11202 Robert McNeil 11203 Victor Valencia 11204 George Manning 11205 Mike Diaz 11206 Frederick Brown 11207 George Ash 11208 Frederick Nelson 11209 Leo Walsh 11210 George Davis 11211 Antonio Loya 11212 Jack Warren 11213	3,000,00
Nicolaos Karageorgis 11194	46.28
Thomas Oliver 11195 Stephen Wagner 11196 John Robinson 11197 Juan Reyes 11198 Thomas Harmon 11109 Carl Mansfield 11200 Cecil Mills 11201 John Short 11202 Robert McNeil 11203 Victor Valencia 11204 George Manning 11205 Mike Diaz 11206 Frederick Brown 11207 George Ash 11208 Frederick Nelson 11209 Leo Walsh 11210 George Davis 11211 Antonio Loya 11212 Jack Warren 11213	93.33
Thomas Oliver 11195 Stephen Wagner 11196 John Robinson 11197 Juan Reyes 11198 Thomas Harmon 11199 Carl Mansfield 11200 Cecil Mills 11201 John Short 11202 Robert McNeil 11203 Victor Valencia 11204 George Manning 11205 Mike Diaz 11206 Frederick Brown 11207 George Ash 11208 Frederick Nelson 11209 Leo Walsh 11210 George Davis 11211 Antonio Loya 11212 Jack Warren 11213	68.06
John Robinson 11197 Juan Reyes 11198 Thomas Harmon * 11199 Carl Mansfield 11200 Cecil Mills 11201 John Short 11202 Robert McNeil 11203 Victor Valencia 11204 George Manning 11205 Mike Diaz 11205 Frederick Brown 11207 George Ash 11208 Frederick Nelson 11209 Lee Walsh 11210 George Davis 11211 Antonio Loya 11212 Jack Warren 11213	B4.78
Juan Reyes 11198 Thomas Harmon 7 11199 Carl Mansfield 11200 Cecil Mills 11201 John Short 11202 Robert McNeil 11203 Victor Valencia 11204 George Manning 11205 Mike Diaz 11206 Frederick Brown 11207 George Ash 11208 Frederick Nelson 11209 Lee Walsh 11210 George Davis 11211 Antonio Loya 11212 Jack Warren 11213	39.67
Thomas Harmon	57.94
Thomas Harmon 11199 Carl Mansfield 11200 Cecil Mills 11201 John Short 11202 Robert McNeil 11203 Victor Valencia 11204 George Manning 11205 Mike Diaz 11205 Frederick Brown 11207 George Ash 11208 Frederick Nelson 11209 Lee Walsh 11210 George Davis 11211 Antonio Loya 11212 Jack Warren 11213	49.78
Cecil Mills 11201 John Short 11202 Robert McNeil 11203 Victor Valencia 11204 George Manning 11205 Mike Diaz 11206 Frederick Brown 11207 George Ash 11208 Frederick Nelson 11209 Lee Walsh 11210 George Davis 11211 Antonio Loya 11212 Jack Warren 11213	92.17
John Short 11202 Robert McNeil 11203 Victor Valencia 11204 George Manning 11205 Mike Diaz 11206 Frederick Brown 11207 George Ash 11208 Frederick Nelson 11209 Lee Walsh 11210 George Davis 11211 Antonio Loya 11212 Jack Warren 11213	92.56
Robert McNeil 11203 Victor Valencia 11204 George Manning 11205 Mike Diaz 11206 Frederick Brown 11207 George Ash 11208 Frederick Nelson 11209 Leo Walsh 11210 George Davis 11211 Antonio Loya 11212 Jack Warren 11213	52.89
Victor Valencia 11204 George Manning 11205 Mike Diaz 11206 Frederick Brown 11207 George Ash 11208 Frederick Nelson 11209 Lee Walsh 11210 George Davis 11211 Antonio Loya 11212 Jack Warren 11213	111.61
George Manning 11205 Mike Diaz 11206 Frederick Brown 11207 George Ash 11208 Frederick Nelson 11209 Leo Walsh 11210 George Davis 11211 Antonio Loya 11212 Jack Warren 11213	112.78
Mike Diaz 11206 Frederick Brown 11207 George Ash 11208 Frederick Nelson 11209 Leo Walsh 11210 George Davis 11211 Antonio Loya 11212 Jack Warren 11213	40.06
Frederick Brown 11207 George Ash 11208 Frederick Nelson 11209 Lee Walsh 11210 George Davis 11211 Antonio Loya 11212 Jack Warren 11213	124.06
George Ash 11208 Frederick Nelson 11209 Lee Walsh 11210 George Davis 11211 Antonio Loya 11212 Jack Warren 11213	55.01
Frederick Nelson 11209 Lee Walsh 11210 George Davis 11211 Antonio Loya 11212 Jack Warren 11213	102.67
Lee Walsh	87.11
George Davis	124.06
Antonio Loya 11212 Jack Warren 11213	35.39
Jack Warren 11213	47.83
	85.17
Harold Robinson 11214	93.33
	90.61

ALCOUR.	William McKenna 11291
mount.	Leo O'Donnell 11292
105.78	Juan Olivero 11293
49.00	Francisco Solis 11294
42.39	Leo O'Donnell 11292 Juan Olivero 11293 Francisco Solis 11294 James Temple 11295 James Allen 11296 Joseph Fecke 11297 Lawrence Schroeder 11280 Timothy Helt 11296 Schroe Bourteeuv 11300
50.94	Joseph Fecke 11297
,000,000	Lawrence Schroeder 11298
46.28	Timothy Holt 11299
93.33	Sidney Boudreaux 11300
USES 20020	Fees Crawford 11302
68.06	Timothy Helt 11298 Sidney Boudreaux 11300 Joseph Wooley 11201 Fess Crawford 11302 Gaspara Sanzone 11303
84.78	Fess Crawford 11302 Gaspara Sanzone 11303 Hernert Likes 11504 Jienmie Arnold 11303 Edmund Sigourney 13:06 Charles Hyde 11307
39.67	Jimmie Arnold 11303
57.94	Charles Hyde 11307
49.78	
92.17	Robert McCluskey 11309 Foster Shedd 11310 Percey Jackson 11311 Federico Bucayan 11312 Salvatore Munici 11313 Raiph Garrett 11314
92.56	Foster Shedd 11310
52.89	Percey Jackson 11311
111.61	Salvatore Munici 11313
112.78	Ralph Garrett 11314
ACRES DE POSICIO	Joseph Lac 11315
40.06	Joseph Lac 11315 Charles Terry 11316 Edward Poe 11317
124.06	Michael Burke 11317
55.61	Clarence Osborne 11319
102.67	Nicholas Bossanyi 11320
87.11	
124.06	Evaristo Pantoja 11322
35.39	Harald Thomas 11324
47.83	Evaristo Pantoja 11322 Thomas Massey 11323 Harold Thomas 11324 Nicholas Leone 11325
85.17	Vold 11326
93.33	Void 11326 Pedro Guzman 11327 Leslie Green 11328
0.00003755	
90.61	Gust Syorkos 11329
_	James Armstrong 11330 Earl Quinn 11331 John Hawley 11332 To Cash Vac. Checks 11333 Carmine Tufaro 11334 Frank Jankowski 11333
	John Hawley 11332
ania '	To Cash Vac. Checks 11333
1200	Carmine Tufaro 11334 Frank Jankowski 11335 Luis Cepeda 11336 Leonard Cole 11337 Chester Komerowski 11338 Paul Bland 11339
100	Luis Cepeda
C (1)	Leonard Cole 11337
	Chester Komerowski 11338
100	Paul Bland 11339 Robert Bridges 11330 Duane Warrington 11341 Thomas Constantin 11342
70	Duane Warrington 11341
18	Thomas Constantin 11342
	Winfred 11343
200	Claude Pritchett 19348
(S)	Robert Anderson 11347
Mary.	Paul Bruun 11348
70	James West 11349
-	James Bryson 11350 Jose Amar 11351
41.61	Marael Modriduce
80 89	Oron Richard
CONTRACTOR	Claud Denny 11354
62.61	Fred Shookley 11333
120.17	Fred Shockley 11356 Degno Gherardini 11357
73.11	Emeterio Sugasartaza 11358
36.11	Emcterio Sugasartaza . 11338 Leonard Helie
36.17	Dudley Johnson 11369

	1,	
John Flaherty 11289	50.94	Teddy Lintz 11413
Royald Thompson 11290	67.67	
Ronald Thompson 11290 William McKenna 11291	57.94	Hans Hallman 11415
Leo O'Donnell 11292	41.61	William Spear 11416
Juan Olivero 11293	50.94	William Spear 11416 Francis Connelly 11417
Francisco Solis 11294	47.06	
Francisco Solis 11294 James Temple 11295	129.50	
James Allen 11296	39.28	
Joseph Fecke 11297	43.17	
Lawrence Schroeder 11298	35.78	John Fitzsim-
Timothy Holt 11299	54.06	All the state of t
Sidney Boudreaux 11300	52.50	mons, messman:
Sidney Boudreaux, 11300 Joseph Wooley, 11301	53.28	I'm a happy fel-
Fess Crawford 11302	38.11	low when I have
Gaspara Sanzone 11303	43.17	The state of the s
Figurest Likes 11304	36.17	something to jin-
Hernert Likes 11304 Jimmie Arnold 11305	91.00	gle in my pocket.
Edmund Sigourney 11:00	38.50	
Charles Hyde 11307	40.83	Having just col-
Benedict Veiner 11308	91.00	lected vacation
Robert McCluskey 11309	57.94	Charles to the control of the contro
Robert McCluskey 11309 Foster Shedd 11310	54.44	pay on top of a
Percey Jackson 11311	78.94	payoff makes me
Federico Burayan 11312	51.33	1.1. A CONTROL OF THE PROPERTY
Salvatore Munici 11313	77.39	feel cheerful.
Ralph Garrett 11314	45.50	
Joseph Lac 11315	110.06	
Joseph Lac 11315 Charles Terry 11316	77.39	
Edward Poe 11317	75.06	A. G. Miller 11419
Michael Burke 11318	82.44	Arthur Wiessner 11420
Clarence Osborne 11319	110.83	Clinton Murray 11421 Edgar Williams 11422
Nicholas Bossanyi 11320	127.94	Edgar Williams 11422
Manuel Segarra, 11321	50,94	David Page 11423
Evaristo Pantoja 11322	50.94	Elliott Shagar 11424
Thomas Massey 11323	35.39	Angel Suarez 11425
Harold Thomas 11324	124.44	Francis Sullivan 11426
Nicholas Leone 11325	96,63	Charles Burns 11427
Vold 11326	Void	Edward Jaks 11428
Pedro Guzman 11327	50.94	Eliecer Jiminez 11429
Leslie Green 11328	72.33	George Dunn 11430
Gust Syorkos 11329	113.94	George Kasprzyk 11431
James Armstrong 11330	110.44	Anthony Meshefsky 11432
Earl Quinn 11331	108.50	Arnold Eagen 11433
John Hawley 11339	46.28	Harold Giddings 11434
To Cash Vac. Checks 11333	4,000,00	George Glennon 11435 Gordon Shoolridge 11436
To Cash Vac. Checks 11333 Carmine Tufare 11334	37.33	Gordon Shootridge 11436
	72,33	Julius Sirile 11437
Luis Cepeda	50,94	Emilio Sierra 17438
Leonard Cole 11237	43.17	Horace McCurdy 11439
Chester Komerowski 11338	49,39	James Hand 11440
Paul Bland 11339	46.67	Bernard Landos 11441
Robert Bridges 11340	63.39	Antonio Acosta 11442
Robert Bridges 11340 Duane Warrington 11341	53,28	Ramon Olivera 11443
Thomas Constantin 11342	62.61	Quintino Nobles 11444
Winfred Daniel 11343	140.00	Richard Robison 11445
Allen Edenfield 11344	109.28	Steve Simmons 11446 Mack Patterson 11447
Jesus Lopez 11345	109.67	Mallie Towns
Claude Pritchett 11346	102.67	Nollie Towns 11448
Robert Anderson 11347	95.28	Paul Louloudes 11449 Robert French 11450
Paul Bruun 11348	63.00	Petaban Ognanda
James West 11349	39.28	Esteban Oquendo 11451
James Bryson 11350	38.50	Robert Goodnick 11452
Jose Amar 11351	88.67	J. B. Brown 11453 Helmar Bjork 11454
Rafael Rodriguez 11352	140.78	Vincent Stankiewicz 11455
Oron Richard 11353	38.11	Roland Reputle
Oron Richard 11353 Claud Denny* 11354	42.39	Roland Reustle 11456 Daniel Ruggiano 11457
Curry Miller	72.33	Ciriaco Panganiban 11458
Fred Shockley 11336	47.83	Robert Greens
Fred Shockley 11356 Degno Gherardini 11337	71.94	Robert Greene 11409
Emeterio Sugasartaza 11358	84.78	Frank Bradley 11460 George Lagoros 11461
Leonard Helie 11359	68.83	Patrick O'Nellt Trees
Dudley Johnson 11360	107,33	Patrick O'Neill 11462
Aubrey Rankin 11361	42.78	Fred Serrahn 11463
Clyde Brown 11362	96.06	Benjamin Lowery 11464
Thomas Flood 11363	55.61	James Brannon 11465
Thomas Flood 11363 Clinton Arnold 11364 Nathan Eldridge 11365	64.17	John Logan 11466
Nathan Eldridge 11365	57.17	John Graves 11467

į	Elliott Shagar	11434
ľ	Elliott Shagar Angel Suarez Francis Sullivan Charles Burns Edward Jaks Ellecer Jiminez George Dunn George Kasprzyk Anthony Meshefsky Anthony Meshefsky Arnold Eagen Harold Giddings George Glennon Gordon Shoolridge Julius Sirilo Emillo Sierra Horace McCurdy James Hand Bernard Landos Antonio Acosta Ramon Olivera Quintino Nobles Richard Robison Steve Simmons Mack Patterson Nollie Towns Paul Louloudes Robert French Esteban Oquendo Robert Goodnick J. B. Brown Helmar Bjork Vincent Stankiewicz Roland Reustle Daniel Ruggiano Cirlaco Panganiban Robert Greene Frank Bradley George Lagoros Patrick O'Neill Fred Serrahn Benjamin Lowery James Brannon John Logan John Graves Jack Styron Joseph Thomley William Little William Singleton Henry DeFeo Ervin Bradley Henry McNabb	11425
ì	Francis Sullivan Charles Burns	11426
Ė	Charles Burns	11427
	Ellecer Jimines	11423
è	George Dunn	11430
į	George Kasprzyk	11431
	Anthony Meshefsky	11432
ij	Harold Giddings	11434
ļ	George Glennon	11435
ļ	Gordon Shoolridge	11436
į	Julius Sirile	11437
Ė	Emilio Sierra	11438
ĺ	James Hand	11440
P	Bernard Landos	11441
í	Antonio Acosta	11442
þ	Ramon Olivera	11443
2	Dichard Pobles	11445
į	Steve Simmons	11446
	Mack Patterson	11447
	Nollie Towns	11448
	Paul Louloudes	11449
	Esteban Ognendo	11451
	Robert Goodnick	11452
	J. B. Brown	11453
	Helmar Bjork	11454
	Vincent Stankiewicz	11455
	Daniel Ruggiano	11457
	Ciriaco Panganiban	11458
	Robert Greene	11409
	Frank Bradley	11460
Ì	Patrick O'Neill	11462
	Fred Serrahn	11463
d	Benjamin Lowery	11464
	James Brannon	11465
	John Legan	11466
	Jack Styron	11468
	Joseph Thomley	11469
	William Little	11470
	William Singleton	11471
	Ervin Bradley	11473
	Henry McNabb	11474
	Sanderson Charles	11475
	Vincent Mackelia	11476
	Albert Dobler	11477
1	Benjamin Wilson	11479
	Joseph Thomley William Little William Singleton Henry DeFeo Ervin Bradley Henry McNabb Sanderson Charles Vincent Mackelis Leopold Faulkner Albert Dobler Benjamin Wilson Frederick Landmeyer William Powell Charlie Johnson Donald Benson John Keeney Richard Casben Herbert Sanderlin Lewis Smith Edward Blevins Donald Falconer Maurice Gillespie Richard Woodward Willard Bankhead Raymond Wills Walter Crajkowski	11480
1	William Powell	11481
I	Charlie Johnson	11482
J	John Keeney	11484
	Richard Casben	11485
	Herbert Sanderlin	11486
	Lewis Smith	11487
J	Donald Falconer	11488
	Maurice Gillespie	11490
1	Richard Woodward	11491
Ì	Willard Bankhead	11492
ł	Raymond Wills Walter Czajkowski	11493
3	Albert Lopez	11495
l	William Kleimola	11496
1	Ervin Burns	11497
J	Clifford Umfleet	11496
I	Color to the track tracks	11499 11500
J	Samuel Vincius	11501
I	Rosebu Crowsek +	TIDUE
J	Luis Gonzalez	11503
I	Samuel Paraiez	11504
I	Erwin Belz	11506
I	Roy Belz	11507
I	Roy Belz Nicholas DeLos Santos .	11508
1		

William V. Spear, FWT: It seems that the Union really has worked up a fine system for paying out vacation money besides the fact that we're getting benefits for the first time.

56.39 75.06 61.44

140.39 39.67 66.89 103.44 140.00 37.72 36.56 42.78 98.00 115.89 115.89

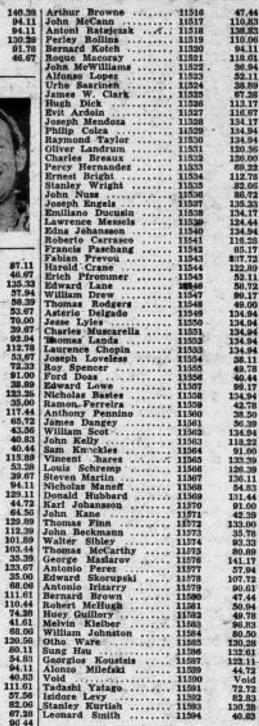
82.83 61.83 104.61 93.72 104.22 46.67 50.94 97.22

138.83 133.00

80.89 36.17 38.89 84.78

115.89 94.50 5,000.00

4	first time.	CONTRACTOR OF THE PARTY OF
2		2.00
6	Erwin Whittington 11509	101
	Dwight Carroll 11516	53
	Joseph Dunaway 11511	6
	James Walker 11512	100
	Manuel Maldonado 11513	3
	Adam Falcon 11514	4
ı	Jose Luna 11515	- 51
м	don't was an anteres and State	- A - 10



Antonio Acosta: Anybody who comes up here to collect car. see for himself that the Union has won us a good thing that puts money in our pockets when we can use something extra.

58.72 86.72 54.44 93.33 41.61 94.50 42.00

87.89 36.94 61.83 47.83 94.50 105.38 37.33 134.94 75.83 86.89 62.22 36.94 117.44 141.17 108.50



	-0.00
Cheodore Blades 11595	111,22
Erich Sommer 11596	47.83
Dimitrios Dafnas 11597	116.67
Angel Carrasquillo 11508	88.28
laymond Reddick 11599	69.22
leorge Griswald 11000	86.72
William Jenkins 11601	56,78
Cameron Wooten 11602	101.89
William Kemmerer 11603	120,17
Floyd Alford 11604	117,83
falim Hambour 11605	66,89
Robert Bowley 11606	49.00
Anthony Budvidas 11607	52,89
rsu Hau Nam 11668	63,22
Enrico Tirelli 11600	87.72
Serbert Collins 11610	40.83
uido Merola 11611	40.06
Edmund Smeryczanski 11612	42.30
Robert Lake 11613	49.39
Simon Cześloloski 11614	106.17
hristopher Bobbe, 11615	38.11
George Lambert 11616	66,89
pero Demoleas 11617	106.56
ritabert Stephen 11618	126.00
losef Ferenc 11619	100.72
	\$117.06
Charles J. Mehl 11620 Charles Z. Dichiara 11621	89.06
lack E. Walker 11622	. 36.17
Igmes J. Casey 11623	141.94
	85.94
Gus L. Taylor 11624 Hubert R. Bower 11625	113.94
Adam A. Kosinski 11626	39.28
To Cash Vac. Checks 11627	4,000,00
dichael A. Filosa 11628	40.83
Stanislaus L. Molenda 11639	66.89
Howard D. Stibbins 11630	116.67
Ong Song Ching 11631	114.03
Karl G. Hagstrom 11632	70.39
Edward L. Cuddy 11633	63.78
Richard J. McLaughlin . 11634	37.33
	60.28
John F. McLoughlin 11635 Kenneth P. Jones 11636	63.78
Charles Gregson 11637	69.22
Die Envelson 11638	56:00
	52.50
Earl Wilbus 11639	2 VIII-00
NIE DEL	TO STREET WEST

É	Joseph Day	11640	60.6
9	Pasquale A. Carbone	11641	119.3
ı	Adriam Roberts	11642	52.1
p	Van Whitney	11643	41.6
ä	Emeterio Barraca	11644	143.1
g	Chang Chaun	11045	83.6
ij	King Shing	11646	104.6
ä	Jorge Rodriquez	11647	124.8
Ü	Joseph Gill	11848	85.1
Œ	Antonio Louzerio	11649	83.2
g	Sam Telech	11650	81,2
ı	Peter Heuber	11651	114.3
g	Alexander Jones	11652	127.1
ŀ	Joseph Minoglio	11653	104.6
8	John Hanson	11654	73.8
E	Bobby Ethridge	11655	91.3
c	Robert Hogan	11656	110.0
E	Alexander Wheaton	11657	109.2
ũ	John Fonenot	11658	42.3
ĕ	Fred Fowler	11659	59.1
ij	Calouet Savan	11660	71.9
ũ	Ctarence Reynolds	11661	46.2
9	John Sikes	11662	89 0
Ū	James Nelson	11963	100.7
E	Ernest Patton	11694	52.1
۵	Edward Fields	11065	106.0
9	Clarence Mazoue	11666	35.7
Е	Clarence Cooper	11667	40.4
Ē,	Henry Donnelly	11668	40.4
ä	Jack Woods	11669	81.2
g	Joseph Soliniski	11670	49.7
9	Stewart Healy	11671	47.0
g	Alvin Ballard	11672	80.5
ė	Robert Olds	11673	61.8
ĝ	Frank Bachat	11674	112.7
В	Antonio Santiago	11675	137.2
e	John Zimmer	11676	110.0
d	Quentin Vaughn	11677	53.2
	Telesforo Vazquez	11678	113.1
	Paul Synott	11679	94.1
	and the second second	1,300	

Walter Keenan, night cook & baker: The thing that I like about it is the way it works so fast. The office sure has a good sys-91.00 42.39 tem, nothing 133.00 complicated about getting the



Johnny Boliday	William Evitt	11680	70.35
Williams Rose	Alex Prancisco	11681	114.73
Carlos Peres	Williams Rose		134.9
Carlos Peres 11688 127.9 Paul Aguilas 11687 62.6 Charles Phelps 11683 42.3 John Banks 11689 57.1 Edgar McVicker 11690 56.3 Murray Gillikin 11691 43.5 Lester Watts 11692 79.3 Winford Whitehurgt 11693 83.2 Elmer Jefferson 11684 86.5 Norman Ward 11695 10.0 Rafael Ramos 11696 42.3 Joseph Carass 11696 42.3 Joseph Carass 11696 42.3 Joseph Carass 11700 47.4 Rogue Ramos 11710 47.4 Rogue Ramos 11711 47.4 Rogue Ramos 11712 47.4 Rogue Ramos 11712 47.4 Rogue Ramos 11712 47.4 Rogue Ramos 11714 47.4 Rogue Ramos 117	Leo Morsette,	11684	134.9
Charles Phelps			127.9
Jehn Bañks 11689 57.1 Edgar McVicker 11680 56.2 Murray Gillikin 11681 43.5 Lester Watts 11692 79.3 Winford Whitehurgt 11693 88.2 Elmer Jefferson 11684 86.2 Norman Ward 11695 19.0 Alfred Abote 11696 42.3 Joseph Carass 11696 42.3 Joseph Carass 11596 42.3 Esko Salomaa 11700 47.4 Esko Salomaa 11700 47.4 Emery Crowell 11701 35.3 James Smith 11702 35.3 Walter Brown 11703 43.5 Alfred Meler 11705 57.4 Gibson Coker 11706 33.3 Henry Sedgeway 11707 108.5 Edward Burns 11708 33.2 Henry Sedgeway 11707 108.5 Chifford Burns 11710 22.5 Charles Long <t< td=""><td>Paul Aguilas</td><td>11687</td><td>62.6</td></t<>	Paul Aguilas	11687	62.6
Edgir McVicker 11690 56.3 Murray Gillikin 11591 43.5 Lester Watts 11692 79.3 Winford Whitehurst 11693 88.2 Elmer Jefferson 11694 86.3 Norman Ward 11695 101.6 Rafael Ramos 11696 78.4 Alfred Abote 11697 47.4 Rogue Ramos 11696 42.3 Joseph Carass 11699 43.5 Esko Salomaa 11700 47.4 Esko Salomaa 11700 47.4 Emery Crowell 11701 35.3 James Smith 11702 35.7 Walter Brown 11703 43.5 Louis Tuckfield 11704 63.4 Alfred Meler 11705 57.5 Gibson Coker 11706 33.3 Henry Sedgeway 11707 108.5 Edward Burns 11708 103.4 Mugh Hallman 11709 124.7 Paul Burroughs 11710 128.7 Charles Long 17711 42.8 Clifford Wuertz 11712 78.1 William Morse 11713 140.3 Marien Green 11714 88.2 Venson Johnson 11715 88.5 John Holley 11717 82.0 John Young 11718 88.5 John Howell 11720 77.6 Eddie Gonzales 11721 126.7 Donald White 11722 108.1 Fideleon Damian 11724 17.2 Fideleon Damian 11725 117.4 Edward Mitchell 11729 17.6 Edward Spooner 11731 121.3 Clifford Fiestett 11732 17.8 Loseph Micheel 11733 140.3 Charles Hancock 11733 143.3 Charles Hancock 11735 13.3 Clifford Brissett 11732 117.8 Albert Knanff 11737 12.3 John Holley 11738 143.3 Charles Gonzales 11731 121.3 Clifford Brissett 11732 117.8 Albert Knanff 11737 13.3 Clifford Brissett 11732 117.8 Albert Knanff 11738 65.3 Richard Schulkz 11739 133.0 Edward Spooner 11731 121.3 Clifford Brissett 11732 117.8 Albert Knanff 11737 65.9 John Wehnan 11744 50.1 Thomas DiCarlo 11745 60.5 Formas DiCarlo 11746 49.3 Dimitries Katsikas 11749 43.3 Jay Deeds 11749 43.3 Jay Deeds 11749 43.3 Jay Deeds 11749 43.3 Jay Deeds 11749 43.3 Demetrios Hadileostas 11750 125.6 Cysbertan Dilea 11750 125.6 Cysbertan Piler 11753 143.5 Jamnes Simms 11754 43.3 Jamnes Simms 11754 43.3 Jay Deeds 11749 43.3 Demetrios Hadileostas 11750 125.6 Cysbertan Piler 11753 143.5 Jamnes Simms 11754 43.3 Jay Deeds 11749 43.3 Jay Deeds 11749 43.3 Jay Deeds 11750 125.6 Cysbertan Piler 11750 125.6 Cysbertan Piler 11750 125.6 Cysbertan Piler 11750 135.6 Cysb	Charles Phelps		
Lester Watts	Edgar McVicker		56.3
Winford Whitehurst 11993 88.2	Murray Gillikin	11691	
Norman Ward	Winford Whitehurst	11693	83.25
Rafael Ramos			
Hogue Ramos	Rafael Ramos	11696	78.0
Eske Salomaa 11700 47.4 Emery Crowell 11701 35.3 James Smith 11702 35.3 Walter Brown 11703 43.9 Louis Tuckfield 11704 68.4 Alfred Meler 11705 57.4 Gibson Ceker 11706 35.3 Henry Sedgeway 11707 100.8 Edward Burns 11708 103.4 Hugh Hallman 11709 124.7 Paul Burroughs 11710 128.7 Charles Long 12711 22.8 Charles Long 12711 32.8 Chifford Wuertz 11712 78.3 William Morse 11713 140.3 Marion Green 11714 88.2 Venson Johnson 11715 38.5 Horace Sikes 11718 88.5 John Holley 11717 82.0 John Young 11718 44.7 Harry Neese 11713 40.2 If deleon Damian 11723 126.7 Donald White 11722 108.1 Fideleon Damian 11724 97.2 Kenneth Sterner 11725 117.4 Edward Mitchell 11726 98.0 Isaac Hancock 11727 87.1 Joseph Samborski 11728 123.2 John Hack 11729 117.8 Ledward Spooner 11731 121.3 Clifford Brissett 11732 133.0 Edward Spooner 11731 121.3 Clifford Brissett 11735 133.0 Clarence Wright 11735 45.8 Mont McNabb 11735 45.8 Mont McNabb 11735 45.8 Mont McNabb 11736 49.3 Jance Habitts 11739 131.0 Theodore Aleck 11739 131.0 Theodore Aleck 11749 47.4 Jannes Garland 11744 50.1 Thomas DiCarlo 11745 69.5 Jone Hassen 11746 49.3 Jannes Ghester 11746 49.3 Jannes Ghester 11746 49.3 Jannes Ghester 11746 49.3 Jannes Shuitz 11749 43.1 Leadore Schoeter 11746 49.3 Jannes Garland 11737 96.0 Jannes Garland 11737 11747 John Wehman 11744 50.1 Thomas DiCarlo 11745 69.5 Loton Broeks 11746 49.3 Jenter Schoeter 11748 43.5 Jenter Schoeter 117	Rosus Ramos		47.4
Emery Crowell 11701 35.3 James Smith 11702 35.3 James Smith 11703 43.5 Walter Brown 11703 43.5 Louis Tuckfield 11704 63.4 Alfred Meier 11705 57.5 Gibson Coker 11706 33.3 Henry Sedgeway 11707 108.5 Edward Burns 11708 103.4 Mugh Haliman 11709 124.4 Paul Burroughs 11710 128.7 Charles Long 11711 628.7 Charles Long 11711 82.8 Charles Long 11711 83.8 Charles Long 11712 78.1 William Morse 11713 140.3 Marion Green 11714 88.5 Venson Johnson 11715 38.5 Venson Johnson 11715 38.6 John Holley 11717 82.0 John Holley 11718 44.7 John Howell 11720 77.0 Eddie Gonzales 11721 126.7 Donald White 11722 108.1 Fideleon Damian 11723 143.1 William Passmore 11724 97.2 Kenneth Sterner 11725 17.4 Edward Mitchell 11729 98.0 Isaac Hancock 11737 87.1 Joseph Samborski 11739 133.0 Edward Spooner 11731 127.3 Clinford Brissett 11732 127.3 Clinford Brissett 11732 127.3 Clinford Brissett 11732 133.0 Edward Spooner 11734 45.3 Mont McNabb 11735 45.3 Mont McNabb 11736 87.5 Phillip McBride 11737 96.0 James Garland 11738 65.3 Richard Schultz 11739 131.0 Theodore Aleck 11747 96.0 James Hibbitts 11748 120.5 Frances Checter 11748 120.5 Cysbertus Dys 11751 118.6 Harry Ledbetter 11742 127.5 John Wehman 11744 50.1 Theodore Schecter 11748 120.5 Cysbertus Dys 11751 118.6 Herman Piller 11753 44.3 Demetrios Hadjicostas 11750 125.6 Cysbertus Dys 11751 118.6 Herman Piller 11753 43.5 James Simms 11754 44.3 James Hibbitts 11753 13.5 James Simms 11754 44.3 James Hibbitts 11753 13.6 Francesco Esposito 11755 33.1	Joseph Carass	11599	
James Smith			
Louis Tuckfield	James Smith	11702	35.7
Alfred Meler 11705 57.5 Gibson Coker 11706 35.5 Henry Sedgeway 11707 108.5 Edward Burns 11708 103.4 Hugh Hallman 11709 124.4 Paul Burroughs 11710 128.7 Charles Long 17711 62.8 Clifford Wuertz 11712 78.3 William Morse 11713 140.3 Marion Green 11714 88.2 Venson Johnson 11715 38.5 Horace Sikes 11716 88.6 John Holley 11717 82.0 John Holley 11717 82.0 John Young 11718 44.7 Harry Neese 11719 41.2 John Howell 11729 77.0 Eddie Gonzales 11721 126.7 Donnid White 11722 108.1 Fideleon Damian 11723 143.1 William Passmore 11724 97.2 Kenneth Sterner 11725 117.4 Edward Mitchell 11729 98.0 Essac Hancock 11727 67.1 Joseph Samborski 11728 123.2 John Hack 11729 61.9 Joseph Micheal 11730 133.0 Edward Spooner 11731 121.3 Clifford Brissett 11732 117.8 Albert Knanff 11735 343.8 Mont McNabb 11735 353.8 Allan Svensson 11734 35.3 Clarence Wright 11735 363.8 Mont McNabb 11735 363.8 Richard Schultz 11739 66.9 James Garland 11739 66.9 James Garland 11739 63.3 Richard Schultz 11739 63.3 Richard Schultz 11739 63.3 Finence Schecter 11746 42.3 Jay Deeds 11741 59.1 Harry Ledbetter 11747 87.1 Leadore Schecter 11748 43.1 John Wehman 11744 50.1 Thomas DiCarlo 11745 60.5 Cysbertus Dys 11751 126.6 Cysbertus Dys 11751 126.6 Cysbertus Dys 11751 126.6 Cysbertus Dys 11751 126.6 Cysbertus Dys 11753 143.5 James Simms 11754 44.3 Laron Garabedian 11755 843.9 Francesco Esposito 11756 38.1 Felix Hammons 11756 121.3	Louis Tuckfield		
Gibson Coker 11706 33.4 Henry Sedgeway 11707 108.5 Edward Burns 11708 103.4 Mugh Haliman 11709 124.4 Paul Burroughs 11711 224 Paul Burroughs 11711 82.8 Charles Long 11711 82.8 Charles Long 11711 83.8 Marion Green 11714 88.2 Venson Johnson 11715 38.5 Horace Sikes 11716 88.2 John Holley 11717 82.0 John Holley 11717 82.0 John Young 11718 44.7 Harry Neese 11719 41.2 John Howell 11729 77.0 Eddie Gonzales 11721 126.7 Donnild White 11722 108.1 Fideleon Damian 11723 143.1 William Passmore 11724 97.2 Kenneth Sterner 11725 117.4 Edward Mitchell 11729 88.0 Isaac Hancock 11727 87.1 Joseph Samborski 11728 123.2 John Hack 11729 61.9 Joseph Micheal 11730 133.0 Edward Spooner 11731 121.3 Clifford Brissett 11732 133.0 Edward Spooner 11731 121.3 Clifford Brissett 11735 134.9 Allan Svensson 11734 35.3 Clarence Wright 11735 45.8 Mont McNabb 11735 45.8 Mont McNabb 11735 45.8 Mont McNabb 11736 63.3 Innes Garland 11739 131.0 Innes Garland 11739 131.0 Innes Garland 11744 50.1 Thomas DiCarlo 11745 60.5 Loton Broeks 11746 49.3 Jany Deeds 11747 87.1 Leadore Schecter 11746 49.3 Jimnes Ghalian 11749 43.1 Serling Hansen 11749 43.1 Serling Hansen 11749 43.1 Demetrios Hadjicostas 11750 125.6 Cysbertus Dys 11751 1753 143.5 James Simms 11754 43.5 James Simms 11755 343.9 Francesco Esposito 11756 38.1 Felix Hammons 11756 38.1	Alfred Meler	11705	57.50
Mugn Haiman 1700 128-7 Paul Burroughs 11710 128-7 Charles Long 11711 82-8 Chifford Waertz 11713 78-1 William Morse 11714 88-2 Venson Johnson 11715 38-5 Marion Green 11714 88-2 Venson Johnson 11715 38-5 John Holley 11717 82-0 John Holley 11718 44-7 John Howell 11729 77-0 Eddie Gonzales 11721 126-7 Donnid White 11722 108-1 Fideleon Damias 11723 143-1 Fideleon Damias 11723 143-1 Kenneth Sterner 11724 97-2 Kenneth Sterner 11724 97-2 Kenneth Sterner 11725 17-4 Joseph Samborski 11727 87-1 Joseph Samborski 11727 87-1 Joseph Samborski 11728 123-2 John Hac	Gibson Coker	11706	
Mugn Haiman 1700 128-7 Paul Burroughs 11710 128-7 Charles Long 11711 82-8 Chifford Waertz 11713 78-1 William Morse 11714 88-2 Venson Johnson 11715 38-5 Marion Green 11714 88-2 Venson Johnson 11715 38-5 John Holley 11717 82-0 John Holley 11718 44-7 John Howell 11729 77-0 Eddie Gonzales 11721 126-7 Donnid White 11722 108-1 Fideleon Damias 11723 143-1 Fideleon Damias 11723 143-1 Kenneth Sterner 11724 97-2 Kenneth Sterner 11724 97-2 Kenneth Sterner 11725 17-4 Joseph Samborski 11727 87-1 Joseph Samborski 11727 87-1 Joseph Samborski 11728 123-2 John Hac	Edward Burns	11708	103.4
Charles Long 1771 82.6 Chifford Wuertz 1772 78.3 William Morse 11713 140.3 Marion Green 17714 88.2 Venson Johnson 11715 88.6 John Holley 17717 82.0 John Holley 17717 82.0 John Howell 17720 77.0 Eddie Gonzales 17721 126.7 Donnald White 17720 177.0 Eddie Gonzales 17721 126.7 Donnald White 17722 108.1 Fideleon Damian 17723 143.1 William Passmore 17724 97.2 Kenneth Sterner 17725 177.4 Edward Mitchell 17729 98.0 Isaac Hancock 17727 87.1 Joseph Samborski 17728 61.9 Joseph Micheal 17729 61.9 Joseph Micheal 17730 133.0 Edward Spooner 17731 121.3 Clifford Brissett 17732 177.8 Albert Knanff 1773 134.3 Allan Svensson 17734 35.3 Allan Svensson 17734 35.3 Charence Wright 17735 48.8 Mont McNabb 17735 48.8 Mont McNabb 17736 87.5 Philip McBride 17737 96.0 James Garland 17738 63.3 Richard Schultz 17739 131.0 Theodore Aleck 17741 59.1 Harry Ledbetter 17742 47.4 James Hibbitts 17743 63.7 John Wehman 17744 50.1 Thomas DiCarlo 17748 1774 87.1 Leadore Schecter 17748 120.5 Cysbertus Dys 17751 1786 49.3 Dimitrios Katsikas 17747 87.1 Leadore Schecter 17748 120.5 Erling Hansen 17748 120.5 Erling Hansen 17749 43.1 Demetrios Hadilcostas 17750 125.6 Cysbertus Dys 17751 126.6 Cysbertus Dys 17751 126.6 Cysbertus Dys 17751 126.7 Felix Hammons 17756 33.1 Felix Hammons 17756 33.1 Felix Hammons 17756 34.3	Mugh Hallman	ALTUU.	
Cartord Wuertz 11712 78.3 William Morse 11713 140.3 Marion Green 11714 88.2 Venson Johnson 11715 38.5 Horace Sikes 11716 88.5 John Holley 11717 82.0 John Holley 11717 82.0 John Holley 11718 44.7 Harry Neese 11719 41.2 John Howell 11729 77.0 Eddie Gonzales 11721 126.7 Donnild White 11722 168.1 Fideleon Damian 11723 143.1 William Passmore 11724 97.2 Kenneth Sterner 11725 117.4 Edward Mitchell 11729 88.0 Isaac Hancock 11727 87.1 Joseph Samborski 11728 123.2 Joseph Micheal 11729 61.9 Joseph Micheal 11730 133.0 Edward Spooner 11731 121.3 Clifford Brissett 11732 117.8 Allan Svensson 11734 35.3 Clarence Wight 11735 45.8 Mont McNabb 11735 45.8 Mont McNabb 11735 63.3 Richard Schultz 11739 131.0 James Garland 11739 65.3 Richard Schultz 11739 131.0 Theodore Aleck 11740 42.3 Jay Deeds 11741 59.1 Harry Ledbetter 11742 47.4 James Garland 11738 65.3 Richard Schultz 11749 43.3 Jay Deeds 11744 50.1 Thomas DiCarlo 11745 60.5 Ledon Broeks 11746 49.3 Demetrios Hadilcostas 11746 49.3 Demetrios Hadilcostas 11749 43.1 Demetrios Hadilcostas 11749 43.1 Demetrios Hadilcostas 11750 125.6 Cysbertus Dys 11751 118.6 Herman Piller 11753 44.3 Laron Garabedian 11755 84.3 Francesco Esposito 11756 38.1 Felix Hammons 11756 38.1 Felix Hammons 11756 131.8 Michael Rossi 11758 121.3	Charles Long	11711	82.8
Marion Green 11714 88.2 Venson Johnson 11715 38.3 Horace Sikes 11718 88.6 John Holley 11717 82.0 John Young 11718 44.7 Harry Neese 11719 41.2 John Howell 11729 77.0 Eddie Gonzales 11721 126.7 Donnid White 11722 108.1 Fideleon Damias 11723 143.1 Fideleon Damias 11723 143.1 Kenneth Sterner 11724 97.2 Kenneth Sterner 11725 17.4 Edward Mitchell 11729 82.0 Isaac Hancock 11727 87.1 Joseph Samborski 11728 82.0 Isaac Hancock 11729 61.8 Joseph Samborski 11729 61.8 Joseph Michell 11729 61.2 Joseph Samborski 11729 61.2 Joseph Samborski 11723 121.3 Ghedward S	Chifford Wuertz		78.17
Venson Johnson 11715 38.5 Horace Sikes 11716 38.5 John Holley 11717 82.0 John Young 11718 44.7 Harry Neese 11719 41.2 John Howell 11729 77.0 Eddie Gonzales 11721 126.7 Donnid White 11722 108.1 Fideleon Damian 11723 143.1 William Passmore 11724 97.2 Kenneth Sterner 11724 97.2 Kenneth Sterner 11725 38.0 Isaac Hancock 11727 87.1 Joseph Samborski 11728 82.0 Joseph Micheal 11729 61.9 Joseph Micheal 11730 133.0 Edward Spooner 11731 121.3 Clifford Brissett 11732 117.8 Albert Knanff 11733 134.9 Allan Svensson 11734 35.3 Clarence Wright 11735 43.8 Mont McN	Marion Green		88.2
John Holley 11717 82.0 John Young 11718 44.7 Harry Neese 11719 41.2 John Howell 11721 126.7 Donnid White 11721 126.7 Donnid White 11722 108.1 Fideleon Damian 11723 143.1 William Passmore 11724 87.2 William Passmore 11725 117.4 Edward Mitchell 11729 82.0 Isaac Hancock 11727 87.1 Joseph Samborski 11728 82.0 Joseph Samborski 11728 123.2 John Hack 11729 61.8 Joseph Micheal 11730 133.0 Edward Spooner 11731 121.3 Chifford Brissett 11732 117.8 Albert Knanff 11733 43.9 Allan Svensson 11734 45.3 Charence-Wright 11735 45.2 Philip McBride 11735 45.3 James Ga	Venson Johnson	11715	38.50
John Young 11718 41.2 John Howell 11729 17.0 Eddie Gonzales 11721 126.7 Donnild White 11722 108.1 Fideleon Damian 11723 143.1 William Passmore 11724 97.2 Kenneth Sterner 11725 117.4 Edward Mitchell 11729 98.0 Isaac Hancock 11727 87.1 Joseph Samborski 11728 123.2 John Hack 11729 61.9 Joseph Micheal 11730 133.0 Edward Spooner 11731 121.3 Clifford Brissett 11732 117.8 Allan Svensson 11734 35.3 Clarence Wright 11735 45.8 Mont McNabb 11735 45.8 Mont McNabb 11735 65.3 Richard Schultz 11739 131.0 James Garland 11739 65.3 Richard Schultz 11739 131.0 Theodore Aleck 11740 42.3 Jay Deeds 11741 59.1 Harry Ledbetter 11742 47.4 James Hibbitts 11745 60.5 Thomas DiCarlo 11746 60.3 Dimitries Katsikas 11747 87.1 Isadore Schecter 11746 49.3 Dimitries Katsikas 11747 87.1 Isadore Schecter 11748 120.5 Erling Hansen 11749 43.1 Demetrios Hadjicostas 11750 125.6 Cysbertus Dys 11751 118.6 Herman Piller 11753 143.5 James Simms 11754 34.3 Francesco Esposito 11756 38.1 Felix Hammons 11756 38.1 Felix Hammons 11756 38.1 Felix Hammons 11756 120.9 Michael Rossi 11756 130.9 Michael Rossi 11756 120.9	John Holley		82.0
John Howell	John Young		44.73
Eddie Gonzales 11721 126.7 Donnid White 11722 108.1 Fideleon Damina 11723 143.1 William Passmore 11724 97.2 Kenneth Sterner 11725 117.4 Edward Mitchell 11726 98.0 Isaac Hancock 11727 87.1 Joseph Samborski 11728 123.2 Joseph Samborski 11728 61.9 Joseph Micheal 11730 133.0 Edward Spooner 11731 121.3 Clifford Brissett 11732 117.8 Albert Knanff 11733 134.9 Allan Svensson 11734 35.3 Clarence Wright 11735 45.8 Mont McNabb 11735 87.5 Philip McBride 11737 96.0 James Garland 11738 65.3 Richard Schultz 11739 131.0 Theodore Aleck 11740 42.3 Jay Deeds 11741 59.1 Harry Ledbetter 11742 47.4 James Hibbitts 11743 63.7 John Wehman 11744 50.1 Thomas DiCarlo 11746 69.3 Dimitrios Katakas 11747 87.1 Isadore Schecter 11748 120.5 Cysbertus Dys 11751 18.6 Herman Piller 11733 13.5 James Simms 11754 43.5 James Simms 11754 34.3 James Simms 11754 34.3 James Simms 11755 34.3 James Simms 11755 34.3 Francesco Esposito 11756 38.1 Felix Hammons 11756 121.3 Michael Rossi 11756 121.3	John Howell		37.00
Fideleon Damias	Eddie Gonzales		
William Passmore 11724 97.2 Kenneth Sterner 11725 117.4 Edward Mitchell 11726 98.0 Isaac Hancock 11727 87.1 Joseph Samborski 11728 123.2 Joseph Micheal 11730 133.0 Edward Spooner 11731 121.3 Clifford Brissett 11732 117.8 Albert Knanff 11733 134.9 Allan Svensson 11735 45.8 Mont McNabb 11735 45.8 Mont McNabb 11735 45.8 Mont McNabb 11735 45.3 James Garland 11738 65.3 Richard Schultz 11739 13.0 James Garland 11735 47.4 James Hibbitts 11741 59.1 James Hibbitts 11742 47.4 James Hibbitts 11743 63.7 John Wehman 11745 60.5 Loton Broeks 11746 49.3 Dimitrios	Fideleon Damian		143 1
Joseph Samborski 11728 123.2 John Hack 11729 61.8 Joseph Micheal 11730 133.0 Edward Spooner 11731 121.3 Clifford Brissett 11732 117.8 Albert Knanff 11732 117.8 Allan Svensson 11734 35.3 Clarence Wright 11735 45.8 Mont McNabb 11735 87.5 Philip McBride 11737 96.0 James Garland 11738 65.3 Richard Schultz 11739 131.0 Theodore Aleck 11740 42.3 Jay Deeds 11741 59.1 Harry Ledbetter 11742 47.4 James Hibbitts 11743 63.7 John Wehman 11744 50.1 Thomas DiCarlo 11745 60.5 Ledore Schecter 11746 49.3 Dimitrios Katsikas 11747 87.1 Leadore Schecter 11748 120.5 Erling Hansen 11749 43.1 Demetrios Haddicostas 11750 125.6 Cysbertus Dys 11751 118.5 Hernan Piller 11752 41.2 Charlambo Joannou 11753 43.5 James Simms 11754 43.5 James Simms 11755 34.3 Francesco Esposito 11756 38.1 Felix Hammons 11758 121.3	William Passmore		97.23
Joseph Samborski 11728 123.2 John Hack 11729 61.8 Joseph Micheal 11730 133.0 Edward Spooner 11731 121.3 Clifford Brissett 11732 117.8 Albert Knanff 11732 117.8 Allan Svensson 11734 35.3 Clarence Wright 11735 45.8 Mont McNabb 11735 87.5 Philip McBride 11737 96.0 James Garland 11738 65.3 Richard Schultz 11739 131.0 Theodore Aleck 11740 42.3 Jay Deeds 11741 59.1 Harry Ledbetter 11742 47.4 James Hibbitts 11743 63.7 John Wehman 11744 50.1 Thomas DiCarlo 11745 60.5 Ledore Schecter 11746 49.3 Dimitrios Katsikas 11747 87.1 Leadore Schecter 11748 120.5 Erling Hansen 11749 43.1 Demetrios Haddicostas 11750 125.6 Cysbertus Dys 11751 118.5 Hernan Piller 11752 41.2 Charlambo Joannou 11753 43.5 James Simms 11754 43.5 James Simms 11755 34.3 Francesco Esposito 11756 38.1 Felix Hammons 11758 121.3	Edward Mitchell	11728	98.00
Joseph Micheel			87.11
Edward Spooner I731 121.3 Chifford Brissett 11732 117.3 Albert Knamf 11733 134.9 Allan Svensson 11734 35.3 Clarence Wright 11735 45.8 Mont MeNabb 11735 47.8 Philip McBride 11737 96.9 James Garland 11739 63.3 Richard Schuliz 11739 131.0 Theodore Aleck 11740 42.3 Jay Deeds 11741 59.1 Harry Ledbetter 11742 47.4 James Hibbitts 11743 63.7 John Wehman 11744 50.1 Thomas DiCarlo 11745 60.6 Loton Brocks 11746 49.3 Dimitries Katakas 11747 87.1 Leadore Schecter 11748 20.5 Erling Hansen 11749 43.1 Demetrios Hadicostas 11750 125.6 Cysbertus Dys 11751 118.6 Her	John Mack	11729	61.83
Allan Svensson 11734 35.3 Clarence Wright 11735 45.8 Mont McNabb 11735 45.8 Mont McNabb 11737 96.0 James Garland 11737 96.0 James Garland 11739 131.0 Theodore Aleck 11740 42.3 Jay Deeds 11741 59.1 Harry Ledbetter 11742 47.4 James Hibbitts 11743 63.7 John Wehman 11744 50.1 Thomas DiCarlo 11745 60.6 Loton Brocks 11746 49.3 Dimitries Katsikas 11747 87.1 Leadore Schecter 11748 120.5 Erling Hansen 11749 43.1 Demetrios Hadicostas 11750 125.6 Cysbertus Dys 11751 118.6 Herman Piller 11752 41.2 Charlambo Joannou 11753 143.5 James Simms 11754 443.5 Laron Garabedian 11755 343.9 Francesco Esposito 11756 38.1 Felix Hammons 11756 121.3 Michael Rossi 11758 121.3	Joseph Micheal		133.00
Allan Svensson 11734 35.3 Clarence Wright 11735 45.8 Mont McNabb 11735 45.8 Mont McNabb 11737 96.0 James Garland 11737 96.0 James Garland 11739 131.0 Theodore Aleck 11740 42.3 Jay Deeds 11741 59.1 Harry Ledbetter 11742 47.4 James Hibbitts 11743 63.7 John Wehman 11744 50.1 Thomas DiCarlo 11745 60.6 Loton Brocks 11746 49.3 Dimitries Katsikas 11747 87.1 Leadore Schecter 11748 120.5 Erling Hansen 11749 43.1 Demetrios Hadicostas 11750 125.6 Cysbertus Dys 11751 118.6 Herman Piller 11752 41.2 Charlambo Joannou 11753 143.5 James Simms 11754 443.5 Laron Garabedian 11755 343.9 Francesco Esposito 11756 38.1 Felix Hammons 11756 121.3 Michael Rossi 11758 121.3	Clifford Brissett	11732	117.8
Clarence - Wright 11735 45.8 Mont McNabb 11735 87.5 Philip McBride 11738 65.3 Richard Schultz 11739 131.0 Theodore Aleck 11740 42.3 Jay Deeds 11741 59.1 Harry Ledbetter 11742 47.4 James Hibbitts 11743 63.7 John Wehman 11744 50.1 Thomas DiCarlo 11745 60.6 Loton Brocks 11746 49.3 Dimitries Katsikas 11747 87.1 Isadore Schecter 11748 120.5 Erling Hansen 11749 43.1 Demetrics Hadjicostas 11750 125.6 Cysbertus Dys 11751 126.6 Herman Piller 11752 41.2 Charlambo Joannou 11753 143.5 James Simms 11754 44.3 Laron @Garabedian 11755 343.9 Francesco Esposito 11756 38.1 Felix Hammons 11758 121.3 Michael Rossi 11758 121.3	Albert Knanff	11733	134.9
Mont McNabb 11736 87.5 Philip McBride 11737 96.0 James Garland 11738 65.3 Richard Schultz 11739 131.0 Theodore Aleck 11740 42.3 Jay Deeds 11741 59.1 Harry Ledbetter 11742 47.4 James Hibbitts 11743 63.7 John Wehman 11744 50.1 Irhomas DiCarlo 11745 60.6 Loton Brocks 11746 49.3 Dimitrios Katsikas 11747 87.1 Isadore Schecter 11748 120.5 Erling Hansen 11749 43.1 Demetrios Hadjicostas 11750 125.6 Cysbertus Dys 11751 126.6 Cysbertus Dys 11751 126.6 Herman Piller 11752 41.2 Charlambo Joannou 11753 143.5 James Simms 11754 44.3 Laron Garabedian 11757 36.9 Felix Hammons 11757 36.9 Michael Rossi 11758 121.3 Michael Rossi 11758 121.3	Clarence Weight	AA TOTAL	45.89
Richard Schultz 11739 131.0 Theodore Aleck 11740 42.3 Jay Deeds 11741 59.1 Harry Ledbetter 11742 47.4 James Hibbitts 11743 63.7 John Wehman 11744 59.1 Thomas DiCarlo 11745 60.5 Loton Brocks 11746 49.3 Dimitrios Katakas 11747 87.1 Leadore Schecter 11748 120.5 Erling Hansen 11749 43.1 Demetrios Haddicostas 11750 125.6 Cysbertus Dys 11751 118.6 Herman Piller 11752 41.2 Charlambo Joannou 11753 143.5 James Simms 11754 44.3 Laron Garabedian 11755 38.1 Francesco Esposito 11756 38.1 Felix Hammons 11758 38.1 Felix Hammons 11758 121.3 Michael Rossi 11758 121.3	Mont McNabb		87.50
Theodore Aleck 11740 42.3 Jary Deeds 11741 59.1 Harry Ledbetter 11742 47.4 James Hibbitts 11743 63.7 John Wehman 11744 50.1 Thomas DiCarlo 11745 60.5 Loton Brocks 11746 49.3 Dimitrios Katsikas 11747 87.1 Eadore Schecter 11748 120.5 Erling Hansen 11749 43.1 Demetrios Hadjicostas 11750 125.6 Cysbertus Dys 11751 118.6 Herman Piller 11752 41.2 Charlambo Joannou 11753 143.5 James Simms 11754 44.3 Laron Garabedian 11755 343.9 Francesco Esposito 11756 38.1 Felix Hammons 11757 50.9 Michael Rossi 11758 121.3	James Garland		65.33
Jay Deeds 11741 59.1 Harry Ledbetter 11742 47.4 James Hibbitts 11743 63.7 John Wehman 11744 50.1 Thomas DiCarlo 11745 60.6 Loton Brocks 11746 49.3 Dimitrios Katakas 11747 87.1 Isadore Schecter 11748 120.5 Erling Hansen 11749 43.1 Demetrios Hadjicostas 11750 125.6 Cysbertus Dys 11751 118.6 Herman Piller 11752 41.2 Charlambo Joannott 11753 143.5 James Simms 11754 44.3 Laron Garabedian 11756 843.9 Francesco Esposito 11756 38.1 Felix Hammons 11757 30.9 Michael Rossi 11738 121.3	Richard Schultz	11739	131.00
Harry Ledbetter	Jay Deeds		59.11
John Wehman	Harry Ledbetter		47,44
Thomas DiCarlo	John Wehman		50.17
Dimitrios Katsikas 11747 87.1 Isadore Schecter 11748 120.5 Erling Hansen 11749 43.1 Demetrios Hadjicostas 11750 125.6 Cysbertus Dys 11751 118.6 Herman Piller 11752 41.2 Charlambo Joannou 11753 143.5 James Simms 11754 44.3 Laron Garabedian 11755 343.9 Francesco Esposito 11756 38.1 Felix Hammons 11757 50.9 Michael Rossi 11758 121.3	Thomas DiCarlo	11745	60.67
Isadore Schecter 11748 120.5	Dimitries Katalias		87.11
Demetrios Hadjicostas 11750 125.6	Isadore Schecter	11748	120.56
Cysbertus Dys 11751 118.6 Herman Piller 11752 41.2 Charlambo Joannou 11753 143.5 James Simms 11754 44.3 Laron Garabedian 11755 38.1 Francesco Esposito 11756 38.1 Felix Hammons 11757 50.9 Michael Rossi 11738 121.3			43,17
Charlambo Joannou 11753 143.5 James Simms 11754 44.3 Laron ₄Garabedian 11755 843.9 Francesco Esposito 11756 38.1 Felix Hammons 11757 50.9 Michael Rossi 11758 121.3	Cysbertus Dys	11751	118.61
James Simms 11754 44.3 Laron "Garabedian 11755 \$43.9 Francesco Esposito 11756 38.1 Felix Hammons 11757 50.9 Michael Rossi 11736 121.3	Herman Piller		41.22
Laren Garabedian	James Simms	11754	44.35
Felix Hammons 11737 50.9 Michael Rossi 11758 121.3	Laron Garabedian	11755	843.94
Michael Rosst 11756 121.3	Felix Hammons	11757	50.94
William Vindiews 11111 3113	Michael Rossi	11758	121.31
	William Andrews		94.13

Damion Merca-
do, FWT: The va-
eation pay is just
another point
that makes it so
good for the sea-
man these days.
We got the pay.
the overtime and
now these new
benefits.
Alejandro Villareal 11215
Charles Kogler 11216
Donald Boyles 11217
William Etty 11218
Ray Jones 11219
Dimas Rivera 11220
Arthur Collier 11221
William Brown 11222
James Lennon 11223
Konrod Hoffner 11224
Joseph Mosakowski 11225
Eladio Torres 11226
Gus Kounanis 11227
Victor Daca 11228
Chester Skarnski 11229
Edwardo DeLaPena 11230
Richard Tayler 11231
Arthur Masblech 11232
Antonio LaPorte 11233
Antonio DosSantos 11234
Boss Backins 11995

120.17

36.17

	Arthur Comer 11000	124.06	Aubrey Rankin 11361
	William Brown 11222	DESIGNATION OF THE PROPERTY OF	Clyde Brown 11362
	James Lennon 11223	80.89	Thomas Flood 11363 Clinton Arnold 11364 Nathan Eldridge 11365
	Konrod Hoffner 11224	94.50	Nathan Eldridge 11365
	Joseph Mosakowski 11225	55.22	Transfer and Last Therefore with the
	Eladio Torres 11226	101.89	
	Gus Kounanis 11227	138.44	
	Victor Daca 11228	60.67	Frank Connelly,
	Chester Skamski 11229	39.67	engine dept: The
	Edwardo DeLaPena 11230	111.61	way I figure it,
		80.89	
	Richard Tayler 11231	59.89	this money is
	Arthur Masblech 11232	- D50000000000	just like an ex-
	Antonio LaPorte 11233	127.94	tra few bucks in
	Antonio DosSantos 11234	88.28	your pay envel-
	Ross Perkins 11235	54.06	
	Vernon Hayse 11236	47.44	ope, only it piles
	Harold Riggs 11237	38.89	up as you work
	John Henchey 11238	124.44	so you can get it
	Cloise Coats 11239	116.28	when you need it.
	Marris George 11240	38.50	Transit & Carlotte and
	Bert Shannon 11241	115.11	
	Francis Mason 11242	117.44	
	Elroy Henderson 11243	44.33	William Barnes 11366 Lewis Williamson 11367
3	Elroy Henderson 11243 John Hass 11244	109.67	Robert Cline 11368
	Dennis Pierce 11245 William Ward 11246	71.17	Robert Cline 11368 George Immell 11369
	William Ward 11246	110.06 45.50	Raymond Reid 11370
	Harris Futch 11247 Harold Marsh 11248	42.78	Guy Rengan 11371 Warren Currier 11372 Murtha Henley 11373 Warren Burnside 11374
	J. D. Deen 11249	42.78	Murtha Henley 11373
	Herman Nongezer 11250 Lois Blizzard 11251	83.22	Warren Burnside 11374
	Lois Blizzard 11251	136.11	Jerry Miller 11375 Cleveland Ebanks 11376
10	Austin Kitchens 11252 Emery Andrew 11253	131.06	Cleveland Ebanks 11376
	Emery Andrew 11253 Oliver Martin 11254 Juan Rios 11255	70.78	George Luthi 11377 Charles Cassard 11378
	Juan Rios 11255	91.39	William Grimes 11379
	Teodonio Capriano 11236	108.11	Pauline Guerra 11380
	Jacob Groby 11237	40.44 55.61	Sverre Leknes 11381
	Lam Wan	92.56	William Brown 11382 Li Chuan 11383
	Louis Deese 11260	47.08	Jay Beck 11384
	Andrew Howard 11261 Barney Kelly 11262	95.28	Jay Beck 11384 Leon Hall, Jr 11385
	Raymond Vaughan 11263	\$39.61 103.83	John Williams 11386
	Harry O'Brien 11264	74.28	John Chiorra 11387 Miguel Llovet 11388
	Alphonse Hollings 11365 Bernard Turk 11365	102.67	Victor Bejarano 11389
	Bernard Turk 11266	100.72	I Jose Rouriguez 11386
	Edward Taylor 11267 Herman Crist 11268	130.28 95.28	Joseph Bucher 11391 Edward Furnels 11392
	Stancel Hollman 11369	109.28	Martin Kird 11392
	John Free 11270	42.78	Elwood Rich 11394
	William Reynolds 11271	38.89	Martin Kird
	Joseph Rodrigues 11272	36.17	Hubert Andrews 11396
	William Durant 11273 Marcus Johnson 11274	36.17 59.89	Vilhelm Richarsen 11397
	Raymond Orso 11275	38.11	Frank Dalton 11398 To Cash Vac. Checks 11399
	Artemis Fernandez 11276	137.67	Serafim Dantas 11400
	Saturnino Hernandez 11277	46,67	Jan Sidor ttaot
	George Dinoas 11278 Juan Nuniz 11279	88,28 136,50	Joseph Gibbons 11402 Roger Williams 11403
	Thomas Kerrigan 11290	75.06	Roger Williams 11460
	Pasquale DeMarco 11281	88.33	Jesse Spivey 11404 John Der 11405
	Pasquale Delfarco 11281 Andrew Siewart 11282	40.44	Clifton McLellan 11406
	John Houlihan 1123	64.94	Robert Robker 11407
	Wilson Morton 11234	43.94 80.50	Wikiam Deppman 11408
	John Gilbert 11265	131.28	D:n Cummings 11409
	Nathan Richardson 11287	37.72	Gregorio Diaz 11411
	Mark Sweet 11288	37.33	Thomas Carra 11412
	WANGE .	CORRE	1 whores
		(0.6350/0.63	Manual . I
His-	West and Tree of the Last Lots of the	NAME OF THE PARTY OF	NEW PROPERTY AND ADDRESS OF THE PARTY.

SEAFARE CASH BENEFITS



TOTAL

\$85,741.24

Vacation Plan May 26-June 6 Welfare Plan May 18-May 31

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

(Continued from	page	
Name	No.	Amount
Olaf Berentsen	11762	65.72
Harold Lowry		91.39
Gaspar Martines		99.94
Mariano Genzalez	11765	, 41.22
To Cash Vac. Checks	11766	5,000.00
James Ward		87.89
Domingo Aguilar		74.28
Charles Young	11769	94.11
Neopolemus Zacharaia	11770	49.78
Edward Curnutte	11771	56.00
*Alphonse Stengel	11772	59.11
John Pentecest		63.78
Clifford Eubanks		88.78
Michael Di Stefano		42.39
Joseph Kosinski		42.39
Jaber Sampson	11777	63.39

FINAL DISPATCH

Bobby Berrier, 22: Seafarer Bobby Berrier of Corsicana, Texas, was killed in a truck accident on March 22, 1952. Berrier had been with the SIU since July, 1947, and held FOW ratings. He is survived by his parents, Mr. and Mrs. A. C. Berrier of Corsicana. Burial took place in Oakwood Cemetary.

t t Walter Edwards, 72: A veteran of many years at sea, Walter Edwards died of natural causes in Harlem Hospital, New York, on April 9. Edwards, a native of the British West Indies, had been with the Union since March, 1939, and sailed as deck steward. He is survived by his wife, Mrs. Miriam H. Edwards of New York. Burial was in Maple Grove Cemetery, NY.

* * * Daniel W. Midgett, 59: A tumor of the lung took the life of Daniel Midgett at the Norfolk USPHS hospital in January. Midgett had been sailing with the SIU as FOW since March of last year. Interment was in Olive Branch Cemetery, Portsmouth, Va.

Bernard L. McNeil, 26: A native of Massachusetts, McNeil died in New York on April 29. He had been with the Union since last June as night cook and baker. Surviving is his mother, Mrs. Sara McNeil, of Winchendon, Mass. Burial was at Calvary Cemetery, Winchendon.

Kenneth W. Nickerson, 49: A cerebral hemorrhage caused the death of Kenneth W. Nickerson while a patient in the USPHS hospital in Mobile, Ala., on April 25. Nickerson had been with the Union since April, 1942, and sailed as an AB. His wife, Mrs. Kenneth Nickerson, of Mobile, survives.

Theodore W. Ulinski, 30: While aboard the Compass, Ulinski went overboard and died at sea on April 23. He had been with the Union since December, 1945, when he joined in Baltimore. Surviving is his mother, Mrs. Lottie Ulinski, of Cleveland, Ohio.

\$ \$ \$ George H. Russell, 64: A heart attack while aboard the Alcoa Pioneer took the life of George H. Russell on May 1. His wife, Mrs. G. H. Russell of Athol, Mass., sur-

\$ Edgar D. Gray. 23: His skull fractured in a highway accident, Seafarer Edgar D. Gray passed away in Sequola Hospital, San Mateo, Calif., on April 19, Gray had been with the SIU since March, 1947, and sailed in the engine department. He is survived by his mother, Mrs. Berra A. Gray of Whistler, Als.

	The said
William Schiltz 11778	44.7
Frederick Leftwich 11779	118.6
Frank Stevens 11786	56.0
James Boldwin 11781	119.7
Harold Wimer 11782	42.7
John Martin 11783	62.2
Albert Smith 11784	48.6
John Catrakis 11785	105.0
Theodore Webb 11788	57.5
Abraham Aragones 11787	45.8
William Smith 11788	64.5
Horace Young 11789	103.8
Leon Kiper 11790	102.6
Frederick Pehler 11791	132.2
Henry Wintzel 11792	76.6
Vernon Harbison 11793	71.1
Lewis Brown 11794	53.2
Lloyd Palmer 11795	40.0
Patricio Guillen 11796	48.2
Eigert Tralis 11797	132.6
Eigert Tralis 11797 Robert Butler 11790	112.7
Philip Mouton 11799	78.1
Anno Saucier 11800	61.0
Randolph Arceneaux 11801	78.1
Abdon Slyvera 11802	96.4
Harold Laumann 11803	134.9
Alex Alexander 11804	140.3
soseph Suarez 11800	129.5
George King 11806	132.20
Clarence Gardner 11807	71.50
Clifford Kent 11808	64.50
Harry Henze 11809	78.17
Harris Shumar 11810	133.00
Chester Story 11811	133.00
William Olsson 11812	81.20
Lee Coursey 11813.	73.11
John Tillis 11814	63.38
Alfred Blumer 11815	66.89
Charles Scofield 11816	93.33
Karl Harstens 11817	107.72
Alexander Hozg 11818	41.22
Felix Cordero 11819	107.33

Robert N. French, AB: The vacation money is like a reserve, because if you want to you can leave the money in and collect when you run short from being on the beach too long.



John Flannery	on 30.00
John Flannery 11822 101.11 John W. Keenan Amos Hinman 11823 45.11 John W. Keenan	
Amos Hinman 11823 45.11	4 00
Joseph Yanik 11825 47.83 James J. Lawler Joseph Wagner 11826 27.33 James R. Lewis	
Joseph Wagner 11826 27.33 James R. Lewis	
Edmund Pacheco 11827 107.33	
Charles Hughes 11828 40.83 Henry Mikulaki	
Domingo Ortiz 11829 40.44 Charles G. Miller	
Edgar Ungerer 11830 111.61 John Miller	
Just Parodi 11631 93.72	
Hiram Goeham 11833 141.17 N. Mitrosmparas Klaus Djukastein 11834 61.83 Wasseld J. Moore	
Klaus Djukastein 11834 61.83 Harold J. Moore John Rupeikis 11835 54.83 Harold J. Moore	15.00
Roman Kubitsky 11836 130.28 Kurt O. Nagel	15.00
Roman Kubitsky 11836 130.28 Kurt O. Nagel Thomas Cormick 11837 \$42.78 Frank Nering	
Robert Warmack 11838 80.11 Joseph O'Malley	
Rufus Hurlay 11839 60 67	
John Byrd 11840 110.83 William Owens .	45.00
Jesse Turner 11841 43.94 Alexander Peffan	is 15.00
Kenneth Jenkins 11842 84 00 Commen Politicana	
Marshall Howton 11843 105.00 Michael Distance	
Chang Ngo 11844 86.72	
Louis Babin 11845 124.06 Joseph Prindezis	
Christopher Dacey 11846 . 72.72 Isabelo B. Quanic	00 15.00
Edward Dacey 11847 143.89 Ernesto Ramerez	30.00
Marine	
Edward Bender 11851 70 27	
Larry Webb 11852 68.06 Joseph StLaurent	
George McCord 11833 55.61 Frank Tamburrin	0 20.00
George Reinhart 11854 47.44 Nicholas Ventovro	
Duncan Armstrong 11855 60.67	
Donald Black 11856 117.83	
Edward Stefanski 11857 117.83 Joseph H. Wilkir	
Thomas Jackson 11858 115.11 Donald J. William	mson 30,00
Endel Pappel 11859 124.44	-
Vincent Rizzuto 11860 46.67 .	\$1,260.00
Void	
	HOSPITAL
	TLE, WASH.
Void	\$15.00
	s 30.00
Andrews and William to Annex Annex Annex .	
Monte Smith 11868 101.11 Joseph L. Somys	k 15.09
Oskar Osmundsen 11869 105.89	\$60.00
Roland Hebert 11870 40.44	\$60,00
Charles Case 11871 48 22 Tropus	HOSPITAL
Charles Johnson 11872 85.17 MOB	ILE. ALA.
Boyd Amsberry 11873 117.83 mt	\$15.00
The Chair Checks it is 22014 40000.00	
George Filomio 11875 99.94 Joseph S. Fazio	
Clifford Brown 11876 . 58.72 James C. Glisson	30.00
Robert Boutwell 11877 93.33 Harry, L. Glover	
Roy Pitts 11879 49.00 James H. Jones .	
Chee Mohat 11880 49.39 Robert N. Kelley	
Fidel Lukhan 11881 198 79	
To Cash Vac. Checks 11882 1,000.00 Walter T. Noel .	
Norman Pierce 11883 35.00 James R. Porter	
Jose Abreu	***************************************
Demos Whealton 11885 44 72	\$165.00
Edward Puchaiski 11886 120.17	THORNWAY
	HOSPITAL
	RLEANS, LA.
Charlie Jones 11889 128.33 Claudius Archer	
Michael Callahan, 11890 36,94 Lloyd T. Bacon .	
124.05 Calendar 11891 124.05 Calendar	
Regnal Phillips 11893 92.56 Jessie A. Clark .	
Elwyn Bussell 17804 119 es	
Andreas Papadmatis 11895 120 84 H. Cruz	
Robert Pace 11896 101.89 King W. Elliott .	
Victor Lee 11897 43 56 Joseph & Farin	
Harry Kronmel 11898 38 80 - 1	
Julius Bocala 11899 130.28	
John McCarthy 11900 38 11 William F. Grider	

By Lloyd Gardner, A

Period Covered By This

Cash on Hand	\$ 463,355.38
US Government Bonds	1,000,273.44
Estimated Accounts Receivable	210,000.00
Hospital Benefits Paid in Period	6,710.00
Death Benefits Paid in Period	7,900.00
Hospital Benefits Paid Since July 1, 1950	164,086.00
Death Benefits Paid Since July 1, 1950	284,833.33
Disability Benefits	30.00
USPUS HOSPITAL LLeonard Kay	15.00

Alfred Abate	\$15.0
Leo A. Allen	30.0
Fred Anderegg	15.0
William Atchason	30.0
Victor Arebalo	15.0
Raphael Babiani	30.0
Eduardo Balboa	30.0
Edward Barron	15.0
Joseph T. Bennett	45.0
John E. Brady	30.0
Billy J. Brewer	15.0
Loton Brooks	30.0
Frank Cardoza	30.0
Edward Celkos	30.0
Nicholas Chanaridis	30.0
Clarence L. Cousins	30.0
C. P. DePriest	15.0
Alvaro Dos Santos	30.0
Joseph P. Farrell	30.0
Michael Forde	30.0
D. S. Gianniotis	15.0
William Girardeau	30.0
A. Goldsmit	15.0
Marmo Gordila	30.0
William W. Gordon	30.0
John W. Keenan	15.0
R. Klaas	15.0
James J. Lawlor	15.0
James R. Lewis	15.0
Henry Mikulaki	15.0
Charles G. Miller	30.0
	00.0

STATEN ISLAND, NY

19	Marmo Gordila	30.0
12	William W. Gordon	30.0
1	John W. Keenan	15.0
1	R. Klaas	
ia.	James J. Lawler	
13	James R. Lewis	H050000
13	Henry Mikulaki	
13		
i	Charles G. Miller	
2	John Miller	
8	Marcel Mitchell	
7	N. Mitrosmparas	
3	Harold J. Moore	15.00
28	Kurt O. Nagel	15.00
8	Frank Nering	15.00
1	Joseph O'Malley	30.00
77	William Owens	
3	Alexander Peffanis	15.00
ö	George Peltonen	30.00
ö		15.00
2	Michael Piskun	
6	Joseph Prindezis	
9	Isabelo B. Quanico	15.00
3	Ernesto Ramerez	30.00
ï	Jose Salgado	15.00
7	Virgil Sandberg	30.00
3	Joseph StLaurent	15.00
6	Frank Tamburrine	20.00
4	Nicholas Ventovrates	
7	Richard L. Welch	
3	Joseph H. Wilkin	30.00
3	Posseld & Wilkin	30.00
1	Donald J. Williamson	30,00
		260.00
7	The second secon	,260.00
7 d 8	USPHS HOSPITAL	,260.00
7 d 8 6	USPHS HOSPITAL SEATTLE, WASH.	
7 d 8 6 3	USPHS HOSPITAL SEATTLE, WASH. William B. Jones	\$15.00
7 d 8 6	USPHS HOSPITAL SEATTLE, WASH. William B. Jones	\$15.00
7 4863494	USPHS HOSPITAL SEATTLE, WASH. William B. Jones Francis I. Gibbons	\$15.00 30.00
7 4 8 6 3 4 9 4 1	USPHS HOSPITAL SEATTLE, WASH. William B. Jones	\$15.00 30.00 15.00
7 48 63 49 41 9	USPHS HOSPITAL SEATTLE, WASH. William B. Jones Francis I. Gibbons	\$15.00 30.00
7 d 8 6 3 d 9 4 1 9 4	USPHS HOSPITAL SEATTLE, WASH. William B. Jones	\$15.00 30.00 15.00
7 48 63 49 41 9	USPHS HOSPITAL SEATTLE, WASH. William B. Jones	\$15.00 30.00 15.00
7 d 8 6 3 d 9 4 1 9 4 2 7 3	USPHS HOSPITAL SEATTLE, WASH. William B. Jones Francis I. Gibbons Joseph L. Somyak	\$15.00 30.00 15.00 \$60.00
7d863d941942730	USPHS HOSPITAL SEATTLE, WASH. William B. Jones Francis I. Gibbons Joseph L. Somyak USPHS HOSPITAL MOBILE, ALA. Tim Burke	\$15.00 30.00 15.00 \$60.00
7d863d941942730	USPHS HOSPITAL SEATTLE, WASH. William B. Jones Francis I. Gibbons Joseph L. Somyak USPHS HOSPITAL MOBILE, ALA. Tim Burke Joseph S#Fazio	\$15.00 30.00 15.00 \$60.00 \$15.00
7 0 8 6 3 0 9 4 1 9 4 2 7 3 0 4 2	USPHS HOSPITAL SEATTLE, WASH. William B. Jones Francis I. Gibbons Joseph L. Somyak USPHS HOSPITAL MOBILE, ALA. Tim Burke Joseph S. Fazio James C. Glisson	\$15.00 30.00 15.00 \$60.00 \$15.00 30.00
7d863d9419427304231	USPHS HOSPITAL SEATTLE, WASH. William B. Jones Francis I. Gibbons Joseph L. Somyak USPHS HOSPITAL MOBILE, ALA. Tim Burke Joseph S. Fazio James C. Glisson Harry, L. Glover	\$15.00 30.00 15.00 \$60.00 \$15.00 30.00 15.00
7 0 8 6 3 0 9 4 1 9 4 2 7 3 0 4 2 3 1 0	USPHS HOSPITAL SEATTLE, WASH. William B. Jones Francis I. Gibbons Joseph L. Somyak USPHS HOSPITAL MOBILE, ALA. Tim Burke Joseph S. Fazio James C. Glisson Harry, L. Glover James H. Jones	\$15.00 30.00 15.00 \$60.00 \$15.00 30.00 15.00 30.00
7d863d941942730423109	USPHS HOSPITAL SEATTLE, WASH. William B. Jones Francis I. Gibbons Joseph L. Somyak USPHS HOSPITAL MOBILE, ALA. Tim Burke Joseph S#Fazio James C. Glisson Harry, L. Glover James H. Jones Robert N. Kelley	\$15.00 30.00 15.00 \$60.00 \$15.00 30.00 15.00 15.00
7486349419427304231092	USPHS HOSPITAL SEATTLE, WASH. William B. Jones Francis I. Gibbons Joseph L. Somyak USPHS HOSPITAL MOBILE, ALA. Tim Burke Joseph S#Fazio James C. Glisson Harry, L. Glover James H. Jones Robert N. Kelley Walter T. Noel	\$15.00 30.00 15.00 \$60.00 \$15.00 30.00 15.00 30.00 30.00
7 48 63 49 41 9 42 73 0 42 3 1 0 9 2 0 0	USPHS HOSPITAL SEATTLE, WASH. William B. Jones Francis I. Gibbons Joseph L. Somyak USPHS HOSPITAL MOBILE, ALA. Tim Burke Joseph S#Fazio James C. Glisson Harry, L. Glover James H. Jones Robert N. Kelley	\$15.00 30.00 15.00 \$60.00 \$15.00 30.00 15.00 30.00 30.00
7 0 8 6 3 0 9 4 1 9 4 2 7 3 0 4 2 3 1 0 9 2 0	USPHS HOSPITAL SEATTLE, WASH. William B. Jones Francis I. Gibbons Joseph L. Somyak USPHS HOSPITAL MOBILE, ALA. Tim Burke Joseph S®Fazio James C. Glisson Harry, L. Glover James H. Jones Robert N. Kelley Walter T. Noel James R. Porter	\$15.00 30.00 15.00 \$60.00 15.00 30.00 15.00 30.00 15.00 15.00
74863494194273042310920032	USPHS HOSPITAL SEATTLE, WASH. William B. Jones Francis I. Gibbons Joseph L. Somyak USPHS HOSPITAL MOBILE, ALA. Tim Burke Joseph S®Fazio James C. Glisson Harry, L. Glover James H. Jones Robert N. Kelley Walter T. Noel James R. Porter	\$15.00 30.00 15.00 \$60.00 \$15.00 30.00 15.00 30.00 30.00
748634941942730423109200327	USPHS HOSPITAL SEATTLE, WASH. William B. Jones Francis I. Gibbons Joseph L. Somyak USPHS HOSPITAL MOBILE, ALA. Tim Burke Joseph S&Fazio James C. Glisson Harry, L. Glover James H. Jones Robert N. Kelley Walter T. Noel James R. Porter	\$15.00 30.00 15.00 \$60.00 15.00 30.00 15.00 30.00 15.00 15.00
748634941942730423109200327	USPHS HOSPITAL SEATTLE, WASH. William B. Jones Francis I. Gibbons Joseph L. Somyak USPHS HOSPITAL MOBILE, ALA. Tim Burke Joseph S®Fazio James C. Glisson Harry, L. Glover James H. Jones Robert N. Kelley Walter T. Noel James R. Porter	\$15.00 30.00 15.00 \$60.00 15.00 30.00 15.00 30.00 15.00 15.00
748634941942730423109200327333	USPHS HOSPITAL SEATTLE, WASH. William B. Jones Francis I. Gibbons Joseph L. Somyak USPHS HOSPITAL MOBILE, ALA. Tim Burke Joseph S&Fazio James C. Glisson Harry, L. Glover James H. Jones Robert N. Kelley Walter T. Noel James R. Porter	\$15.00 30.00 15.00 \$60.00 15.00 30.00 15.00 30.00 15.00 15.00
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	DEATH BENEFITS

DEATH BENEFITS	- Table 6
George H. Russell	\$2,500.00 2,500.00 400.00 2,500.00
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DIGEST of SHIPS' MEETINGS

CHOCTAW (Waterman), May 14—Chairman, Mike Bruton; Secretary, Norman Smykowski. Chief mate promised to have the laundry painted during this trip. Oilers are unable to get into room because of faulty lock, about which nothing has been done. The boeun will repair this, Gangway watches should chack the strip of the stri pair this. Gangway watches should check the messroom during night watches in foreign ports. Repair lists should be turned in as soon as possible. Chief steward asked that all surplus linen be turned in before reaching New York. Crew should clean the washing machine after use and take care that buttons and other objects are not clearing the drain.

after use and take care that buttons and other objects are not cloging the drain. Mo date—Chairman, Mike Bruton: Secretary, Norman Smykowski. Radio for the messroom was bought for \$57. Balance of \$9 left in ship's fund. Laundry men in each department. Steward asked that linen be dried before disposal into solled linen locker.

E. A. BURNETT (Isthmian), March 30 Chairman, R. Theis: Secretary, Franklin E. Chance. Minutes will be posted on the bulletin board. Ship's delegate re-ported a balance of \$10 in the ship's fund. Request was made for a new per-colator by messman. All hands will keep the laundry and recreation room clean

the laundry and recreation room clean.

May 3—Chairman, R. Thiest Secretary,
Franklin E. Chance. \$10 in the ship's
fund will be given to the LOG. If the
ship goes to the boneyard, ship's fund
and washing machine will be given to
the patrolman. Beef about the pantryman will be turned over to patrolman.

Ship's delegate will turn over all infor-



mation about fighting to the patrolman. Beef against captain will be reported to the patrolman. Cots should be returned to the chief steward before the ship docks. Linen should be turned in before the payoff.

STEEL KING (Isthmian), February 19— Chairman, Dorward McKeel; Secretary, P. J. Haraye. Steward department should be quiet at work. Crew messman will make coffee at 10 AM, and at 3 PM the OS on that watch will make coffee. Ship's delegate was elected.

April 24—Chairman, W. Dodd; Secre-tary, P. I. Harayo, A. H. Packert resigned and A. H. Griffin was elected ship's del-egate. Bosun moved that a member be brought up before the patrolman. Mo-tion was seconded. Ship's repair list should be ready at the next meeting. Suggestion was made that more variety be introduced in the menus.

BENJAMIN SILLIMAN (Seas Shipping), February 17—Chairman, G. Hunty Secretary, A. J. Gebron. Beafs were made on the leaky mushroom vents: an attempt will be made to remedy this situation. It was suggested that the last standby on each watch leave the meashall in a decent condition. Captain and mate complimented the deck department on their efficiency in securing the number one hold during most adverse and trying weather conditions.

April 5—Chairman, L. W. Rosan: Secretary, R. Keith Sawel. Eugene Cabral was elected ship's delegate. Card tables should be kept clean; cups and dishes should be placed in the sink. It was agreed that the deck department will clean the laundry, steward's department, recreation room. Coffee urn and silverware in crew messroom should be kept cleaner. There should be enough salads made for each man. More variety asked for in salads. More night lunch should be made—especially boiled eggs and sardines.

May 3—Chairman, L. R. Rosan; Secre-

dines.

May 3—Chairman, L. R. Rosan; Secretary, R. Keith Sawvel. Ship's delegate reported that the hot water beef has been straightened out. Patrolman will be seen about having the crew's quarters painted; this will be added to the repair list. Crew mess should be cleaned and the passageway on the portaide should be served cold.

SANTORE (Ore), April 26 Chairman, Turner, Secretary, H. Riggs, Old washing machine was discarded, and the motor kept for repair purposes. Ship's to headquarters for further action. delegate reported that only one water fountain has to be working; the other was just for convenience. Ship's dele-

gate will take care of the milk situation before sailing. More night lunch and bread should be provided. When the port bread should be provided. When the port steward was asked about more soft drinks, he said he provided enough. Three men volunteered to stay and back the patrolman when he sees the port steward about milk, soft drinks and other beefs. There was not enough tomato juice and orange syrup.

LEWIS EMERY JR. (Victory Carriers).
May 4—Chairman, Oscar Kilppery, Secretary, L. Barciszewski. Tubercular hospital donation letter will be sent to the hall to be okayed. All soiled linen should be returned to the steward when leaving the ship; all focisies should be cleaned and all keys returned to the ship.

PAOLI (Cities Service), May 4—Chairman, Veel; Secretary, A. Ricciardella. One OS shipped at Lake Charles; one man getting off. Ship's fund now stands at \$48.02, with \$12.95 going for a spare piece for the washing machine.

SEATHUNDER (Orion), April 7—Chairman, Clark Inman; Secretary, Frank Leonard. Beef over members going to the captain with complaints instead of taking them up at meetings. Motion to fine anyone caught tampering with the washing machine was defeated. Short talk was held on fouling up by missing watches, etc. Better care should be taken of messroom and pantry. Steward discussed merits of Argentine and South African stores. As many stores as possible will be taken at Durban.

TAMAR I (Orion), April 2—Chairmen, Leon White; Secretary, Robert McCul-loch, Steve Fulford was elected ship's delegate by acclamation. Ship's delegate will make up a laundry and recreation room cleaning schedule. Ship's delegate will speak to the captain about painting crew foc'ales and putting out some cig-arettes. arettes.

May 4—Chairman, Leon White; Secre-tary, Robert McCulloch. Ship's delegate reported that the mate has had painted as many rooms as he could with the paint on hand. All delegates will prepare re-pair lists to turn in to the ship's delegate, who, in turn, will give copies to the chief engineer and the chief mate. Discussion was held on the care of crew washing machine, recreation room and foc'sles.

CATHERINE (Dry-Trans), March 15—Chairman, Robert Byrne; Secretary, J. R. Young, Charles Bolton was elected ship's delegate; Pickett Lusk, deck delegate; Elbert Lawson, steward delegate. Log of wiper will be lifted, as he was sick and under treatment from the captain. There will be steak twice a week. Card players are not to drink the watches' coffee at night.

at night.

May 4—Chairman, Pickett Luck; Secretary, Billie Padgett. All members were asked to list items for the repair list. Ship's delegate reported that the steward and baker were not qualified to perform their duties: the third cook was the only man in the galley who did his work well, but he was untidy. Galley was found to be insanitary. Only the deck department has cleaned the recreation room; laundry is being left dirty. Toilets should be kept clean and reassigned, to provide ample facilities for all departments. Beefs should not be taken topside by a few members, but should first be ironed out at meetings. Chief cook



has gone to the captain with a beef. Crewmembers should not whistle and sing in the midship house.

LASALLE (Waterman), April 36-LASALLE (Waterman), April 26—Chairman, H. Hallaire; Secretary, J. Bronson. Ship's delegate will get alopchest list next trip. Motion was passed to have the ship's delegate suggest to the captain that overtime hours be noted on pay slip. Motion was made that the patrolman take care of deceased bosun's effects and money and see that proper disposal is made. Steward will check stores as they come aboard for quality and quantity, and report any complaints to headquarters for further extension.

HENRY T. RAINEY (Bull), May 3-Chairman, H. D. Carney, Secretary, L. F.

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'Can-Shakers' Have No OK

The membership is again cautioned to beware of persons soliciting funds on ships in behalf of memorials or any other so-called "worthy causes."

No "can-shakers" or solicitors have received authorization from SIU headquarters to collect funds. The National Foundation for Infantile Paralysis is the only charitable organization which has received membership endorsement. Funds for this cause are collected through normal Union channels at the pay-off. Receipts are issued on the spot.

Drew. Delegates reported no beefs Each delegate will make up a repair list. Boatswain thanked his department for a good job well done by all. Vote of thanks was given to the entire steward's department for the good meals and the cleanliness of the department.

LONE JACK (Cities Service), April 27-Chairman, Edward Casey: Secretary, D. H. Singleton. Delegates reported hobeefs. Repairs are being slowly taken care of. Balance of \$35 was reported to the ship's fund. Those who play the phonograph at night should tune it down. Vote of thanks was given to the steward department for the food shd service.

BULL RUN (Petrol Tankers), May 8-Bull RUN (Petro) Tenkers), May S-Chairman, Kirby Digman: Secretary, T. C. Minor. Harris was elected ship's dele-gate. Ship's delegate will check on port-holes, wind chutes and alopehest. Mo-tion was seconded that each man donate \$1 to the ship's fund. In response to a suggestion, steward said the cleaner in the laundry room would clean the wash-ing machine.

GREELEY VICTORY (South Atlantic),
May 1—Secretary, Rosario Lipari; Secretary, Patrick Ryan. Delegates reported everything in order. Motion was passed that all delegates draw up a list of requests for the negotiation committee to study and incorporate into the new

PERSONALS

William B. White

Contact VA office at 1 Beacon St., Boston, regarding your GI disability claim.

William Owens

Get in touch with R. Rodrigue, Box 355, Westwego, La. Important.

"Charlie"

I am anxious to hear from you. Please write. M. H.

Ray "Whitey" Davis Get in touch with Herbie Del

Varco as soon as possible.

* * * Thornhill

Gear left aboard Seatrain New Jersey has been sent to the address

man, 723 Palmetto Drive, Franklin Square, L. I., N. Y.

‡ ‡ ‡ Patrick C. Burson

Your wife hasn't heard from you in some time. Contact her at Howard Apt. 1, Endicott City, Md. * * *

Richard B. Henry Get in touch with Henry A. Galicki, 201 Broadway, Bayonne, N. J.

Wilfred "Red" Shea Please get in touch with your

mother right away at 248 Princeton St., E. Boston, Mass. \$ \$

Joseph Codarre Please write your son, Edwin Codarre (No. 18453); at Box 51, Comstock, N. Y.

> t t David Ashmore

Get in touch with your wife a 575 W. 177th St., N. Y. C.

Joseph Wolkowski It is urgent you get in touch with N. Y. C.

agreement. Steward reported that he has stores enough for 60 days. The Japanese tomato fuice has gone had and will not be served. Suggestion was made that if the captain refuses to order milk in Japan, ship's delegate should speak to him about the agreement. All hands should turn off and clean the washing machine after use. Crew was asked to turn in all extra linen.

LOGANS FORT (Cities Service). May 6
—Chairman. Ornan Bartiett; Secretary.
Roy Peebles. Delegates reported no beefs. Motion was made to have the ship fumigated, according to contract. Motion was made to have the crew mess-hall, pantry and galley painted. Ashtrays should be used for eigarettes, not oups and plates. Motion was made to use a different brand of coffee in New York. Vote of thanks was given to second cook and baker for extra-fine chow. Wiper left ship in Paulsboro, due to an emergency.

SAM ANGELO VICTORY (Seatrade Del), May 8—Chairman, Cyril Magnon; Secretary, Jerry DeMee. Engine department quarters and showers haven't been painted. Ship's delegate reported that the captain will not put out a draw for arrival on Sunday. Men getting off should strip their bunks and clean lockers. All men to turn in their extrailinen. Motion was passed that all hands be careful of coffee, as supply is tunning low. Suggestion was made that patrolman find out why the mate will not give proper medical attention. Suggestion was made to turn over major beefs to the patrolman.

BEATRICE (Buil), May 7—Chairman, J. O'Rourker Secretary, S. Evanchuck. Repair list was voted on and accepted. Second mate told the chief mate he didn't want two of the AB's back aft when tying up ship. Both of these men have been on the ship for several trips,



with no beefs against them by other second mates. Bosun has no complaints about them, either. Motion was made that these men be backed 100 percent by the crew. All other beefs will be accorded the same treatment. Letter of complaint written by the steward to the company on the poor quality of the meat, fruits and vegetables will be added to the ship's minutes and turned over to the patrelman. Ship's delegate will tell the patrolman that the entire crew is dissatisfied with the poor quality food.

GULFWATER (Metro Shipping), April 27—Cheirman Steve Derl; Secretary, Joseph Medwed. Steve Derl was elected ship's delegate by acclamation. Captain has asked all hands to watch relations with the people of Spain. Extra cigarettes will be issued. Vote of thanks was given to the steward's department for a job well done. Crew was asked to cooperate in keeping the meashall and pantry clean, and maintaining quiet in the morning. Care should be taken with the washing machine; faucets and steam lines will be worked on in port. Repair list should be made up and given to the chief engineer five days before the ship reaches port. All members should do their own work while in Balboa, Spain.

TAINARON (Actium), March 16—Chair-man, W. Mitchelly Secretary, J. Harris, Steward was elected ship's delegate, due to a shortage of bookmen.

to a shortage of bookmen.

April 20—Chairman, G. W. Viner; Secretary, T. Schuitz. Oiler overtime penalty hour will be talked over with patrolman. Sanitary conditions are not up to standard. This will be brought to the attention of the patrolman. Repair list will be made up and given to the ship's delegate. Laundry is being neglected

you designated. Sir Charles.

\$\frac{1}{4} \frac{1}{4} \frac{1} \frac{1}{4} \frac{1}{4} \frac{1}{4} \frac{1}{4} \frac{1}{4} \f is taking ice from small ice boxes in messrooms. Ship's delegate will see the steward about making more ice and serving cold drinks twice a day instead of only at noon. 'Each delegate will make out a draw list and the ship's delegate will give them to the captain. Members should keep the messhall clean. Ship sailed a man short.

STONY CREEK (Amer. Tramp), May 4
—Chairman, William Mau; Secretary, L.
Franklin. Ship's delegate reported that
bosun admits deck should be hosed down
once a week, but nothing has been done
about this. Wiper overtime through

The following men have been classified 2A by their selective service boards: Billy F. Cherry, until Sept. 2, 1952; William Dauphney, status unchanged; Kenneth Paul Marple, until June 6, 1953; Thomas D. O'Brien, until Nov. 28, 1952; Charles George Peters, Nov. 27, 1952; Gerald Elroy Peterson, until March 1, 1953.

t t t Richard Paeroll

your draft board at 150 Nassau St., the SIU headquarters baggage to N. Y. C. room in Brooklyn.

Suez Canal is disputed both ways. More strict regulation needed on clothing to be warn. General improvement on conditions is needed. There are not enough tablecioths for everyday use, but they will be used until they are worn out, and then will not be replaced. Performers at sea have been brought up for the third time.

ALBION (Transfuel), May 3—Chairman, D. E. McCorkier Secretary, Allen A. Ellis. Company and Union will be notified that this ship needs a washing machine. Report was sent to Galveston and head-quarters that one OS missed ship in Houston. Repair lists should be made up before the next meeting. Engine delegate reported not much cooperation from the first assistant on the paint job needed in head and shower. Men who received transportation and didn't get off ship will be referred to the patrolman. Steward warned that coffee mugs and cups are running low.

ard warned that coffee mugs and cups are running low.

WINTER HILL (Cities Service), May 7

Chairman, John Mitchell; Secretary, Lercy J. Doty. Delegates reported no beefs. Motion was carried to get a new washing machine. Motion was passed that every member clean the dock and the machine after use. Ship's delegate will find out why the new lockers are not being used and department delegates will prepare a list of rooms needing new lockers. Beef was reported that the cooks were running short on food. Chief cook stated that this was being taken care off he is now breaking out his own meat for meals. Complaint was made about men missing watches. One member who missed his watch in Philadelphia has denated \$10 to ship's fund.

GOVERNMENT CAMP (Cities Service), GOVERNMENT CAMP (Cities Service), April 10.—Chairman, T. Wever; Secretary, R. McNeil. All beefs taken up with the patrolman in Lake Charles were settled. Deck delegate will buy a tube for crew's radio, and be paid back out of the ship's fund. Patrolman will be contacted about keeping guards out of the crew messhall in Lake Charles, Motion was passed not to post old minutes of the meetings any more; the ship's delegate will keep a copy in case anyone wants to see them. Ship's delegate will speak to the patrolman in New York to see about getting a new washing machine.

COEUR D'ALENE VICTORY (Victory Carriers). May 10—Chairman, L. Hitchner; Secretary, H. Kowalski. Ship's delegate reported a balance of \$8.25 in the ship's fund. Motion was unanimously passed not to payoff until all heefs have been settled satisfactorily. Motion to get a new second cook was passed. Vote of thanks was given to the chief cook.

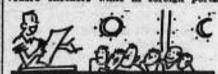
KATHRYN (Bull), May 11—Chairmen, A. Alben; Secretary, F. A. Bartolomel. Delegates reported no beefs. Steward asked all hands to replace used cups in

Delegates reported no beefs. Steward asked all hands to replace used cups in the pantry.

SANTA VENETIA (Elam), March 8—Chairman, Sam Singer; Secretary, Murray Kaplan. Motion was passed to have all crewinembers sign the for'sle repair list. Repair list will be taken care of in San Francisco. McLaughlin was elected ship's delegate; Parr, deck de legat es Singer, steward delegate; Kimbriel, engine delegate. Suggestion was made that the repair list be gone into more thoroughly, especially in regard to lights, painting decks, cleaning the whole ship. Steward suggested that the slopchest and hospital supplies be checked.

April 6—Chairman, Sam Singer; Secretary, Murray Kaplan. Chief mate will issue a list of men to go ashore while foc'sies are being painted. Repair list will be filled out and sent to the company from Japan. Bosun says that all decks as well as foc'sies will be painted. Motion was passed to use only percolators to make coffee. Ship's delegate commended the steward for criticizing the dirty appearance of the ship and starting the move to get it cleaned and painted.

Asy 4—Chairman, Sam Singer; Secretary, Murray Kaplan. Ship's delegate reported that a few repairs still need to be made. Room near the deck engineers' foc'sie will be cleaned and used by stevedore checkers while in foreign ports.



On arrival in the States, discussion will be held with the patrolman about for-eign help doing crew's work. John Parr was elected acting ship's delegate, to take care of crew's business while in port.

MALDEN VICTORY (Mississippi), May & Chairman, J. D. Dillon; Secretary, Blumie, Ship's delegate will speak to the first assistant about keeping the laundry locked when the ship is in port. Patrolman will speak to the company officials about putting a new washing machine on board.

THOMAS STONE (Eastern), March 9—Chairman, W. LaClairy Secretary, T. L. Teesra. Ship's delegate suggested that each department delegate try and take care of the heefs in his department. Carpenter is standing 8-12 watch, as one man missed ship in Norfolk. Steward has supplies for more than 60 days: he can give out clothing racks and soap cups. Suggestion was made that 4-8 watch fill the coffee urn at 5 PM so that the water will be hot enough when the pantryman has to make coffee.

March 22—Chairman, C. M. Moss: Secretary, T. L. Teesra. Ship's delegate reported that a few articles are missing from the fociales. Motion was passed that all hands remain in the meashall while three delegates inspect foc'ales. Discussion was held on cleanliness of the laundry.

April 13—Chairman, R. E. Kiedlingers

Richard Paeroli

Your gear may be picked up at to speak to the patrolman about conditions and beefs so that he will have all

(Continued on page 27)

DIGEST of SHIPS' MEETINGS

(Continued from page 26) the necessary facis when he comes to pay the ship off. Vote of thanks was passed on the ateward's department for fine co-operation and a willingness at all times to satisfy all hands to the best of their ability. Repair list will be made out; steward asked that extra linen be turned over to him. Next crew will check slop-

MANKATO VICTORY (Vic-Car), April 4
—Chairman, W. L. Busch; Secretary, J.
P. Gavin, Delegates reported everything
okay. J. P. Gavin was elected ship's
delegate. Motion was passed to give the
oid washing machine to the engine department. Ship's delegate reported that
as many repairs as possible will be completed this voyage. Painting of the
for slee will be started. A supply of penicillin is now on board. Slopchest has
been checked and is all right. New washing machine has arrived and will be installed in the laundry by volunteers.
Chief cook asked that the galley, pantry
and other facilities be left clean by those
using them between 12 and 6 AM.

using them between 12 and 6 AM.

April 23—Chelrman, W. L. Busch; Secretary, J. P. Gavin, Repair list was read to the crew, tlems were discussed and several new ones added.

SEATRAIN SAVANNAH (Seatrain), May 27—Chairman, T. B. Lawson; Secretary, Doug, Acker, Sr. Although a few complaints have been made against members who leave the washing machine and messhall dirty, the ship's delegate reports that all business is in order and ready for the payoff. A. Gylland was elected as incoming ship's delegate for the next voyage. Delegate will take up the size of sheets with the patrolman. Members were saked not to wake the cooks up after 6:30 PM to ask for keys to the iceboxes.

LONE JACK (Ciries Service), May 25— Chairmen, C. Burns; Secretary, T. L. Moore. Since the steward still has about 400 pounds of canned coffee on hand, he will not be able to change the brand, as previously suggested. Ship's fund stands at \$42; the launch fare in Bridge-port has been paid. Unequal division of evertime was discussed. The deck dele-





gate will speak to the mate about equalizing overtime and if he gets no satisfaction, will see the patrolman. Engine delegate warned the men against any further tampering with the new fans, which have just been installed. Vote of thanks was given to the entire steward department—especially the night cook and baker, for his great variety of pastries. One brother donated \$10 from the proceeds of his radio raffie to the ship's fund.

HURRICANE (Waterman), May 25— Chairman, A. Lazzaro; Secretary, P. San Miguel. New locks are needed on the crew for sies. Crew was asked to re-turn used cups and glasses to the mess-hall. Request was made to have the deck for sies painted as well as the recreation room and the messhall deck, before ar-rival in the States. Lower messageman, in the States. Lower passageways should be cleaned.

ABIQUA (Cities Service), April 23-Chairman, Harry Utratili, Secretary, Rob-ert Lefferty. Fred Musiani was elected ship's delegate by acclamation. Wash-ing machine should be kept clean and turned off when not in use. Cups should be replaced in the pantry.

SEAGARDEN (Peninsular), May 11— Chairman, Al Kramer: Secretary, Don Williams, Al Kramer was elected ship's delegate. Ship's delegate will speak to the chief electrician on moving the wash-ing machine so that an automatic drain-ing system and hot water pipe can be installed. All open and bare wire and electrical circuits in the after house

Quiz Answers

- (1) Tell his story.
- (2) 50 mph, 60 mph.
- (3) Greater.
- (4) Increase.
- (5) 85 nickels, 34 dimes, 17 quarters.
- (6) Statement of American policy.
 - (7) Relative humidity.
 - (8) Wooden-headed.
- (9) Not if he didn't increase it when times were good, a New York court declared.
 - (10) 100 square feet.

Puzzle Auswer



should be checked and repaired by the chief electrician. Shelves should be built in the messhall for the condiments now left on the tables. Pantry sink should be

WINTER HILL (Cities Service), no date Chairman, Thomas Durkin, Secretary, Thomas G. Davis. New lockers on board will be used in crew's rooms. \$25 was allocated for the purchase of baseball equipment for the crew. Suggestion was made that deck gang showers be painted. There is a balance of \$55.50 in the ship's fund.

GEORGE A. LAWSON (Pan-Oceanic).
April 27.—Chairman, H. L. Mescham; Secretary, Earl Mullins. David Smith was elected ship's delegate. He will see the captain about repairing portholes in crew's quarters, passageway doors, sink and icebox in crew's pantry. Messroom should be kept clean by members.

Máy 17.—Chairman, Edward W. Seeley; Secretary, Earl Mullins. Any member who gets drunk and cannot stand his watch will be reported to the patrolman for action. Ship's delegate will see the captain about having the washing machine repaired. Department repair lists are to be made up.

HARRY T. (Palmer), May 24—Chairman, Melvin Keeffee; Secretary, R. T. Whitley. Better care should be taken of the washing machine. Repair lists should be made up and turned in. New ooffee urn, refrigerator, mattresses and pillows have been ordered.

FRANCES (Buil), May 25 Chairman, Van Whitney; Secretary, Mike Zelonks. Motion was passed to have a telephone installed from reefer room to engine room in case of foul weather. Vote of thanks went to the steward department for the good food.

CAPE EDMONT (Alcoa), May 20 Chairman, E. N. McEnis; Secretary, L. B. Moore. Mation was passed not to sail until the drinking fountain and the telemotor have been fixed. Steward department got a vote of thanks for the good food. Recreation room and pantry should be kept clean. More night lunch should be provided as card players eat most of it.

MICHAEL (Carres), May 24 Chairman, E. Fields: Secretary, R. C. Lundquist. There is a balance of \$22,95 in the ship's fund. Delegates reported no beefs

SEACOMET (Colonial), May 13-Chair SEACOMET (Colonial), May 13—Chairman, Mack Patterson; Secretary, Hubert Terrill. Beefs will be settled by the patroiman upon arrival in port and the crew will not pay off until disputes have been settled. Messhall, recreation room and washing machine should be kept clean. Repair lists are to be turned in the destructured to to department heads. Quality of food

should be improved.

May 25—Chairman, M. B. Harris; Secretary, Red Beers. Unlicensed personnel who foul up will be given one more chance before having charges preferred and being turned over to the patrolman.

Mel Harris was elected ship's delegate. Replacements in the steward department, due to three members being discharged,

DEL SANTOS (Mississippl), no date— Chairman, B. M. Moyer CSecretary, T. G. Beatraus. Justin Wolff was elected ship's delegate. All repair work has been completed. It was unanimously decided to install the new washing machine and use both the old and new machines.

MARY ADAMS (Bloomfield), May 17— Chairman, Robert M. Douglas: Secretary, Longfellow. Ship's delegate reported \$10.78 in the ship's fund. Discussion was held on getting a library. Brothers were asked to clean their foc'sles before leav-ing the ship.

MONTEBELLO HILLS (Western Tank-MONTEBELLO HILLS (Western Tank-ers), May 25 Chairman, J. Schilling; Sec-retary, T. O'Connor. Ship's delegate is holding the steam iron; any member who wishes to use it will sign for it.



ROBIN SHERWOOD (Sees Shipping), May 18—Chairman, C. Terry; Secretary, M. J. Ruene. Crew's laundry will be done ashere while in port. All unnuthorized persons should be kept out of inside passageways. Two and a half shillings will be donated to the ship's fund by each member, and the fund will be held by the ship's delegate. Buzzer on galley elevator should be repaired.

ANTINOUS (Waterman), A pril 20—Chairman, McCarthy; Secretary, Kissel, Crew should help keep messhall, pantry and laundry clean. Repairs will be taken care of by the New York shore gang. Suggestion was made that the after part of ship be lighted up at sea for safety on deck. Light built should be installed on the washing machine. Fruit Juices and more steak should be served. May 18—Chairman, O'Connell; Secretary, Tyler. Action should be taken on those repairs which were not made during the last trip. Treasurer reported \$42.50 in the ship's fund. Motion was passed to have the New York patrolman aboard to check the repair list. Suggestion was made that a safety code be drawn up by the Union for contracted ships.

Keep Draft **Board Posted**

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

Failure to keep your draft board'informed of your whereabouts can cause you to be listed as a delinquent and be drafted into the services without a hearing. The Union in such cases can do nothing to aid Seafarers who fail to com-

lockers will be fixed by the crew. Ship's delegate will try to get tablecloths, cof-fee urn and locker shelves.

CALMAR (Calmar), May 18-Chairman, CALMAR (Colmar), May 18—Cheirman, William Jordan; Secretary, Nell Bagig. New washing machine arrived. William Jordan was elected ship's delegate unanimously. Collection will be made for the purchase of an automatic switch to turn off the washing machine. Ship's radio will be repaired.

ANN BUTLER (Bloomfield), May 22— Chairman, P. J. McCann; Secretary, A. G. Espeneda. Suggestion was made that the ship's radio be fixed during this trip.

FAIRPORT (Waterman), May 24—Chairman, Paul Arthofer; Secretary, Alex Webber. New washing machine and refrigerator should be placed aboard before ship leaves Baltimore.

SEACORAL (Coral), March 3—Chairman, George Gragg; Secretary, Calvin J. Slover. Alexander Gurskie was unanimously elected ship's delegate. Discussion was held on where to set up the new washing machine. Standby should help clean the messhall and recreation room at night. Crewmembers are well pleased with the way the foc'sies are being painted.

may 25—Chairman, Tony Mesherski; Secretary, Calvin J. Slover, Repair lists for all departments were a ccepted. Foc'sles should be cleaned before payoff.

JEAN LAFITTE (Waterman); April 20 -Chairman, V. Alstine; Secretary, W. J. Brown. Delegates reported everything in



order. Discussions held on vents for the crew's quarters aft; rubber mats needed in the showers.

may, 18—Chairman, V. Alstine; Secre-tary, W. J. Brown, J. E. Parks was elect-ed ship's delegate. Repair list will be turned in to the chief engineer. Discuswas held on moving the menu board

SEATRAIN NEW YORK (Seatrain), May 18—Chairman, R. W. Sweeney; Secretary, E. Jones. Washing machine should be left clean at all times. More fans will be installed, and checked by the electrician. Electrician will install and check all missing lights. Steward will see if he can get a television set in New York. can get a television set in New York.

EVELYN (Bull), May 25—Chairman, G. B. Smith: Secretary, E. C. Decey. Genco was elected ship's delegate. Repair list will be drawn up and turned in to the ship's delegate before arrival in New

MARVEN (Inter. Nav.), May 17—Cheirman, Fred Isrel: Secretary, Clarence R. Haun. Fred Isrel was elected ship's delegate. Steward department will clean Motion was passed to get enough cots for the entire crew at the next port, and check all foc'sies for adequate ventilashould be in US money, as it was stated tion. Steward asked that all linen be the recreation room; deck and engine de

TAINARON (Actium), May 11—Chair-man, Herbert Bennedy; Secretary, M. L. Bumpardner, M. L. Bumpardner elected ship's delegate by acciamation, it was decided that a man from the steward department will clean the recreation room. Wiper and ordinary will take turns clean-ing the launday. Each man is to clean the washing machine after using it.

SUZANNE (Buil), May 27—Chairman, W. Blanton: Secretary, L. B. Geoch. Mo-tion was passed to have messhall chairs repaired, Larger cakes of soap should be issued. Ship's delegate should check repair list with patrolman and see that it is taken care of.

SEACLOUD (Seatraders), March 19— Chairman, W. J. Welsh; Secretary, Richard Weaver. Motion was passed to have the ship's delegate contact the captain about unsafe gear. Ship's delegate thanked the steward's department. Mat-tresses and bed springs are to be re-placed and fans repaired. Ship's delegate will see the captain about painting inside passageways, galley and some of the for'sles. Company will provide cots be-fore the next voyage.

drawn up by the Union for contracted ships.

MARYMAR (Caimer), April 30 Chairman, Robert Brown; Secretary, Robert McNeil. Ship's delegate will see the captain about putting on awnings on the fan tail and painting the rest elected ship's delegate. He will see about of the crew's foc'sles when the ship goes getting extra fans for the rec'sles, Rusty to the yard. Ship's delegate will speak

to the mate about having the fan tail washed down every morning. Crew wishes to go on record as thanking the Lake Charles agent, Leroy Clarke, for the fine way in which he handles all beefs—smoothly and with no fuss.

CARNABULLE (National Navigation), May 11—Chairman, G. Hobner; Secre-tary, M. A. Machal. Three-department committee will draft a letter to the Un-ton asking for information on the possibility of terminating articles.

ALBION (Dry Trans), May 25—Chairman, no name; Secretary, Robert F.
Grant. Repair list was made out and given to the ship's delegate. Beefs will be straightened out by the patrolman. Foc'sles should be cleaned up before the payoff. Steward reported that there is a shortage of cups. All members gave the steward department a vote of thanks for the good meals and services. for the good meals and service.

CITY OF ALMA (Waterman), May 30 Chairman, Harry Huston: Secretary, H.
A. Townsend. Running list of repairs
will be posted in the messroom at the
start of the next trip to insure work being done, inesmuch as the last repair list was not finished. Spare parts are aboard the ship so that washing machine can be repaired at sea. Each department will take turns cleaning up laundry; steward will post schedule. Robert San-chez was elected ship's delegate by ac-

CANTIGNY (Cities Service), May 16—Chairman, Glevanni Abumdo; Secretary, P. V. Hammel. Men were reminded again to wait for replacements to prevent the ship sailing shorthanded. Bedsprings ought to be repaired, as they are ruining the mattresses.

May 30—Chairman, P. V. Hammel, Secretary, G. Galliamo. Delegates reported no beefs. Members were asked to clean the washing machine after using it. Juice squeezer, should be cleaned after use, and ice cube trays replaced. Men were asked to use the ashtrays in the messhalls and recreation room.

PUERTO RICO (Buil), June 1—Chair-man, Allen Lake; Secretary, Jim Murphy. Maurice Olsen was elected deck delegate. \$14 was donated to the ship's fund.

ELIZABETH (Bull), May 1—Chairman, no name; Secretary, Juan Cruz. Motion was passed to have a canopy installed back aft before the ship sails from New York. Discussion was held on what to do with the old washing machine. Dif-ferent brand of soap was asked for.

INES (Bull), May 25-Chairman, Red Campbell; Secretary, William Jenkins, One crewmember missed ship in Santo Domingo. Members will ask the Union patrolman to contact all ships on the Puerto Rico run, cautioning them about laundry work ashore, as clothes were lost during the last trip at San Juan.

NIKOS (Dolphin), April 27—Chairman, N. W. Kirk; Secretary, J. W. Thomas. Coffee urn, kick-out panels and messmen's head have not been repaired, as agreed. Chief mate fired crewmember just before sailing time and threatened him with bodily harm in the presence of several members, when he overheard the fired man questioning the chief engineer about this. There should be less noise at might, Ship's delegate will find out if at night. Ship's delegate will find out if the galley, pantry, recreation room, mess-hall and passageway are going to be

hall and passageway are going to be painted, as promised, June 1—Chaireman, R. W. Guthrie; Sec-retary, Frank Friesen. Repairs carried over from previous trips should be done this trip, as well as painting of the stewards' toilets, showers and passage ways. Third cook paid off in Newfound land. Crew's bedsprings should be re-paired and mattresses replaced; hospital should be cleaned and painted. Motion was passed to have the patrolman clear up for the captain the fact that passage-ways and lower deck in general belonging to the crew should be cleaned up and quarters should be painted. Departmental delegates will draw up repair lists.

SEACLOUD (Seatraders), May 18-Chairman, Richard Weaver; Secretary, W. J. Walsh. Captain said that the painting of recreation room, galley, passageways and some of the crew's quarters will be done nest trip. All engine room quarters with the captain of the dealers. ters, with the exception of th gineer's room, have been peinted. Al-though the ship has been carrying coal and iron ore, sougeeing of steward's de-partment quarters was ruled out on the grounds that the ship would only get dirty again. Mattresses and pillows for the coming voyage should be placed on board. board.

- STEEL ARCHITECT (Ishmien), February 10—Chairman, Edward Nooney; Secretary, John Latella, John Latella was elected ship's delegate. Library and mesaroom should be kept in order. Extra fans should be installed in rooms or tra fans should be installed in rooms oc-cupied by more than two men. Ship's delegate will speak to the captain about this. Wipers, who are in the foc'sle with the watches, should have a room to them-selves: this will be taken up with the patrolman. Slopchest price list should be posted on the bulletin board. May 6—Chairman, E. J. Nooney; Secre-tary, R. Leke. Captain suggests that the request to separate quarters of oilers, firemen and wipers be taken up with the head office. Case of mamber brought up on charges will be referred to the pa-trolman. Contributions for the chief

trolman. Contributions for the chief cook, who is seriously ill, will be made at the payoff. Suggestion was made that the crew keep out of the pantry at meal times, leaving the measuren to handle meals. Ship should be fumigated. Steward department was given a vote of thanks for the excellent service.

SEAVICTOR (Orion), April 28—Chairman, George Clark, Secretary, Paul Sinski. Crew was asked to cooperate in keeping the laundry clean, and to turn off the washing machine after wing it Motion was passed to have a spitable afternoon.

May 25—Chairman, George Clark; Sec-retary, Paul Sinski. Although a motion was passed to have the messhalls painted, the Bosun was told that the captain said there would be no more overtime for painting. List of violations of agreement by the captain will be turned over to the patrolman in New York. It was sug-gested that the contract be clarified on several points. Vote of thanks went to the steward department for cooking, bak-ing and good service.

LOGANS FORT (Cities Service), June 1—Chairman, Bartrett; Secretary, C. G. Belton, Ship should be fumigated. Something should be done about the fact that this ship always sails six or eight hours later than the time posted.

TOPA TOPA (Waterman), April 13— Chairman, Paul Drpzak; Secretary, A. M. Branceni. George King was elected ship's delegate by acclamation. Black gang heads need to be repaired. One fire hy-drant and the first aid kit should be re-naired.

may 16—Chairman, A. M. Branconiz Secretary, C. Ridge. Motion was passed to have all heads repaired before signing on. \$10 from the ship's fund was donated to a sick MFOW member, who was a passenger, for his transportation

FRANCES (Bull), March 1—Chairman, Joseph Buzalewskij Secretary, Mike Zelonks. Several beefs were reported to the patrolman, who will straighten them out before the payoff with the delegates.

Food should be improved and a locker installed for the deck department.

March 30—Chairman, Goffschalk; Secretary, Mike Zelonka, Report on repairs will go to the patrolman. Vote of thanks went to the steward department. Hen are to be dressed properly in the messival.

April 27—Chairman, Van Whitney: Sec-retary. Mike Zelonka. Deck department beefs will be straightened out by the patrolman. Laundry cleaning schedule will be posted on the bulletin board. Tol-lets should be kept clean and locked in next. port

May 25—Chairman. Van Whitney: Sec-retary. Mike Zelonka. Motion was passed to install a telephone between reefer room and engine room in case of foul weather on deck. Vote of thanks went to the steward department for the good food.

food.

June 8—Chairman, Philip Salino: Sec-relary, E. O'Rourke, Overtime beefs of the electricians will be taken ap with the patrolman. Old books and magazines will be turned over to American Sea-men's Society. More juices for break-fast requested. Request was made that a complete menu be listed on the black-board for each meal.

MONTEBELLLO HILLS (Western Tankers), June 8—Chairman, John O'Dea; Secretary, T. J. O'Connor, Peter Christopher was elected ship's delegate. Discussion was held on smoking—where and when permitted, Steward asked that old cots be turned in, so that he can see cots be turned in, so that he can see how many there are.

LONE JACK (Cities Service), June 8— Chairman, T. J. Moore; Secretary, Robert Bowes. Ship's fund stands at \$52, No one is to payoff before the patrolman's okay. Motion was passed to purchase a timing switch for the washing machine. Crew was asked to turn repairs in to delegates, as well as sufety suggestions. Discussion was held on painting 12-4 deck Discussion was held on painting 12-4 deck and obtaining new mattresses. Crewmem-bers talked about the bad chickens being

BRADFORD ISLAND (Cities Service), May 24—Chairman, Thomas McCann; Sec-retary, Clifford Martin. Ship's delegate will see the chief engineer about repair-ing deck and engine department shower heads. Galley and messroom will be painted later. Medical attention given by captain and mates scored no good sev-eral times at meeting.

YORKMAR (Calmar), March 23-Chairman, T. Hirsh; Secretary, Vyrei G. Suth. Floyd I. Kelly was elected ship's delegate



by acclamation. One box of washing powder will be issued each week by the steward department, since there is a shortage. Suggestion was made that de-partments rotate the cleaning of the laundry and recreation room. Members were asked to put used coffee cups in

were asked to put used conee cups in the sink.

May 11—Chairman, Hirsh; Secretary, R. E. Charrion. One AB jumped ship in Portland, Ore. Seattle hall sent a re-placement. Steward agreed to put out more dishes due to a shortage. Crew complained about the quality and variety

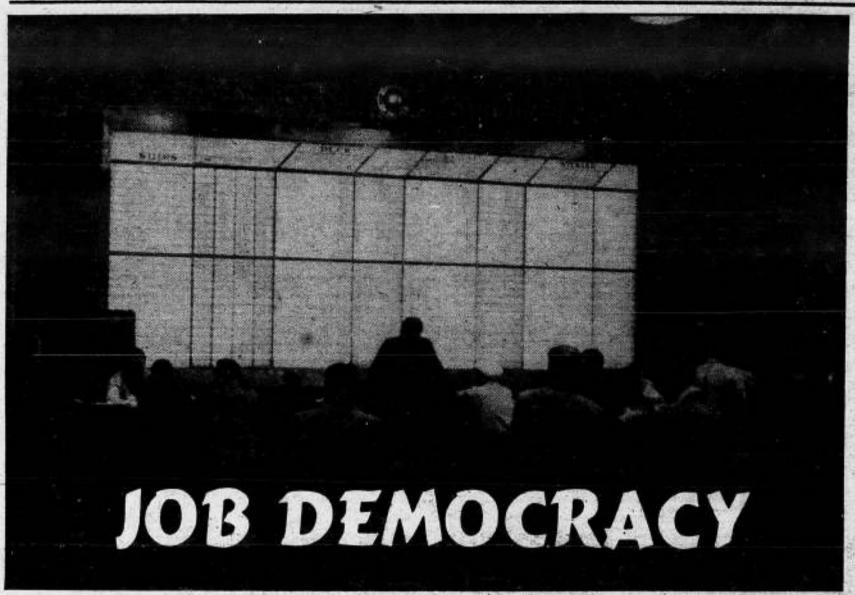
ROBERT LOWRY (Bloomfield), May 25
—Chairman, C. W. Dogsett; Secretary,
Martin W. Seithel. Ship's dele ate reported a heef about the captain and chief
mate working on deck. Several overtime
beefs were reported. All surplus lines
should be turned over to the steward. Suggestion was made that messhall and recreation room be painted and foc'sles

ANNISTON CITY (Isthmian), May 11— Chairman, Michael J. Carlin; Secretary, Michael J. Donignowski. John Kulas was elected ship's delegate by acclamation. Brothers were asked to take good care of the new washing machine. The new fron may be gotten from the steward at any time. All linen is to be exchanged, picte by piece. Messman will make coffee in the morning, ordinary in the afternoon. VOL. XIV No. 12

SEAFARERS & LOG

JUNE 13 1952

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



-SIU STYLE!

The heart of the Union is the rotary hiring hall with its emphasis on absolute job democracy. Rotary hiring is the most precious possession of Seafarers and was only won after much hardship and sacrifice by the trail blazers in the Union.

What is rotary hiring?

- The first crack at the job goes to the man who is longest on the beach.
- Every Seafarer is guaranteed that his turn to ship will come when the men ahead of him on the list ship out.
- A Seafarer can throw in for a job at any time. If he holds the oldest ticket, he gets the job. If he decides to wait for a run of his choice he can do so—his ticket has priority over men registering after him.
- Rotary shipping eliminates the crimp and shipping master who so long held seamen in bondage. With them the seaman could either "crawl or starve." Today their grip is broken thanks to the Union's successful struggle for job democracy.
- All jobs come from one place—off the shipping board, ruling out daily rounds to company offices or piers, hat in hand, a humiliation still fresh in the minds of many a Seafarer.
- Jobs go to competent, professional sailors who deserve them and not to inexperienced men who will sell themselves cheaply to get aboard a ship.
- To sum up, rotary shipping guarantees every member an absolutely fair and impartial hiring system, the most workable method ever devised, proven every day over and over again at the hourly job calls in every SIU hall.



SEAFARERS INTERNATIONAL UNION