# THE PLOT AGAINST PHILIP PRON

A PRIVATE EYE STALKS A BLINDED SEAFARER
Story On Page 2



VOL. XIV No. 11 SEAFARERS LOG

MAY 30 1952

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

# SS MICHAEL BURNS -2 CREWNEN LOST

Story On Page 3

Only winners of the SIU Art Contest on the beach and able to attend receive their prize wristwatches following a presentation at the recent headquarters branch meeting. Out of all the talented art work sent in by Seafarers all over the globe, judges picked three winners in each of four groups. Here (L-R), SUP member John Suutari, who copped third prize for drawings; LOG editor Herb Brand, who made the presentations, and Seafarer Walter Schnyder, winner of the first prize for oil paintings, show their stuff. That's Eddie Parr, Frenchy Michelet and Keith Terpe on the platform. (Story on Page 3.)





Jinx' Ship. Coast Guard rescue craft water down SIU - manned Carras tanker Michael after disastrous collision with oil barge A. C. Dodge (burning in background) and hazardous night-long fire May 26 in the Delaware River south of Wilmington. Two crewmen from the Michael died, in addition to eight men from the barge missing and presumed dead. The mishap was the third in the area in 11 days. For the Michael, it wound up an eventful Persian Gulf trip which saw the vessel

grounded and adrift without power twice in the Middle East. (Story on Page 3.)

# THE PLOT AGAINST PHILIP PRON

# A PRIVATE EYE STALKS A BLINDED SEAFARER



A shabby attempt to damage the lawsuit of a once-blind Seafarer by getting his ex-shipmates to testify against him unwittingly, was exposed by the SEA-FARERS LOG this week. The central figure in this attempted deception turns out to be a private investigator, Horace W. Schmahl, who three years ago was part of an infamous anti-labor apparatus directed against the SIU during the Cities Service organizing campaign.

The story was turned up after investigation of a letter sent to dozens of former shipmates of Philip Pron. Seafarers will probably recall that Pron was saved from blindness by the unselfish generosity of a fellow Seafarer, Eric Joseph, who last year donated the cornea of his damaged eye so that Pron could see again. The incident received widespread national pub-

#### Lawsuit Filed

Subsequently, Pron filed suit against the Seas Shipping Company for \$500,000 charging that his blindness resulted from an accident which befell him aboard the Robin Trent on May 11, 1950.

The letter in question was mailed out last week to men who had shipped with Pron on various vessels in years before the accident. It carried the letterhead, "Daniel T. Archer, research editor" and supposedly sought information for a "national newspaper publication on the unusual story of Philip Pron."

The letter went on to review the story and the success of the operation, then added, "many people have expressed doubt that his vision was really very poor before the operation. No doubt you were hardly see when you were shipmates together."

Archer then requested that the men drop him a line in an encan find that I can use your testimonial, I will of course, compensate you for the same. I would appreciate it if in your reply you would let me know that you have

SEAFARERS LOG

May 30, 1952	Vol. XIV, No.	11
American Merch	antmen Page	10
Art Contest	Pages 14,	15
As I See It	Page	13
Burly	Page	16
Crossword Puzzle	e Page	12
Did You Know.	Page	18
Editorial	Page	13
Foc'sle Fotog	Page	19
Galley Gleaning	s Page	20
Inquiring Seafar	er Page	12
In The Wake	Page	12
Labor Round-Up	Page	16
Letters	Pages 21, 22,	23
Letter Of The W	leek Page	13
Lighthouses In	US Page	11
Maritime	Page	16
Meet The Seafar	er Page	12
On The Job		
Personals	Page	26
Quiz		
Ship's Minutes	Pages 26,	27
SIU History Cart	toon Page	7
Sports Line		
Ten Years Ago.	Page	12
Top Of The News		
Vacation Pay		
Wash. News Let		
Welfare Benefits	s Page	25

sight was very poor.'

Check With Union ing information unwittingly, a

This feature is the outcome of thorough investigation into an attempt by a private investigator to secure information from Seafarers that would damage the lawsuit filed by Philip Pron, once-blinded seaman, against the Robin Line. It delves into the methods used by the investigator to achieve his purpose.

What makes it particularly interesting to Seafarers is the fact that the investigator, Horace W. Schmahl, was a key figure in an anti-labor apparatus which harassed the SIU during the Cities Service organizing campaign. The editors believe that the details uncovered make for important reading for every Scafarer.

large number of alert Seafarers who smelled a rat, brought the letters to the Union.

The LOG immediately launched an investigation to learn the true motives behind Daniel T. Archer's able to observe that he could letter. The facts uncovered thus far are as follows:

1. The address given by Daniel T. Archer as his business address (181 North Corona Avenue, Valley closed envelope. He added, "If I Stream, Long Island) is the private residence of Horace W. Schmahl, a professional "private eye" who specializes in maritime cases.

> 2. The phone number on Archer's letterhead was listed only under Schmahl's hame in the phone tion.

3. Despite Archer's Valley

observed that Phillip Pron's eye- stamped with Sehmahl's own postage meter, apparently in violation of Federal postal regulations Upon receiving this clumsy at- which call for only the metertempt to lure Seafarers into giv- owner's name to be used on metered mail.

#### Hired By Robin Line

4. After much probing, the LOG was able to establish that Schmahl was retained on the case by the Robin Line through its law firm. Barns and Cook. Further the LOG learned that his assignment was to gather evidence relating to the condition of Pron's eyes before he salled on the Robin Trent in May, 1950.

5. The LOG also found out that Schmahl, as is customary in such cases, was given a free hand as to the conduct of his investigation. and that Robin Line wasn't interested in the methods he used as long as he came up with the information they wanted.

6. Some of the same letters were sent out under the letterhead of Patricia Schmahl, 62 William Street, NY, where Schmahl has his business office.

When Schmahl learned that the LOG was after him in this case, he contacted the editor through an intermediary and attempted to kill the story by ill-concealed threats of counter-action. He declared that he knew the police very well in Nassau County and hinted he could make things "tough" for the

Subsequently, the editor had a direct telephone conversation with Schmahl and informed him that the LOG intended to do an article on the case. Schmahl declared that the LOG could expect to be sued for libel for anything that would reflect unfavorably on his reputa-

He objected to a LOG reporter making a call on one of his clients, Stream address the letters were the Robin Line, and served warnmailed from New York. The LOG ing to the LOG that another of his has learned that they were clients was an attorney who was

one of the best libel lawyers in the country.

#### Dr. Archer's Background

Schmahl asserted further, that Daniel T. Archer was a doctor who was a relative of his wife; that Archer was a professor of opthalmology in Chicago; that Archer, like his wife, was a writer and was preparing an article on Pron; that Archer was on the editorial staff of the magazine, "Perfect Vision"; that Archer comes to New York occasionally and stays at Schmahl's home when he does, but that he was in Chicago at the present time. (Schmahl's wife, however, had told the LOG previously that Schmahl's home was Archer's office.)

Further, Schmahl declared that if he were actually doing any investigation, he would not have carried it out so crudely, He expressed surprise at the LOG concern with the case, saying that it was settled a year ago and was a dead issue. This differed considerably from the attitude of the Robin Line as they are very much \$500,000.

#### Hard To Find

On the basis of Schmahl's remarks, the LOG immediately attempted to locate the elusive Daniel T. Archer. The following steps were taken:

1) The Chicago telephone book

Ostensibly designed to gather material for "national newspaper publication on the usual story of Philip Pron," letter from Daniel T. Archer (bottom) bears home address of private investigator Horace W. Schmahl, whose home is shown at top. An identical letter bearing name of Schmall's wife Patricia was on letterhead bearing dress of Schmahl himself.

was checked. There was no Dr. Daniel T. Archer listed; nor did he have any connection with the University of Chicago which is the leading university in the area.

2) The American Association of University Professors in Washington told the LOG they had no record of a Dr. Archer in their membership, which includes the bulk of the country's professorial talents.

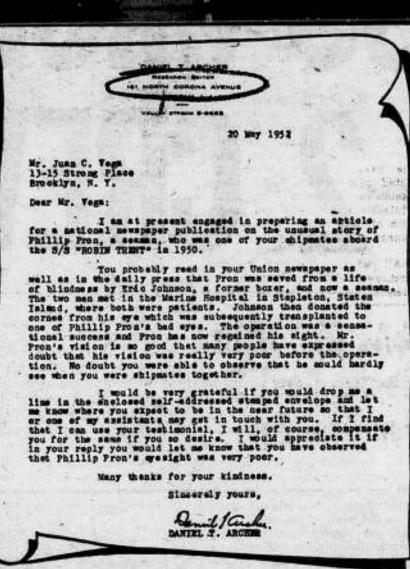
3) The Am. ican Medical Association had no record of a Dr. Daniel T. Archer in their membership.

4) The American Opthalmologiconcerned over Pron's suit for cal Society had no record of an opthalmologist by that name. Nor was he listed in the record of US medical specialists. They knew nothing of a magazine called "Perfect Vision."

5) The American Optometrical Association had never heard of a

(Continued on page 17)







Seafarer Phil Pron (left), posed for this picture with Union Brother Eric Joseph just before they went to the hospital a year ago to have Joseph's right cornea transplanted in Pron's right eye. The operation was a success, and Prop can now see—the only thing that saved him from a lifetime of total blindness.

# 1st Seafarers Art Contest Big Hit; Two Lost in **Judges Announce Prize Winners**

Amid the resounding applause of several hundred Seafarers, winners of the Seafarers First Annual Art Contest were announced, and those present introduced, at the headquarters membership meeting of Wednesday, May 21.

Present to receive their awards were Walter Schnyder, who took first prize in oils, and John Suutari who won third prize in drawings. They got a big hand as they were introduced to the membership and their work held up for display with other winning entries

including those of John Bluitt who took the watercolor honors, Pvt. Christopher Alonzo, first prize in drawing, and Phillip Reyes in the miscellaneous division.

Telegrams were dispatched to all prize winners notifying them of their success.

The pannel of judges that passed on the entries consisted of Ham Fisher, cartoonist of the well-known comic strip, "Joe Palooka;" Walt Kelly, creator of "Pogo;" Dr. John I. H. Baur, curator of the Brooklyn Museum, and Bernard Seaman, art editor of the SEA-FARERS LOG.

Schnyder took the prize in oils with a painting of a dockside scene based on the Norfolk waterfront. Bluitt's entry was a watercolor painting of the SIU freight ship, the Yaka. Alonzo's winner consisted of a striking pastel chalk sketch on a black background, while Reyes impressed the judges with his huge square knot display

Watches As Prizes

All winners, whether running first, second or third, will receive identical awards. They are stain-

# **Jobs Dip; NMU** Backs Govt \$" For Training

a growing surplus of maritime oils weren't available, substitutes officers, supporters of the Kings Point Merchant Marine Academy won a round in their fight for larger Government appropriations to train additional unneeded officers. A sub-committee of the Senate Appropriations Committee has recommended restoration of a \$1 million cut that was voted by the House.

While all maritime unions, licensed and unlicensed, including the SIU, have long been opposed to the Government program, the National Maritime Union reversed its long-standing position last week apparently under pressure from United States Lines, one of its operators, and announced support of the fund restoration.

The appropriation still has to be passed on by the full committee, the full Senate and then a Senate-House conference.

NMU Reverses Engines

The sudden turnabout by the NMU proved to be the most interesting development in the Kings Point fight. Up until now the NMU had gone along with the SIU and other maritime unions in opposing training of officers for a civilian industry like the merchant marine in the semi-military atmosphere of Kings Point.

The NMU about-face took place May 14 in a letter sent out on the stationery of the CIO Labor-Management Maritime Committee, an outfit whose co-chairmen are John M. Franklin of United States Lines, and Joseph Curran of the NMU. The letter, addressed to Senator Maybank, chairman of the Appropria-

(Continued on page 17)



Art contest judges concentrate on selecting winners. They are (L-R): Walt Kelly, cartoonist; John I. H. Baur, Brooklyn Museum curator; Bernard Seaman, LOG art editor; and on right, Ham Fisher, cartoonist. LOG managing editor Ray Denison is in rear.

less steel self-winding Swiss using red lead and other ship's shockproof.

All of the entries were on exhibition throughout the week in the headquarters library. Large numbers of Seafarers and outside visitors stopped in to see the unusual exhibit, representing as it did the work of Seafarers from all parts of the country.

While the sailor's popular topics, ships and women, were well represented there was no lack of variety in the entries, which included landscapes, still lifes, and portraits. The Seafarers had shown considerable ingenuity in making use of whatever materials were on Washington-In the face of hand. Where canvasses and artist's were pressed into service.

One Seafarer painted a portrait of his wife on the back of a jacket,

Balloting on a \$20 assessment for new branch halls reached the halfway mark with Seafarers registering their views in large numbers, judging from the amount of ballots used.

The resolution calling for the building fund assessment to provide new halls in Baltimore, Philadelphia and Galveston had previously been approved at all branch membership meetings.

A referendum was called for under the terms of the SIU constitution so that all Seafarers would have an opportunity to express themselves on the question.

The voting, which got underway May 15, will continue for another 16 days until June 15. Judging from numerous membership expressions of opinion, the resolution has attracted strong support.

The general concensus is that the comforts and conveniences of new halls such as now exist in New York and Mobile should be extendtions Committee, expresses great | ed to the other outports as rapidly as possible.

watches that are waterproof and paints. Another did a racing yacht scene on a piece of a cardboard carton.

Crayon and pencil drawings were done on old pieces of wrapping paper, while Reyes' huge symmetrical square knot design was made out of a sheet of ship's canvas that had been unraveled and knotted together again.

The setting up of the entries on Monday morning May 19 was no more than half done when curious Seafarers started drifting in from the shipping hall to see what was up. Two men were intrigued by a painting of a lush crimson sunset over the China Sea. "That's one of those Chinese junks," one said.

(Continued on page 23)

# SS Michael Crash, Fire

Paulsboro, NJ-Seafarers aboard the Carras tanker Michael succeeded in a valiant six-hour fight to save their ship and their own lives May 26 following a collision and thunderous oil fire on the Delaware River south of Wilmington.

Shaken and grimy from an ordeal which might never

have taken place if an al-+ most identical disaster had aboard also suffered various denot occurred 11 days ear- of the body. lier, they ended their "jinx" trip here at the payoff the same night.

Words like "pluck," "guts" and "chance in a million" dropped from the lips of eyewitnesses to the scene when at 10:34 PM the night before, the Michael, inbound with a full cargo of crude oil from the Persian Gulf, collided with the barge A. C. Dodge heading downstream. The impact, subsequent explosion and outburst of oil fires brought death to one SUP crewmember and the third mate. Eight men from the barge are missing and presumed dead.

This was the third oil disaster since the barge F. L. Hayes, sister ship of the Dodge, collided with another freighter and exploded almost alongside the SIU-manned Bull Line freighter Angelina May 15 and a week later another tanker bumped a tug towing two barges, all in nearby waters. Both earlier mishaps accounted for seven deaths. (See map.) SUP Man Dies

Known victims of the Michael were DM Clarence Backman of the SUP and Third Mate Alfred Magnuson. A score or more of the Seafarers and ship's officers grees of burns on different parts

The accident happened near Reedy Point Light while many in the crew were in bunks anticipating the payoff the following morning from their three-month,

(Continued on page 17)



Numbers show location of three tanker collisions in 11 days. (1) Freighter collides with Hayes in Delaware-Chesapeake Canal May 15, damaging Angelina. (2) Tug sinks in mishap with tanker May 22. (3) Michael and Dodge collide

# Crew Saves Blazing Ship



Happy to be safe and sound, Seafarers and officers of the Angelina gather on the thoroughlyscorched ship's bridge as it arrives in Philadelphia. The crew has since paid off and the ship is undergoing repairs to the damage. (Photo courtesy The Evening Bulletin, Philadelphia.)

Speedy emergency action by Seafarers and officers of the Bull Line freighter Angelina saved the vessel from almost certain destruction May 15 when an oil barge exploded and sprayed her with flaming gasoline in the narrow Delaware and Chesapeake Canal.

Still shaken and joking nervously almost a week after their experience, SIU crewmembers came in for a hearty round of praise for their seamanship and skill in handling the fire from Captain Thomas O. Rainier, the vessel's skipper, when the ship paid off in Brooklyn and began undergoing repairs and refitting.

As a result of the accident, two

killed and six injured from the motor barge and another freighter involved directly in a collision a few minutes earlier. OS David Rivers was sent to the Baltimore USPHS hospital with a fractured ankle, while Utilityman Alex Smart suffered severe burns.

According to Robert Rivera, AB Seafarers on the Angelina suffered and ship's delegate, the disaster

injuries in addition to four men | took place just as the watch was changing at midnight, with most of the crew sleeping, at a point just past the Summit Bridge in the Canal when the freighter Barbara Lykes, heading through the Canal ahead of the Angelina, collided with the oil barge F. L. Hayes coming the other way.

The Hayes was beached by the (Continued on page 23)

# New Enterprise Medals Go to Southland Crew



The crew of the Southland formed a happy group in Savannah last February, when they received their first set of medals and plaques for their important part in the dramatic rescue of the passengers and crew of the ill-fated Flying Enterprise.

The crewmen of the Southland, who manned the lifeboat that rescued many of the passengers and crew of the ill-fated Flying Enterprise, have added some more medals to their collection. At the same time, the ship herself was awarded another plaque commemorat-

ing her part in the famous+ sea drama.

This time, the awards were made by the Isbrandtsen Company in ceremonies held last week at the New York State Chamber of Com-

"It is gratifying that the traditions of the sea and of mutual helpfulness came to the fore when the occasion required," said Hans J. Isbrandtsen, president of the company. "It is in this spirit that I have the honor and pleasure to present these tokens of recognition by my firm, with the added assurance of every man in our fleet that if they themselves should be confronted with similar conditions, that they also will not fail."

Among those who received the awards were Captain William P. Lawton, Jr., and second mate Henry E. Brazil, both of the Southland, who were given inscribed watches. Brazil commanded the Southland's lifeboat.

#### SIU Men Honored

The crewmen of the Southland who were awarded medals were: Marion D. Swisher, third mate; Denver C. Dulmage, second assistant engineer; and Seafarers Barney E. Swearinger, AB; Louis H. Blizzard, AB; Herman T. Nungezer, AB, and William D. Crawford, AB.

In addition, plaques were awarded to the Navy destroyers Willard Keith and John W. Weeks; MSTS ships Golden Eagle and General A. W. Greely, the Norwegian Westfall Larsen, and the German Arion.

The masters of these vessels were awarded watches, and the crewmen of the Greely who manned lifeboats were also given medals.

The Southland and her crew were also honored last February, when plaques and medals were awarded at ceremonies in the City of Savannah.

The Seafarer-manned Southland was the first ship to reach the Enterprise. She heard Captain Kurt Carlsen's SOS on December 28, turned into the trough of the seas and battled to within sight of the listing vessel by nightfall, losing her deck cargo on the way.

She stood by and guided other ships to the scene. At dawn, the Southland was ready to rescue, but waited two hours until Captain Carlsen finally signalled for rescue boats. The number one boat was launched and put a line aboard the Enterprise. One woman passenger was brought back.

On the second trip, Carlsen got the other passengers to go over of Auburn, NY. the side by sending each one into | Crewmembers of the Liberty from the freighter Madaket.

the water with a crewmember. A total of six passengers and eight The Greely boat drifted down on crewmembers were picked up. It the Southland's boat, and disabled took the lifeboat crew half an the Southland boat's rudder. Both hour to get one unconscious boats and occupants were taken woman, who weighed over 200 aboard the Southland, which then pounds, out of the water.

Warhawk, Too At the same time, the British ship Sherborn, the Waterman ship Warhawk, and the Norwegian and German vessels launched boats, in calling for the rescue boats, and but lost them in the heavy seas. claimed that the port lifeboat of

after it picked up four survivors proceeded to Rotterdam.

The Southland's crewmen criticized Captain Carlsen's failure to try returning to port after his hull had cracked two days before; his delay The General Greely launched a the Enterprise had its motor runmotor lifeboat, but the motor died ning and could have been launched.

# Rescue Attempt Fails, Seafarer Dies In Fall

Despite alert rescue work by his shipmates, Louis A. Welch, 64, fireman on the Liberty Bell, died apparently from shock and immersion after falling off the dock at the Staten Island Army Base.

The fatal accident took place at Bell collected \$50 to be used to The Liberty Bell has been berthed mate's funeral. at Pier 12 for the past two weeks

and Welch had been on board her for that period on the 8-12 watch.

Welch and two other crewmembers, Hugh Dryden, oiler on the same watch, and Ferdinand Szob-

lik, chief cook, had all returned to the ship together in a car. Welch was first were getting out he walked over to the gangway. Apparently, he tripped in the darkness over the foot of the gangway and fell off the dock.

Dryden and Szoblik heard Welch's cry for help and rushed to the edge of the pier, but there was so much litter in the water and it was so dark that at first they couldn't spot him in the water. Szoblik dove in and located Welch 20 feet under the pier.

#### Pulled Out

The gangway watch on the ship threw a line to the two men and Welch was pulled out onto the pier. Artificial respiration was applied in vain, and when the doctor arrived Welch was pronounced dead. The body has been removed to the city morgue temporarily.

Welch, a native of New York City, had been sailing with the SIU since April, 1941. His next of kin is his cousin, James O'Toole,

4 AM on the morning of May 26. purchase flowers for their ship-

and was credited with saving the life of a shipyard worker with an assist from the first mate of a tow-

King is a member of the standby crew aboard the cruise ship Yarmouth. James Femio, a shipyard painter, was working in one of the Yarmouth's lifeboats, which are mounted in two tiers. He accidently tripped the launching gear, and the next thing he knew, he and the boat were catapulted some 40 feet down to the water.

King was working nearby, and immediately dived over 30 feet down into the harbor. He caught Femio, but then found that he had no way of getting back aboard the high-sided Yarmouth.

Just then the tug Aries came along. The tug's first mate, Dave Hall, dived into the water and helped the two exhausted men stay affoat until they could be pulled aboard the tug.

When they got aboard, King recognized Hall as an old shipmate

# SIU NEWSLETTER from WASHINGTON

The following is not a shipping item but an indication of what can happen to the taxpayers' money if a close check is not kept on some government agencies. Washington has more cheap taxi service than any other city in the nation. The average cab fare for a trip is about

On the other hand, Washington also has fleets of government-owned, chauffeur-driven cars in the "motor pools" of the various agencies. Average cost per trip for these cars is \$2.30.

Why don't government officials use taxis? That's a question that continually comes up in Congressional hearings. Meanwhile, the car pools grow. For example, the Federal Security Agency's budget for the coming fiscal year 1953 calls for 124 new automobiles, 111 of which are for replacements and the remaining 13 for enlarging the pool.

The US has made only a small start on a much-needed ship construction program. But, if we rely solely on this present Mariner vessel class as the answer to our overall maritime needs, we may well again find ourselves in the "too little, and to late" category.

Two things were learned from the Korean affair in connection with shipping: (1) that the American merchant marine was able to accomplish everything it was called upon to do; but that (2) it demonstrated the need for newer, larger, speedier ships if we are to main-tain our position on the sealanes of the world either in peace or in

America leads the world in the production of steel and machinery and other industrial products, yet in merchant shipbuilding it ranks fourth, trailing behind Great Britain, Sweden and Germany. A chief reason for this disparaging comparison is that foreign governments have long recognized their merchant fleets as instruments of national policy and national prosperity, and have subsidized them heavily.

During the 16 years since enactment of the Merchant Marine Act of 1936, shipbuilding subsidies have cost this government \$377,000,000.

Yet, to support the price of Irish potatoes alone, the Federal Government spent more than \$477,000,000 from late 1933 to 1951. Supporting the price of peanuts came to \$83,000,000 during the same period and supports for grain sorghum totaled \$38,000,000. During this period, the total loss to the government through support of agricultural prices was more than \$981,000,000, not including the wartime program of direct subsidies, which cost more than two bil-

During the average peacetime year, we have spent nearly three times as much money to support agricultural prices as we have spent to encourage the building of an adequate-up-to-date merchant marine.

While not meaning to imply complete disapproval of the farm support program, because a healthy agriculture is certainly necessary to the country, the Congress should keep in mind that a healthy Merchant Marine also is vitally necessary to the US.

For a number of years now, this nation, as a matter of policy, has been pouring billions into foreign countries "to keep peace with the However, in strengthening the structure of the free world, and building toward a durable peace, failure to build strength in the merchant marine field will represent fatal negligence.

While none of us are prophets, yet we definitely can see shadows in the crystal ball, and withtout too much exercise of the imagination, these can be interpreted as storm warnings for the future.

Congress and the American people must be made more conscious of the merchant marine.

The scope of future operating activities of the National Shipping Authority is entirely dependent upon the extent of military requirements for ocean shipping and the extent of our foreign economic aid programs. There will be no increase in NSA shipping needs within the next couple of months. However, coal exports may increase during the coming Fall and Winter months, meaning that many of the Government-owned ships now being returned to reserve fleets, will be put back into operation.

At the present time, Congress is considering legislation having to do with the disposition of wages and effects of deceased and deserting Seafarer Tom King took a cold seamen. Under existing law, these effects of such seamen may be deswim in Boston Harbor last week, livered by District Courts to a legal representative of the deceased or deserting seamen if they do not exceed \$300 in value.

US Government agencies are supporting measures now in Congress which would amend the existing law so as to increase this \$300 limitation to \$1,000 in value. In other words, the legislation, which is expected to be passed by Congress, provides that the monies and effects of such seamen, in the custody of a US District Court, could be paid over or delivered to closest relatives if the value thereof does not exceed \$1,000 instead of \$300 as at present.

Since passage of the 1936 Merchant Marine Act, only 13 American steamship lines have qualified for an operating-differential subsidy. A large majority of American operators are not eligible for subsidy. Of 1,288 privately-owned American ships, there are in operation today 452 tankships not eligible for operating subsidy; 154 dry cargo ships in the domestic services not eligible for subsidy; 250 tramp vessels which cannot qualify under existing law. This leaves 245 dry cargo vessels operating under subsidy contracts, and 187 American flag cargo common carriers in the foreign trades which are eligible to, but are not presently receiving subsidies.

In order to be eligible for an operating subsidy under the 1936 statute, an American company must be operating either dry cargo ships or passenger vessels on any of the so-called essential trade routes prescribed by the Government in the foreign trades. Those lines operating in the coastwise, intercoastal trades, and in the tramping and ore business are not eligible.

#### Senator Finds Seafarers Skilled Off The Job Too



Admiring entries in the SIU Art Contest, which he called a "wonderful way to show the off the job talent of the skilled seamen who man our ships," Connecticut Senator William Benton, an enthusiastic visitor (left), tours headquarters with SIU Assistant Secretary-Treasurer Lloyd Gardner and International Representative Al Bernstein.

# SUP Strikes For New Pact

Refusal of the Pacific Maritime Association to accept a compromise offer by the Sailors Union of the Pacific has led to a full-fledged general strike against West Coast dry cargo operators. The strike was approved at SUP membership meetings in all branches on Monday

evening, May 26, by a vote of ; 3,510 to 68. Here in New York the negotiations was that the oper- involved were out on voyages and the 319 SUP members at the meeting voted unanimously for the walkout.

As a result 24 dry cargo operators that are members of the Association had their vessels tied up on all coasts. In all, the association's members operate 350 vessels, but the SUP is sailing all ships chartered to the Military Sea Transportation Service or otherwise carrying military cargoes deemed essential by MSTS.

Not affected by the strike call are tankers and steamschooners which are covered by separate agreements.

#### Full Support Pledged

As soon as the strike began, the SIU, A&G District, pledged full support to the SUP in its fight for contract improvements. A similar pledge was issued by the recentlyorganized Maritime Trades Department which numbers in its membership the SIU and SUP as well as all other AFL waterfront unions.

The · SUP's original demands which were presented to the operators under a reopening of the agreement, called for payment of penalty pay for standing watch on Saturday; a \$30 monthly increase for daymen; a five percent raise across the board for all ratings and a four watch system to replace the present three watches. Figured on an AB's base pay, the five percent would come to \$14.40 a month.

Owners Reject Compromise When the operators refused to accept these demands, the SUP came back to negotiations with a compromise offer. This too was turned down by the operators lead-

ing to the strike vote. One cause for the breakdown in

#### 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.

ators balked at paying extra for will not be tied up until they re-Saturday watches although they turn if the strike is still on. Howhad previously agreed to this provision in contracts recently concluded with other maritime unions. In addition the operators insisted that the SUP should give up any off in response to the strike call. rights to reopening contracts in the future.

As a result of the association's SUP Secretary-Treasurer Harry are affected. Lundeberg declared that "from here on in we're sticking to our tion Commissioner Omar Hoskins original demands.

The immediate effects of the tieup were difficult to determine, since a great many of the ships peaceful settlement.

ever it is known that several SUP ships in New York and other East Coast ports were caught at the piers when SUP members walked

Since the strike covers only members of the Pacific Maritime Association, none of the ships failure to agree on the compromise, manned by the SIU, A&G District,

At last word, Federal Conciliawas trying to break the deadlock and get the operators back at the negotiation table to arrive at a

# Congress Weighs Probe Of LOG's Security Charges

Fresh emphasis has been given to LOG charges of security loopholes on the US waterfront in a resolution introduced in the House of Representatives by Rep. Franklin D. Roosevelt,

Jr., Democrat of New York. investigation of waterfront security conditions in and around the port of New York.

The partial text of the resolution calls on the House Committee on Foreign Affairs of which Rep. Roosevelt is a member, to "conduct a full and complete investigation and study of security conditions in and around the port of New York, in order to determine the effect of inadequate port security upon the mutual security programs of the United States and upon the shipment of materials, supplies, goods and equipment to Europe under such programs . . ."

The resolution is broad in scope, and covers all waterfront practices and conditions which might affect handling of aid cargoes, such as those now under the scrutiny of the recently-organized Brooklyn Port Council of the Maritime Trades Department.

#### LOG As Background

A spokesman for Rep. Roosevelt stated that material appearing in the SEAFARERS LOG, served as part of the background on which the resolution was based, and that the loopholes in entry of potential espionage agents on foreign ships was one of the subjects that could be covered by such an investiga-

Rep. Roosevelt's office is trying to get the Foreign Affairs Committee to act upon the resolution this week, or as soon-as the foreign

The resolution calls for a full aid bill is disposed of by Congress. Thus far no action has been taken by the committee on the proposal.

> The terms of the resolution call upon the committee to report the results of its investigation to the full House by January 2, 1953, together with the recommendations.

# Aid Slash

The slashes made in the foreign aid budget by the House this week will probably result in the same type of slashes in the expected fall shipping rise observers pointed out this week.

The Senate is now considering the bill, and may go along with the lowered program passed by the House. The drop of foreign aid cargoes was blamed for the recent shipping slump and mass lay-ups of GAA ships.

At that time, it was pointed out that the 7.9 billion dollar MSA program would probably boost shipping in the fall ,when foreign aid cargoes would be shipped once more.

A pickup in shipping is still expected for the fall, but if the slashed MSA program now passed by the House is approved by the Senate, the rise in shipping will not be as great as expected.

The House cut the MSA program down from its original 7.9 billion dollars to 6.1 billion dollars, a cut of almost 2 billion dollars. If the Senate goes along, the smaller foreign aid program will not result in as much shipping as the larger original bill would have. It is believed, however, that the Senators have their knives ready and expect to slash the bill further, inasmuch as this is an election year.

With the time factor steadily working in favor of the opponents of the Long-Range Shipping Bill, the House Merchant Marine Comittee began consideration of the bill late this week, the SEAFARERS LOG learned, although public hearings on the measure ended

three weeks ago.

pointed out that the only hope for its tax provisions, which are for passage of the bill is in speedy designed to encourage the buildcommittee action and equally ing of new vessels. speedy House action. The measure has already been passed by the Senate, last August.

However, the time is quickly approaching when Congress will adjourn to attend the party conventions. Unless the committee reports on the bill in the very near future, there will be no time for the House to act on it. Despite this, the LOG learned, it will probably be another week or two before the committee has its report ready.

#### "On the Shelf"

At the same time, while the urgently needed shipping bill was allowed to lie "on the shelf" from May 9 to May 28, Congressional action on funds for merchant marine academies has been progressing from day to day. This policy has been termed putting "the cart before the horse," by the SIU. We need ships, not more men," said an SIU spokesman.

The Senate passed the badly needed Shipping Bill last August. Then it stayed "on the shelf" until late last month when the House committee held public hearings on it. Although the measure received the wholehearted support of the shipowners, shipbuilders, all unions in the industry, and veterans, and

Observers have repeatedly other groups, it was opposed by

The measure would make the "non controversial" provisions of first major change in government the bill first, saving the "contromaritime planning since 1936.

The LOG learned that the comthe Treasury and Budget Bureaus mittee began executive session consideration of the measure this Wednesday. It was indicated that the group began by studying the versial" parts until last.

### NYC AFL Body Finds That Beef Isn't Always Steak



Operations of headquarters set-up where patrolmen are dispatched to the ships are explained by SIU Secretary-Treasurer Paul Hall (right) to Martin T. Lacey (second from right), president of the NYC AFL Central Trades Council, touring SIU building with Council Executive Board during recent visit. Group represents largest local body of AFL workers in US.

# Ocean Ship Firms Sign

agreement with Great Lakes shipowners, the SIU's Canadian District has won new wage gains for deep-sea members up to \$20 a month.

Other improvements in the new 1952 contract call for a shorter work week at-sea and other improvements in working rules.

The contract was completed after months of negotiations with the deep sea operators. Originally, the companies offered \$6 a month but in successive meetings raised its offer as the Union refused to accept an unsatisfactory settlement. With the SIU ready to strike if necessary, the shipowners finally came across with concessions that were considered fair ones by the Canadian District negotiators.

Freight Rates Off

Successful negotiation of contract gains came in the face of slumping freight rates in Canadian shipping and layups of some ships. The grain trade, Canada's chief export commodity, was hardest hit, with per ton freight rates tumbling from a high of \$32 a ton to an alltime low of \$7. It was this situation which made for hard and tough bargaining on the part of the shipowners.

Wage scales under the agreement range from a minimum of \$155.50 to a top of \$235 with an AB getting \$198 a month. Overtime rates are 75 to 95 cents an hour in the various categories.

In previous negotiations with Great Lakes operators, who constitute the bulk of the Canadian shipping industry the Union obtained an increase of \$25 a month for the fresh water sailors.

# **Nations Agree** On 3 Changes

A diplomatic conference on maritime law ended in Brussels, changes in laws pertaining to collision and arrest. The United States was represented at the 26nation conference by observers.

The first new convention provides that in the event of collision, the officers and crews are subject only to criminal or disciplinary action by the authorities of the coun- are believed now waiting in Polish try under whose flag the ship was operating.

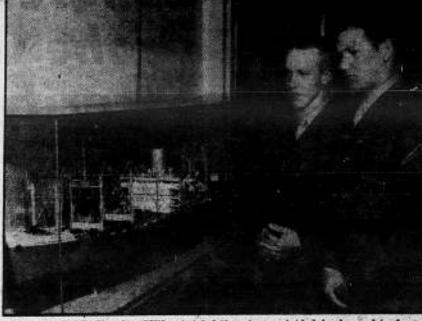
This action was designed to prevent cases like the one faced by an officer of the French passenger ship Lotus. She collided on the high seas with a Turkish ship. The officer, in addition to facing French court action, also had to face Turkish court action.

It also provides that each state reserves to itself the right to take action in respect to certificates of competence or licenses issued by it, and that each country will have the right to prosecute its own nationals for crimes committed aboard a ship flying another country's flag.

It does not apply to any collisions within a port or inland waters of a country,

The second defines the conditions for bringing civil actions in the case of collisions, and the third deals with arrest for debt of ships in port. It defines which ereditors may have a ship seized, and which courts must handle the proceed-

### Yearning For The Good Old Days . . .



Marine PFC Charles Hilbert (right) gets a wistful look on his face as he looks over the model of a C-3 type ship in the SIU's New York Headquarters. Hilbert, a former Seafarer, sailed aboard the Robin Mowbray and the Polaris Sailor before going into the Marines. He and Pfc Edmund Gast (left) have just finished boot training, and are now headed for training as paratroo; ers.

# Czech Fleet Created To Carry Red Arms

Latest Communist country to build a merchant marine out of thin air, land-locked Czechoslovakia has started off her fledgling fleet with ten second-hand ships.

One of them is a 9,000-ton vessel, the Republica, former- ports to crew up the ships as soon ly under the Panamanian flag. as they are refitted by their new All will operate out of Polish ports and are expected to join other Polish units now running arms and other war goods to China and the Middle East.

A sure-fire argument which may have persuaded the Prague-Moscow government to undertake a sea-going merchant fleet of its own was the probability that they could always claim to be neutral traders in case the sea routes to China were attacked by National-

#### Smuggling Nothing New

Arms-smuggling on Communistowned ships is nothing new. Recently several instances turned up showing the methods the Moscow puppets have been using in the name of legitimate merchant marine operation. One such involved a Polish vessel unloading at Alex-Belgium, with agreement on three marked "Porcelain" spilled out reandria, Egypt, where broken crates volvers and bullets before startled native dockers.

> Reports drifting through the Iron Curtain indicate that the Czech fleet will be manned largely with Chinese and other Asiatic seamen, more than 300 of whom

owners.

also raised.

It is estimated more than two dozen Polish vessels are servicing trade routes in the Far East and Middle East, principally to trouble spots where Communist agitators are drawing the best audiences.

#### **Notify Union** When In Hosp

Seafarers who are admitted to hospitals should immediately notify the hospital delegate at the nearest Union hall by postcard or telephone. Be sure to give your name, book number and the number of your ward. A list of Union halls with their addresses and phone numbers can be found on page

#### Staten Island

Those Seafarers admitted to the Staten Island Hospital should notify Hospital Delegate Eddie Parr at the New York headquarters hall. He visits the hospital as follows: Tuesdays: 1:30 to 3:30 PM;

fourth, fifth and sixth floors. Thursdays: 1:30 to 3:30 PM; first, second and third floors.

# Top of the News

MARATHON TALKFEST-Korean truce talks have come to a dead end with the prisoner of war issue providing the big snag in future progress of the negotiations. The North Korean and Chinese negotiators insist upon return of all prisoners of war, while the UN has taken the position that the many thousands of prisoners who do not want to go back to Communist rule should not be compelled to do so. Nevertheless the talks are continuing because nobody wants to take the responsibility for breaking them off. They are now being used mainly as an outlet for Communist propaganda charges about "germ warfare" and "torture" of prisoners. It is now almost a year that the truce talks have been underway without achieving their aim.

SPUDS IN THE LIMELIGHT-The lowly potato, formerly cheap and plain fare for the poor and the thrifty, has become something else again as the result of a national shortage of this item. A potato black market has sprung up and anxious housewives have been raiding store bins paying up to 15 cents a pound or more for the kitchen staple. Cause of the situation is a considerable reduction in potato plantings because they are no longer price-supported. The price supports were withdrawn by the Agriculture Department during the time of heavy potato surpluses a couple of years back when growers refused to accept acreage controls.

DISABLED VETS GET INCREASE-Approximately 3 million veterans of World War II who are on the pension lists will receive increased benefits amounting to about 400 million a year under two bills recently signed by President Truman. The bills increase the amount a veteran may have to be eligible for such pensions, as well as increasing disability benefits from five to 15 percent over existing figures. Benefits for widows of veterans who died of disabilities received in service are

NEW "ATOM TRIAL" LOOMS-An American scientist who was under scrutiny previously by a Congressional committee because of alleged Communist connections while working on a wartime atomic energy project has been indicted on perjury charges in Washington. The indictment accuses Dr. Joseph W. Weinberg of having lied under oath when he denied to the House Un-American Activities Committee that he had never been a member of the Communist Party during committee hearings in 1949. During those hearings, the committee charged that Steve Nelson, a Communist Party leader, had established contacts in the University of California research laboratory in order to obtain information about atomic energy development. At that time Dr. Weinberg was employed on the California project.

QUINTS GOING TO COLLEGE-The world-famed Dionne quintuplets have passed their 18th birthday on May 28 and graduated from high school in their home town of Callander, Ontario, that same day. Next step for the five sisters will be a girl's college, site unknown. As the result of the mass graduation, the school will be closed as it was originally established on the site of the original quintuplet's nursery for them and nine other girls of their own age.

PRISONER RIOTS BUST TWO GENERALS-Poor handling of Communist prisoners on the island of Koje, South Korea, cost two Army generals their rank and jobs. Both General Francis T. Dodd and his successor, General Charles F. Colson, were broken to colonels by the Army and given a dressing down. The incident arose when General Dodd allowed himself to be seized and held hostage by prisoners of war, and Colson, who took over the camp agreed to "concessions" worded by the prisoners to make it appear that the Army had been violating international law. One upshot of the affair is that the Army is now breaking up large groups of prisoners into smaller ones, since Communists among the prisoners had seized control of the camps and had been running things pretty much as they pleased.

WEST GERMAN TREATY SIGNED-West Germany has been recognized as a free and independent nation under the terms of a peace contract signed between that country's government, the US, Britain and France. In order to get France to agree to the agreement, the US government issued a guarantee that US troops would stay in Europe "as long as necessary." While the German Federal Republic has been recognized, US. British, French and Belgian troops will continue to remain in Germany and have special rights. Germany will be allowed to manufacture arms but the types will be limited. The treaty was signed in the face of Russian objections.

CONGRESSIONAL SLOWDOWN-Congress has been so lax in getting work done on major bills that it may have to come back after the Republican and Demorcratic conventions to take action on necessary bills. Among items remaining to be disposed of are the regular appropriations bills, foreign aid bills, extension of price, wage and rent controls, Presidential emergency powers and other items. With so much unfinished business, Congress may have to go back into session after the conventions and try to get some work done while the campaign guns are sounding.

LAWYERS MOVE TO CLEAN HOUSE-The American Bar Association has announced that it will take action to disbar attorneys who cooperate with big-shot racketeers and advise criminals on how to evade the law. The association also announced that it was working on a proposed law to provide for closer supervision of local police departments so as to make more difficult large scale tie-ins between the underworld and city police groups. The recommendations are an outgrowth of a study conducted as a result of the Kefauver committee revelations of

## 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.

# **Use Distress Call For Fire** In Port: CG

With a number of "confusing and conflicting" fire signals now in force for berthed or anchored vessels, the Merchant Marine Council of the Coast Guard has issued a plea that only the distress signal be used in case of fire.

The council has pointed out that the continuous sounding of the whistle or siren is the internationally accepted distress signal. Since the Pilots Rules for all US ports also call for the continuous sounding of the fog signal by vessels in distress, it is also a nationally accepted signal.

#### Made Their Own

Many ports, said the council, have taken the attitude that this signal is applicable only to vessels vessels berthed or anchored. Some of these signals are permissive, others are mandatory. The council claims, however, that all these signals are too easily confused with the many other signals complicated.

Seamen "should not be required to flip pages in a desperate search for the local fire signal in a time of stress," said the council. The continuous blast of the fog signal "is an easily recognized, simple, effective, attention-arresting" signal and should be universally used.

#### New NY Signal

Latest new local signal is that adopted for New York harbor on Jan. 1, 1952, which consists of five prolonged and two short blasts.

As an example, the council said, the International Fire Chiefs Association has adopted a signal of three long blasts, the American and overtime rates, in addition to Association of Port Authorities has adopted a fire signal of five long blasts, and the Sandy Hook Pilots the tanker field, the BME agree-Association has called for a signal ment incorporates virtually all the of five long and two short blasts in New York Harbor.

All these signals, said the council, are confusing. They resemble too closely many signals already in use, and do not draw as much attention as the continuous blast of the whistle or siren would.

### Family Portrait, Seafarer-Style



Seafarer K. C. Smith, oiler, stops off in the LOG office while showing his Union to his three children, Richard, Mike and Kathy on his way back home to Maine. The children had been down South with their grandmother.

# under way, and have formulated their own signals for fire aboard AFL Engineers Win Top Tankship Pact

Cracking the tanker field for the first time, the SIU-affilused in major harbors, and are too lated Brotherhood of Marine Engineers has just reached a pace-setting contract covering licensed engineers on all ships of the Strathmore Shipping+

> Company. covering engineers on Isbrandtsen and Isthmian freighters were nailed down and subsequently approved by the Wage Stabilization Board in Washington.

The Isbrandtsen pact features the highest wage scale paid in the industry plus retroactive wage and overtime payments dating back to last June 15. Amendments to the Isthmian pact boosted wage scales providing penalty pay increases.

Expected to become a model in superior benefits in the freighter contract and in some instances, notably on vacations, even exceeds liberal provisions now in force on the general cargo ships.

#### Seek Seafarers

Noting the latest signings, BME

Seafarers now sailing who have the Earlier, new agreements required time for a license contact them on the procedure for sitting for a ticket.

> Highlighting the BME's pact with Strathmore is a feature offering the fullest protection to engineers who have received length of service pay boosts from companies they have been sailing with for a long period. Under the agreement, these increases will continue under a clause assuring payment of length of service wages above standard contract pay minimums.

#### Forty-Hour Week

The tanker pact also provides for the 40-hour workweek with penalty pay after midnight, monthly supper relief pay, overtime for being detained from shore leave, free launch service and various other beneficial pay and work clauses.

Generally, benefits of the tanker agreement are superior to anything in the industry today and stimulate hopes of BME officials to attract unorganized engineers and addileaders reiterated their hope that tional companies to their banner.

# **Canadian Unions** Quell CP Upsurge

A new flare-up of the Communist problem in the Canadian labor movement has developed with the suspension of 12 leaders of the United Textile Workers of America's Canadian

division. The upsurge of Comand Canada they are still capable of carrying out assignments on behalf of the Soviet Union in the trade union movement and elsewhere.

The ousted men, headed by R. Kent Rowley, director of the Canadian division, were accused of following the Communist line and of "Irresponsible and disastrous leadership" of two major textile strikes. Some 6,000 members of the union in Canada have been on strike for over ten weeks at two plants, one in Montreal and one in Valleyfield, Quebec. The UTWA announced it was planning a \$100,-000 strike fund to carry the disputes through to a successful conclusion.

The textile union's action parallels the SIU's 1949 cleanup of Communist leadership in Canadian shipping, when the SIU broke the Communist-dominated Canadian Seamen's Union's stranglehold on the Canadian waterfront. Canadian SIU Gives Support

Immediate support for the textile union was voiced by Hal C. Banks, director of the SIU's Canadian District, Banks declared that he expected the Communists to fight the expulsion and warned, "I think there'll be strife and bloodshed and we're prepared to meet it." There has already been considerable trouble in connection with the two walkouts.

While well below their peak strength of the years during and immediately after World War II, the Communists are far from dormant on this side of the ocean. Furthermore, as these developments emphasize, the party still has considerable strength in limited sections of the labor movement, such as the West Coast longshoremen's union for one example.

In its present enfeebled condition, the domestic branch of the Party has been concentrating largely on the propaganda side, avoiding the direct action that has been characteristic of its policy in the past. This has been particularly true in the maritime industry

munist activity leading to the where Seafarers have been flooded suspensions points out that in recent months with a considerwhile the Communists have been able supply of propaganda on beconsiderably weakened in the US half of party causes. The SIU has been keeping a careful check of such material and requests that Seafarers receiving CP or CP front propaganda turn it over to the nearest branch.

> Overseas, where the party is strong, or where it can count on the physical support of the Soviet Union, it is engaging in such direct action. The conflict in Korea, the long civil war in Indo-China, the renewed "Little-blockade" of Berlin, demonstrations in France and Italy, and the uprisings of Chinese

(Continued on page 23)

# Seafarer Wins \$85,000 Award In Ship Blast

An out of court settlement of \$85,000 was reached last week in the case of Seafarer Fred Huffman, who was injured in an explosion aboard the tanker Logans Fort (Cities Service) in January of 1951. The settlement was made on the eve of trial.

Huffman has recovered after months of treatment, for the burns he received, but still cannot do any heavy lifting or pulling with his hands.

Two other men were killed as a result of the blast aboard the tanker. The third mate, Basil Cubitt-Smith, and Seafarer Joseph Sheldrick both died.

The three men were working on the tanker while she was unloading some kerosene into a barge at the Cities Service terminal just outside Norfolk, when a mysterious explosion rocked the ship. A flash fire enveloped the three men in flames. Huffman and Sheldrick managed to jump over the side. Huffman was pulled back aboard the ship, but Sheldrick never came back to the surface. The mate died later in the hospital.

# Cartoon History Of

Courting The Scamen

No. 12



For the first time, the seamen were able to face the shipowners with an organization behind them. Finally, they were organized in their fight to get living wages and decent working conditions. Now, they had the strength of a union to back up their demands.



A shadow soon loomed up in the organization, though, as the Communists made a bid for control of the vital industry's manpower. Seeking to turn the seamen's fight for living wages and conditions into a political football, these groups conducted intensive campaigns from within.



The honest seaman, who followed the sea for a living and was interested primarily in bettering his economic lot, found himself courted from all sides by a number of different groups, the dogooders, the Wobblies, the Communists, the Trotskyites, and other political outfits.

# PORT REPORTS

New York:

### **Capt Made Longshore** Work Easy, Paid For It

Business has been going on at about the usual pace for the past two weeks, with shipping holding up surprisingly well considering the number of ships laid up in idle status.

We have been hard pushed recently to fill jobs for rated engine department men, one more reason why we are still urging anyone who has the necessary time to go up for endorsements. It not only means more money in your pocket, but it will also make it easier for the Union to fill its contracted jobs which, in turn, justifies your officials in going out and asking for more ships.

We have paid off a total of 27 ships in the past period and signed on 11 on foreign articles, with the usual amount of in-transits and ships on continuous articles.

The following were the ships paying off: Elizabeth, Kathryn, Suzanne, Puerto Rico, Beatrice, Winfield Stratton, Carolyn (Bull); Wild Ranger, War Hawk, Choctaw (Waterman); Tramar (Orion); Logans Fort, Chiwawa, Cantigny, Fort mar); John B. Waterman, Raphael Hoskins (Cities Service); San Angelo Victory (Mar Trade); Steel King, Milton Smith (Isthmian); Lawrence Victory (Mississippi); Lynn Victory (Triton); The Cabins (Mathiasen); Louis Emery Jr., Coeur D'Alene Victory (Victory draw in the States for two days. Carriers); Liberty Bell (Tramp Cargo); Ocean Ulla (Ocean Trans); Robin Wentley (Robin) and Seatrain New York (Seatrain).

The sign-ons were the La Salle, Citrus Packer, Wild Ranger, Gateway City, Choctaw (Waterman); Robin Tuxford (Robin); Tramar; Liberty Bell; Ocean Ulla; Coeur D'Alene Victory and Milton Smith.

While carrying cargo to one of our northern bases, the captain of the Winfield Stratton decided that Bull Line couldn't afford to pay the deck department the longshore rate of overtime to assist the Army stevedores in unloading cargo, so he and the mates went out to spot the booms and run the winches.

Being well-schooled on how to handle this, the deck delegate kept an accurate record of all the work performed by these good Bull Line deck officers and we collected the overtime rate for every hour they put in to be split among the deck department. This is what you call making it the easy way. If you are on a ship and something of this nature comes up, be sure and itemize all the hours and the type of work and turn it in before 72 hours elapse. If you wait until the end of the trip, we will not be able to collect it.

#### Paying Off At Sea

We would also like to call to the attention of the membership that some companies on coastwise articles have been paying off at sea and when the vessel arrives in port the men come up to the hall with beefs that should have been settled on the ship. Once you've paid off and left the ship, some of these beefs are very difficult to settle.

Accordingly, don't pay off at sea and don't pay off or sign on unless a Union representative is present. You should always notify the hall and make sure we know about it so someone can be assigned to cover the ship. Incidentally, we have been notified by Itshmian that they have completed their retroactive payroll. Anyone still having money coming should check their office to collect it or write in for it.

As most of you know, we are now voting on the building assess-

The state of the s

ment for three new branch halls. | Boston: We are casting what looks like a very good vote in New York and I hope that everyone is voting "yes" as I did.

Claude Simmons Ass't Sec'y-Treas.

Wilmington:

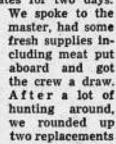
### While Waiting Ship, **Enjoy Beauty Parade**

\$

Shipping's been fair lately, and the prospects look very good for the next two weeks. As before, rated black gang men can get out anytime. Now that the summer season is at hand, this is really the town to ship from as we're having bathing queens elected to every-thing from Miss "Miss Dogcatcher" to "Miss Crabapple." To top that, in the very near future they're holding an International Beauty Pageant here, with all the beautiful dolls competing for the title of "Miss Universe." No seaman can miss this one.

We had the Kyska (Waterman) and the Republic (Trafalgar) in for payoff, with the Republic signing on again. In-transit ships were the Portmar, Massmar, Marymar (Cal-Semmes, Mobilian (Waterman) and the Steel Navigator (Isthmian).

There was a beef on the SS Riverside belonging to the Canadian SIU District, where the food was bad and the men had had no



Wenger

master, had some fresh supplies including meat put aboard and got the crew a draw. After a lot of hunting around, we rounded up two replacements for some hospital cases on her.

We've had a hard time getting some of the black gang men to ship. The boys should remember that we have to keep all ships crewed up 100 percent at all times and, while shipping is good right now, it can't be expected to hold up forever,

Taking it easy for a spell on the beach now is brother Del Wenger, a member of the SIU since 1943 who has been in all beefs and strikes since then, including Wall Street, Isthmian and the 1946 general strike. Del has seen many changes in the nine years he's been with the Union and sometimes finds it hard to keep up with the rapidly improving conditions.

Sam Cohen . Wilmington Port Agent

### **Nippy Weather Certain** To Let Up-But When?

Shipping is holding up pretty well here and we got quite a few men out. The Yarmouth (Eastern) took 30 stand-bys so that helped too. It looks like she'll be making that Boston-Nova Scotia run again soon.

Paying off during the period were the following: Ann Marie (Bull), Tagalam (Seatrade), Julesburg (Mathiasen), Montebello Hills (Western Tankers) and the French Creek and Lone Jack (Cities Service). The Tagalam and Montebello Hills signed on again. In-transits included the Robin Wentley (Robin) and both the Steel King and Steel Architect (Isthmian).

We had a beef on the Tagalam when the captain did some work that belonged to the unlicensed personnel, but the bosun collected on it. The ice box beef on the Ann Marie was finally squared away when the shipyard installed new ones in place of the old iceboxes that were torn out.

On the labor front, the bus strike is in its second month, and the Western Union beef is still going full blast with the pickets quite militant at the job. They've been sending pickets from here to the smaller towns to keep things

We were on the lines with them and have offered cars for their use as well as all other help possible. We've provided coffee for them on the line several times as it got quite cold and wet for a time.

Brother Bill Prince is still around town, waiting for one long shot before he ships and W. Rigby is sticking it out to see a couple of ball games. Pete Jomides, on top of the list in the engine department, expects to settle for a tanker job now with the Libertys laying up. All the brothers in the marine hospital in good condition except Bill Lake who hasn't quite come around yet.

The weather is so peculiar in town that we don't know when summer will be here.

> James Sheehan Boston Port Agent \* \* \*

Lake Charles:

### **Closed-Down Oil Ports Look Like Ghost Towns**

Everything is running fine down this way. The sun shines every day and the moonshine at night

really makes life worth living away from the city's mad whirl.

We again repeat our long-standing invitation to the membership to come down here and enjoy the sights with us. If the gals aren't attractive enough, there's always good fishing to while away the

Shipping has definitely been on the slow bell these past two weeks, with only a few jobs available, but the end of the oil strike should bring activity back to normal.

We've had the following wagons in port the past two weeks: Cantigny, Winter Hill, French Creek, Fort Hoskins, Lone Jack, Chiwawa and the Government Camp, all of Cities Service. Another one that hasn't been here for a long time but called this week was the Andrew Jackson (Waterman), and on her as steward we found that moose of a man, L. L. "Tiny" Phillips, who has made so many trips to the Far East that he's beginning to look like a native.

A Clean Ship

The Jackson really was a clean ship with a fine crew and a credit to the SIU. The rooms for the passengers were every bit as clean

and neat as any big passenger liner sailing to-

By the way, after he spent the night ashore and was wending his merry way through the woods back to his

Phillips

ship, "Tiny" heard an owl hoot and, not being able to run, began looking around for someone to rescue him. To add to his grief, he spied a great big snake and lost his speech to the bargain. But, like in the stories, along came someone to save him in the person of another Seafarer, the bosun, so "Tiny" was brought back home to this earth.

Contract Troubles

Meanwhile, on the labor front, the AFL building trades are awaiting WSB okay on their newlysigned contracts but the metal trades council is still meeting with stubborness on the part of the Firestone synthetic rubber plant here and may have to hit the bricks to get any improvements at all. A great deal of progress is reported following an ILA district convention over in Beaumont, Texas, according to the reports we've gotten.

In the oil strike picture, only a couple of the Texas refineries work. Port Arthur, Beaumont and

> Leroy Clarke Lake Charles Port Agent

### Alaska Fishers Given **AFL Support In Beef**

Shipping has been mighty fine out in the Northwest the past period and we're hoping it will hold up for a while yet.

We paid off the following ships: Rice Victory, Frank Emerson (South Atlantic); Angus MacDonald, William Tilghman (Mississippi), and in Portland, the Richard Pearson (Bloomfield) and Brightstar (Triton).

The Brightstar and the Alaska Spruce (Ocean Tow) signed on during the period. In-transits included the Yaka and John B. Waterman (Waterman), Republic (Trafalgar), plus the Marymar and Calmar (Calmar).

We have run into some Coast Guard charges lately, particularly in the case of new men unfamiliar with Union policy and skippers new on SIU ships. Though these things are to be expected occasionally when shipping is good, Union policy has always been to handle such problems between Union and company representatives without third parties like the CG clouding up the works,

Newcomers to the Union should be enlightened by the oldtimers to the fact that the SIU is not something to hide behind to make a pleasure cruise and get paid for it, but is an organization devoted to the men who are interested in making seafaring their livelihood.

On the local front there was a meeting of the AFL central body on the Bering Sea Fishermen's Union beef in Alaska with more committments from AFL unions in the way of support.

We're hoping for the best for brother F. I. Gibbons, who just checked out of the local marine hospital and is heading for Fort Stanton for further treatment.

> Jeff Morrison Seattle Port Agent 4 4 4

Baltimore:

### **Volunteer SIU Pickets Aid Telegrapher Beef**

Shipping in the port has picked up considerably since the last report and we consider the rise a good sign. All ratings with the exception of stewards in group one have been moving out fast.

The past two weeks have seen have signed up and gone back to 26 ships paying off here, as well as 15 signing an and another 15 Neches still look like ghost towns. calling in transit. Beefs have been few and far between and settled to the satisfaction of the various

Most of the members are aware of the fact that the AFL Commercial Telegraphers Union has been engaged for some time in a strike with Western Union, and we have committed ourselves to support these people in any way possible.

At their request, we have been supplying support in the medium of pickets where they've been needed. Both the strikers and the branch wish to thank the brothers who have volunteered for this duty in past weeks.

We are still looking for a building that would be suitable for the membership and afford the benefits sought in the resolution and referen un on new halls. So far we have \_everal buildings in mind but have not settled on one just yet. Once the right building is selected the proper committee and procedure will be set in motion for a final decision on this question.

Earl Sheppard Baltimore Port Agent

week which has never the west the property that the best was the week

# A&G SHIPPING RECORD

#### Shipping fro mMay 8 to May 21

PORT	REG. DECK	REG.	REG.	TOTAL REG.	SHIP. DECK	SHIP.	SHIP.	TOTAL
Boston	32	21	21	74	19	16	9	44
New York	222	192	138	552	162	165	142	469
Philadelphia	52	35	45	132	28	18	17	63
Baltimore	110	124	80	314	139	107	102	348
Norfolk	116	99	58	273	41	52	34	127
Savannah	30	27	26	83	23	20	33	76
Tampa	10	. 12	. 8	30	5	8		19
Mobile	101	104	84	289	108 -	98	87	293
New Orleans	82	74	79	235	61	59	79	199
Galveston	65	67	51	183	32	35	32	99
West Coast	63	40	33	136	91	67	54	212
TOTALS	883	795	623	2301	709	645	595	1949

# PORT REPORTS

New Orleans:

### **Check Hall Mailbook**; **Mail Now At Customs**

Affairs of this port are in very good shape, with no beefs pending and only the usual run of minor beefs coming up since the last report. Shipping has fallen off some, but rated men are still able to get black gang jobs without too much trouble.

Our payoffs during the past period included the Alcoa Ranger (Alcoa); Del Alba, Del Mar, Del Oro, Del Mundo (Mississippi); Chickasaw (Waterman) and Margaret Brown (Bloomfield). Signing on were the Alcoa Ranger; Del Monte, Del Mar (Mississippi); Paine Wingate (Bull) and the Margaret Brown.

Ships calling in transit were the following: Alcoa Corsair, Pennant, Cavalier, Roamer (Alcoa); Steel Fabricator, Steel Recorder, Steel Architect (Isthmian); Del Monte, Del Alba; Seatrains Louisiana, New Jersey, Georgia (Seatrain); Morning Light, City of Alma, Monarch of the Seas (Waterman); Catherine (Dry Trans); Southern Counties (Southern Trading); Julesburg (Mathiasen) and Salem Maritime (Cities Service).

We recently had a request from the Post Office Department to use



the Seamen's Unit in the Customs House as they had several complaints from people who sent mail to the hall and didn't get it back right away when we held it over. The trouble

were not hep to the fact that mail for seamen has to be held for a while until they reach port.

#### Mail Set-up Changed

Anyway, the Customs House is only around the corner from the hall, so it won't be too much trouble for the members to drop down there to pick it up between calls. The way the set-up will work we'll hold mail at the hall for 48 hours, enter it in our mailbook and then return it to the postoffice where it can be picked up. There'll be no need to make a trip there unless we have mail listed in our own book.

The membership here has approved the idea, pointing out that the Union will no longer be responsible for lost or misplaced mail or packages, as their care will be in the hands of the postoffice.

From all indications, voting on the new halls is highly in favor of the proposal. The crew of the Del Mar went on record unanimously endorsing the resolution at a special meeting before their payoff and urging all hands to vote "yes."

#### Steward Committeeman

One of the members on the beach serving on the balloting committee is Henry "Tex" Krohn. who has been sailing for over 20 years in the stewards department.

He knows what he's talking about when he says the SIU is the best Union in the business and agrees with its policy down the line because he's seen what happens when the Commies take over a union. Krohn was an official in the MC&S until he was able to transfer

MC&S until he was able to transfer to the SUP and finally to the SIU in 1949, where he had a better opportunity to work on passenger ships.

He's highly in favor of the SIU policy of keeping gashounds and performers out of the Union and cracking down on these characters from the start. Meanwhile, he's keeping an eye on the West Coast

\*\*NORFOLK\*\*

127-129 Bank St. Ben Rees. Agent Phone 4-1083 SAN FRANCISCO.

450 Harrison St. B. J. Fischer. Agent Douglas 2-5473 SAN JUAN. PR. 252 Ponce de Leon Sal Colls. Agent Sal Colls. Agent Phone 3-1728 SANTILE

58ATTILE

1809-1811 N. Franklin St. Phone 2-1333 WILMINGTON. Calif 1400 Avaion Brou

1400

scrap between the MCS-AFL and | Galveston: the Commies in anticipation of a full swing of rank and file cooks and stewards to the AFL.

Lindsey J. Williams New Orleans Agent \* \*

Philadelphia:

### **Army Base Reopening** May Pep Up Activity

Business, slow as it is, dipped still further in the past two weeks, but we're looking for it to climb again to the normal level for the port pretty sqon.

The reason for this forecast is the expectation that the Army base will be in operation in about two weeks.

We had a discussion at our meeting regarding the support which the membership has been giving the striking Commercial Telegraphers and had a rousing vote of thanks to the boys for their wholehearted voluntary action in this beef.

Guest speakers from the striking CTU, acting President Charlie Stratton and Vice-President Ralph Roberts, came down to express the thanks of their people for Seafafers' aid in the beef, too. We went on record to help them to the fullest extent as long as they stayed out and voted a \$100 donation to their strike fund at that time.

A. S. Cardullo Philadelphia Port Agent t t t

San Francisco:

### **Big Things Expected** In Coming MCS Vote

Things have been extremely brisk out here, with almost 120 men shipped plus approximately another hundred shipped to standby and shifting jobs on laid-up Libertys in the port.

Paying off during the period were the Santa Venetia, George Kulukundis (Mar Trade) and the Arizpa (Waterman). All three ships signed-on again for another trip. We had three in-transits, including the John B. Waterman (Waterman) plus the Portmar and Marymar (Calmar).

The big news around the waterfront these days is the coming election between the MCS-AFL and the Commie-led MC&S. The Lurline was stopped from sailing by the MC&S-because there was one AFL waiter aboard who stuck to his rights and refused to be cleared through the Commie MC&S hall.

H. J. Fischer

### Referendum Vote Brisk Though Shipping Drags

Shipping activity is pretty slow around here, but the hall is pretty well crowded with members coming in to vote on the referendum involving a new hall for this port and the branches in Baltimore and Philly.

Just two ships in for payoff and sign-on the past period, the Liberty Flag (Gulf Cargo) and the Genevieve Peterkin (Bloomfield),

In-transit business was supplied



Voting on new halls proceeds smoothly in Galveston as Seafarers come in to cast ballots.

by the following: Mae (Bull); Seatrains Georgia, New York, Louisiana (Seatrain); Petrolite (Mathiasen); Catahoula (National Nav.); Strathbay (Strathmore); Cape Grieg (Mississippi); Transatlantic (Boise Griffin); Richard Johnson (Bloomfield); Federal (Trafalgar); Warrior (Waterman); Steel Executive, Steel Architect (Isthmian), Archers Hope, Government Camp (Cities Service).

Keeping track and policing the voting on the new halls resolution is a branch balloting committee composed of brothers U. S. Mills, A. J. Highmon and C. A. Roberts. They report the voting is proceeding very smoothly as the members shipping out of this hall come in to cast their ballots.

> Keith Alsop Galveston Port Agent \* \* \*

Savannah:

### **Redecorated Rec Room Welcomed By Members**

shout about especially, the number of men shipped from here took West Coast Representative on a little more respectable color

compared to the figure of the pre- | Mobile: vious period.

We sent men out to the Southport (South Atlantic), Robin Tux-ford (Robin), Daniel Willard (Bloomfield), Seatrain Savannah (Seatrain), Steel Architect (Isthmian) and the Frank H. Morgan, an SUP ship. The statistics amounted to three payoffs and two sign-ons.

The activity Is expected to be about normal the coming two weeks, with the Southland, Anniston Victory (South Atlantic) and the Marina (Bull) due in port.

Improvements Endorsed

Our meeting was highlighted by the wholehearted endorsement of the branch membership for the improvements made in the recreation room in this hall. Meanwhile, the balloting is moving along nicely on the resolution for new halls in Baltimore, Galveston and Philly, with the members apparently eager to see these new set-ups already in operation at these ports.

E. B. Tilley Savannah Port Agent

t t

Norfolk:

### **Business Still Lagging, Unlikely To Rise Much**

Shipping picked up a little bit since the last report, but doesn't figure to get too much better in the immediate future.

We've had nine payoffs and seven sign-ons in the past period, the only activity worth noting.

Quite a few of the boys got out on jobs supplied to the following ships: Benjamin Silliman (Robin); Henry T. Rainey (Bull); Longview Victory, Northwestern Victory (Victory Carriers); Citrus Packer, Azalea City (Waterman); John S. Mosby (Eastern); Government Camp (Cities Service) and Seacomet (Orion).

The shipping activity is nothing like what we experienced last winter with heavy outbound coal and grain traffic. When summer comes, business will still be in the deep

Among the ships expected in here during the next few weeks are the Ames Victory and Mankato Victory (Victory Carriers) and the Western Trader (Western Nav).

Balloting on the referendum for new halls is going along smoothly, with a good turnout. The brothers on the beach agree that the proposal is needed to give the Union a boost in the ports directly affected by the establishment of a new hall set-up that can make the Though we have nothing to branch membership and the city itself proud.

Ben Rees Norfolk Port Agent

### **Heat Wave and Slack** In Shipping Hit Port

We had a big load of payoffs in this port the past couple of weeks with quite a few sign-ons to boot but the outlook from here on is not too good. In the next couple of weeks only six off shore ships and three coastwise vessels are due in for payoff and replacement.

Up until now we've been pretty busy and with the temperature in the 90's it has been a little rough: However the beefs have been prac-



tically non-existent so there has been no cause for perspiration on that score. Load of Payoffs

We paid off 17 ships, signed on eight and handled five in-transits all of which makes for a good

load of activity. Our payoffs were the Alawai, Nathan Currier, William Graham, Richard Upjohn, Maiden Creek, Morning Light, Monarch of the Sea, City of Alma and Claiborne, all'Waterman ships; The Alcoa Pennant, Planter, Roamer, Cavalier and Clipper; two Isthmian ships, the W. B. Yates and E. A. Burnett; and the Wanda (Epiphany).

Sign-ons were the Pennant, Planter and Roamer for Alcoa; the Fairland, Warrior, Maiden Creek and City of Alma (Waterman); and the Wanda. Our in-transits were Isthmian's Steel Recorder and Steel Inventor; the Antinous and Fairland (Waterman) and the Alcoa Pioneer.

Air-Conditioning Welcome

Among the members here enjoying the pleasant air-conditioning in the Union hall during this heat wave is A. L. Danne who joined the SIU back in November 1938. Danne sailed on deck for ten years until he switched over to the steward's department five years ago. He just came off the Morning Light after being on her for over a year and is at present enjoying his vacation pay and helping us out on the balloting committee.

Brother Danne says he can still remember our old halls at 2 Stone Street in New York and 7 St. Michael Street here, where sea boots and oil skins were appropriate dress whenever it rained. And of course, you could always use a rowboat to get to the hall.

Sitting here in this air-conditioned Union hall he says that if the rest of the membership feels the way he does about the \$20 assessment, (which he is quite sure they do) our brothers in Baltimore, Philadelphia and Galveston will be enjoying the same conditions that we are enjoying in Mobile today.

> Cal Tanner Mobile Port Agent

# HALL DIRECTOR

BALTIMORE ...... 14 North Gay St. Earl Sheppard, Agent Mulberry 4540 Mulberry 4540 276 State St. James Sheehan, Agent Richmond 2-0140
Dispatcher Richmond 2-0141
GALVESTON 30614 23rd St.
Keith Alsop, Agent Phone 2-0448
LAKE CHARLES, La 1418 Ryan St.
LeRoy Clarke, Agent Phone 6-5744
MOBILE 1 South Lawrence St.
Cal Tanner, Agent Phone 2-1754
NEW ORLEANS 523 Bienville St.
Lindsey Williams, Agent Magnelle Ct. Magnolia 6112-6113
NEW YORK ...... 673 4th Ave., Brooklyn
STerling 3-4671

SIU, A&G District

Sam Cohen, Agent Terminal 4-2874
HEADQUARTERS 675 4th Ave., Bklyn.
SECRETARY-TREASURER
Paul Hall
ASST. SECRETABY-TREASURERS
Lloyd Gardner
Robert Matthews Claude Simmons
HEADQUARTERS REPRESENTATIVE
Joe Algina

SUP

BONOLULU...... 16 Merchant St Phone 5-8777
PORTLAND .......111 W. Burnaide St. EAN FRANCISCO..... 450 Harrison St. WILMINGTON ...... 440 Avaion Blvd. Terminal 4-3131 NEW YORK .... 675 4th Ave., Brooklyn STerling 8-4671

Canadian District

2874 PORT COLBORNE ..... 103 Durham St. Ontario Phone: 5591 TORONTO. Ontario ..... 86 Colborne St. VICTORIA. B. C. .... 6171/2 Cormorant St VANCOUVER. B. C.... 565 Hamilton St. Pacific 7824 SYDNEY, N.S ..... 304 Charlotte St BAGOTVILLE, Quebec .... 20 Elgin St THOROLD, Ontario ... 37 Orment St.
Phone: 3-3202
QUEBEC . 113 Cote De La Montague Quebec Phone: 2-7078 SAINT JOHN 177 Prince William St. N.B. Phone: 2-3049

**Great Lakes District** 

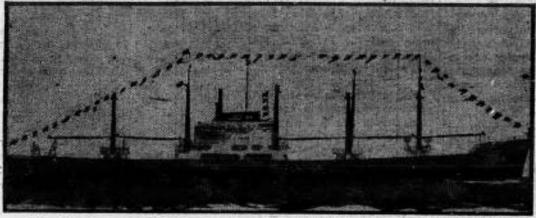
Phone: 1238W 180 Main St BUFFALO. N. Y . Phone: Cleveland 7391 2602 Carroll St. Phone: Main 1-0147 DETROIT 1038 3rd St Headquarters Phone: Woodward 1-6857 DULATH 531 W. Michigan St. Phone: Melrose 2-4110
BICAGO 2011 E 22nd St.
Phone: Bisses 9-2410 SOUTH CHICAGO

### Retroactive Pay At Robin Offices

Retroactive pay for Robin Line crews is now available at the company's main office. Those men who have retroactive pay coming to them from the Robin Lines can collect by applying by letter, including their mailing address, or by going to the company offices. The Robin Lines offices are at 39 Cortland Street, Brooklyn, N. Y. If applying in person, the offices are open from 10 AM to noon, and from 2 PM to 4 PM.

# AERICA

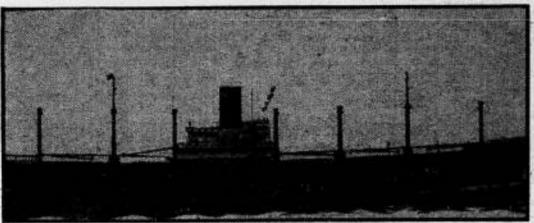
Second in a series-From a portfolio of American Merchantmen painted by Lemuel B. Line. Reprinted through the courtesy of Fortune Magazine.



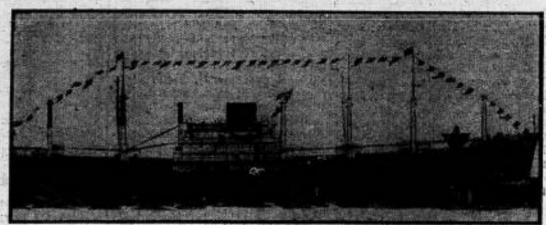
An experimental type launched in 1951 for the Maritime Adminis-tration, the SS Schuyler Otis Bland is chartered to American President Lines. There are two kingpost-like stacks abaft her dummy stack. 1812 Knets



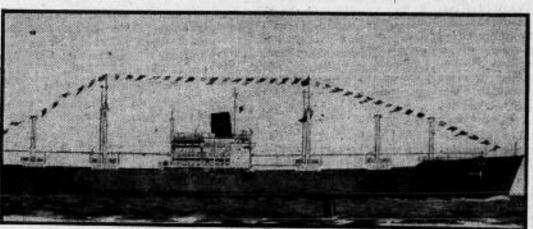
Modified C3 A smart-looking passenger-cargo ship, Farrell Lines' SS African En-8,602 Tons terprise carries 80 passengers and general cargo between New York 17 Knots and South Africa. Her usual round trip takes about two months.



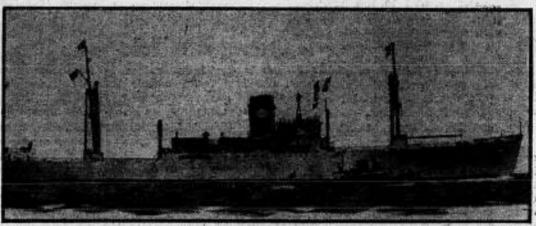
C3-5-A2 Specially equipped for the San Francisco-Hawaiian trade, the Mat177 Tens son Line freighter SS Hawaiian Merchant has tanks for molasses as well as refrigerated cargo space for frozen pineapple from the islands.



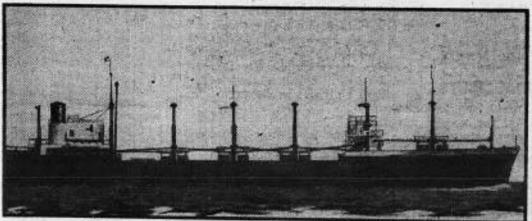
One of seven fast new freighters owned by Moore-McCormack Lines, 11,600 Tans the SS Mormacmail and her sister ships offer regular general cargo 1713 Knots service between US, Scandinavian and many South American ports.



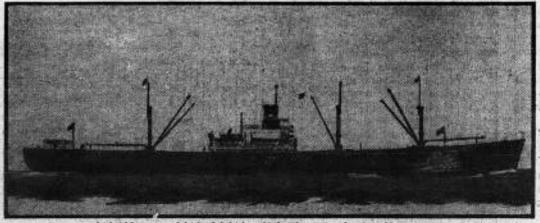
C4-S-TA Expected to be in service soon under charter to an SIU-contracted 12,910 Tons company, the SS Keystone Mariner is the first of 35 new Mariner 20 Knots ships. She has a helicopter platform for use in anti-sub warfare.



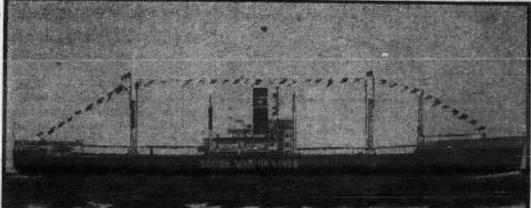
Easily able to carry 80,000 stems of bananas, the refrigerator ship R2-ST-AUI SS Parismina is one of the United Fruit Company's "Great White Fleet" operating between the US and various Latin American ports.



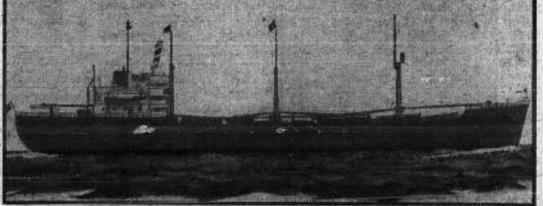
Right now chartered to MSTS, the SS Nevadan is one of five ships designed for the American Hawaiian Company's intercoastal trade. A large sweep of deck enables her to carry bulky deck cargoes.



Workhorse of World War II built to make up for tonnage lost in sub warfare, the Liberty, of which Orion's SS Seagallant is typical, was 10,851 Tens adapted for mass production from a standard British framp design. 11 Knots



States Marine Lines' SS Buckeye State is an example of the Victory 10.593 Tone . ship, another war-built class designed as a faster and more efficient 17 Knets cargo carrier than the Liberty, with geared turbine propulsion. Lierus Lineau palitalia apparita para la constitue de la const



CI-M-AVI A standard, small coastal freighter chartered from the Government 6,023 Tons by the Alaska Steamship Company, the M/S Coastal Rambler runs a regular cargo service between the US West Coast and Alaskan ports.

# 400 Lighthouses Stand US Vigil Against Sea

Although the business of tending the lighthouses that dot our coasts is usually a lonely job, it isn't always a dull one. There are innumerable instances of adventure and heroism among the men that maintain the flashing lights and croaking fog horns which warn ships of dangerous shoals and rocks.

Ever since the first US light-house was constructed in 1716 in Boston, hardly a year has passed without at least one new light structure being constructed. From a humble beginning, the lonely outposts in the fight against the sea have grown to a total of well over 400.

As if the sea sensed that the lighthouses were there to help thwart it, the seas have managed to destroy a good number of them, some along with their keepers.

Then too, during their history the men that were responsible for the lights have had to fight Indians, enemy troops, enemy vessels, and brave storms and surf to help rescue the crews of ships that didn't heed their warnings.

One of the most famous of the Indian fights took place at the Cape Florida lighthouse during the Seminole War in 1836. The lighthouse, which warns ships of the dangerous Florida Reef and guides them into Cape Florida Channel, was manned only by John Thompson and an assistant when a large body of Seminoles attacked.

The two keepers manager to barricate themselves inside the 65-foot lighthouse tower and held off for a while, but the Indians managed to set fire to the base of the stone structure. Their musket balls had perforated the oil tanks for the light, and about 225 gallons

of oil has spilled over everything soaked with oil, began to burn.

The two men retreated to the top of the tower and cut away the stairs, but the fire crept up inside the structure. Their clothes,



The "Honeymoon Castle," the Tree Point Light Station off the Alaskan Coast is hard to beat as far as a lonely location is concerned. Now manned by a Coast Guard Chief Boatswain's Mate and his former SPAR bride, the installation is six hours' salling from the nearest small town. It is located on a barren peninsula-island and just about cut off from civilization.

soaked with oil, began to burn. They threw off a keg of gunpowder to the bottom of the tower. It exploded but didn't put out the fire.

The assistant was killed by Indian musket fire. Thompson decided to jump off the tower, but collapsed inside the railing on the top and just lay there. Within minutes the fire went out and the Indians, presuming him dead, left in the station's sloop.

Later in the afternoon, a detachment of seamen and marines from the sloop-of-war Concord landed on the station, after recapturing the sloop from the Indians. They managed to get a line to the top of the tower, rigged a block and lowered the burned keeper.

#### Crossed Signals

The keeper of the Nantucket (Great Point) Lighthouse was a busy man between 1863 and 1890. The lighthouse had just been rebuilt, but its signal lights were often mistook for the signals of the Cross Rip Light Ship. So often mistook, that during these nine years there were more than 43 shipwrecks at the Great Point light.

The keepers of the light participated in rescues of most of the crews on the wrecked ships, despite heavy seas and dangerous surf. The wrecks slacked off after 1890, when a red section was put in the light to mark the Cross Rip Shoals and the other shoals to the south.

The famous Cape Hatteras Lighthouse has had to fight the sea, lightning and poor equipment since its establishment in 1798. The light itself has been moved four times. In 1851 the Navy reported the light was "the worst light in the world." A new structure, then the largest in the world, was built in 1871, but by 1935 the surf had eaten its way to the base of the tower and a new light was built further inland. It was also struck by lightning and cracked.

An anti-erosion program was started and the old structure was again put in use in 1950.

#### The Sea Wins

The Timbalier Lighthouse, off Louisiana, was built in 1864 on a "sandy strip of beach." During a hurricane in 1867, the beach was swamped and the seas knocked over the building. The two keepers survived after spending two days in an iron can buoy.

A keeper was killed when the seas toppled the Minots Ledge Lighthouse on the Cohasset Rocks off Massachusetts. It was built in 1850 on a small ledge that was dry for about two hours at low tide. The original keeper abandoned it as "unsafe" shortly after he took over the new building, and two other keepers were hired. In 1851 a storm struck while on of the two men was ashore. The building toppled over into the sea, and the second keeper went along with it.

But there's some romance in the business too. Coast Guard Chief Boatswain's Mate Jim Gavin recently took over the Tree Point Light Stalon off the Alaskan Coast.

While on duty in Alaska, Gavin met Spar Coxwain Ann Jacobs. They were married shortly after, and now both of them man the lonely lighthouse situated about six hours away from the nearest village.

At present, all US lighthouses are under the control of the Coast Guard.



The Liston Range Front Light is an example of one of the older and simpler lighthouses in the US. This one, located at Middletown, Delaware, is simply an old house, with the blinker light installed in the tower. It has a fixed blinker instead of a sweeping light, thus making this type of installation practical. The keeper and his family have their quarters in the lower part of the house. This type of installation is fairly easy on the keeper and his family because of the size of the building.



The Egmont Key Lighthouse, on a tiny sandy island, is a familiar sight to those entering the ports of Tampa and St. Petersburg, Fla. The first light was erected on this island in 1848. The present tower was put up in 1858, and is still in operation after almost 100 years of constant service.



The Cape Hatteras Lighthouse is once again in operation after it was threatened by the sea, struck by lightning and abandoned. A temporary steel light tower is still being kept in reserve in case the sea comes back and starts to undermine the present tower once again.

The sandy, marshy ground upon which this Sabine Pass Light Station at Louisiana stands makes necessary the unusual buttress base. Today, there would be another solution for the problem, but in 1856, when the tower was built, the buttresses seemed like a good idea. It was the only building on the island to survive the hurricane of 1886, and the only time its light has been out was during the Civil War when the station was evacuated by the Federal forces.

## 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 vigitant 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

discarded material, really stems an important radio and weather from sea language. In bygone days station. it meant old cable or cordage set aside for making mats, swabs or oakum, as derived from the Latin word for bulrush, from which ropes were made in ancient days. The oldtime sailor who referred to sait beef as junk usually meant that it was just about as tough to eat as rope... The passage into the Red Sea was called the Gate of Tears by the Arabs because of the large number of shipwrecks taking place there.

\$ . \$ \$

Chinese are known to have used a sort of mariner's compass as a guide to sailors as far back as 4300 years ago, though its first recorded use in sea travel was made by a Chinese writer about 750 BC. Marco Polo introduced the compass to Europe after returning from his travels through the Orient .. Years back the British army had lobsters in the ranks as well as in the cooking pots. Soldiers were called lobsters in the days when the red tunic was the required dress.

t t t

Located at the northwestern tip of Scotland, the Orkney Islands get their name from Ore, or Ork, a fabulous monster of the sea which early writers claimed would deyour men and women. Actually, the monster referred to was the whale, since zoologists still class them by that name. The Orkneys, then, means Island of Whales, as the rest of the name comes from the Norse for island . . . The Norsemen also give us the word "ahoy" as a call used in hailing from an old battle-cry used as they ran their galleys upon enemy ships.

One of the loneliest places on the globe is Tristan da Cunha, principal island in a volcanic group 12 square miles in area, about halfway between the Cape and South it a tough place to reach by boat. About 230 persons, descend-Napoleon was exiled, eke out a the wind.

\* \* \*

Junk, as a term for any old or livelihood on the island, which is

t "t t

The word marooned, referring to a survivor of a shipwreck or a castaway, is thought to originate from the Negroes in South America and the West Indies who escaped from their slave masters and found refuge between Dutch and French Guiana in the region of the Maroni River. The term maroons, either for a group of such people or as a description of their condition, is said to arise from this river ... Historians name Ptolemy, a Greek astronomer, as the world's most famous map-maker, despite the fact that his works were not altogether accurate. He drew Britain practically upside down but got the bearings correctly.

\* \* \* Hard up as a phrase for someone in difficulties or short of money is supposed to be a sea term dating back to sailing ship days. The origin arose during storms, when the captain would order "hard up the helm" and the man at the wheel would try to put the tiller as far as possible to windward in order to turn the ship's head away from the wind and aid her to weather a blow...The New Zealand legislature once passed a resolution for the protection of "Pelorus Jack," a dolphin that for many years picked up and accompanied ships along Pelorus Sound. He was considered a minor god by the native Maories.

to t Three sheets in the wind, as an old sailor's term for drunk, harks back to the times of wooden ships and sail where the "sheet" was the rope at the lower end of a safl used for shortening or extending sail. If allowed to run free, the sail would flop about and was said to be "in the wind." When all three sails of a ship were in the wind, the vessel lurched and stag-America. Its rugged shores make gered all over the water. Once ashore, a sailor who had one too many and followed the same zigants of shipwrecked sailors, and zag course in the street was desoldiers from St. Helena where scribed as being three sheets in

37. Ship chan 38. County i 39. Sit for a

43.

28. Breathing organ 45. Bearing of Haiti 29. What from Jamaica

Puzzle Answer on Page 27

County in NY

picture British gun

from Jamaica
46. Unwanted as member of union
47. Malayan cein

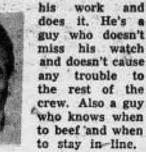
40. British gun 41. Party for men

Chowed Sailed

SEAFARFR

Question: What's your idea of a good shipmate? (Asked of Seafarers in the Mobile branch hall.)

Tony Pisano, BR: The best type of shipmate is a man who knows



Harry Huston, steward: A good shipmate is a guy who keeps his

foc'sle clean, who will help you out with a buck when you need it. doesn't beef all the time and does his work well. He don't miss 'the ship every time you sail and foul everybody up either.



\$ 4

James Branum, bosum: Well, he's man who's sober at sailing and



when securing ship; because that's when a guy always has to be on his toes. He'll hold down his end of the work and, what's probably most important on deck, cooperate

with all the men.

\* \* \$

Frederick Diekow, steward: He'd have to be sober on the job,

not a guy who turns to gassed up. A steady guy, a good Union man who lives up to Union conditions and does his work as he's supposed to do it. Not a beefer. but a guy who



can take the ups and downs.

\$ \$ \$

T. L. Moss, FWT: I can always get along with a guy who stands



his watches, doesn't stick others with his work and don't beef every second word he says. For sure, a good shipmate is a guy who don't perform and is a good Union man

all the way.

本 本

W. B. Yarbrough, chief cook: A man who will turn to in the

morning and perform all his duties, who makes his bunk and is ready for inspection when the old man comes around. He'll assist newcomers coming aboard to learn their job by helping out



# MEET THE SEAFARER



KENNY LEWIS, bosun

tried working ashore as a change of pace is that you have to know somebody from Fort Knox to get away with it.

"Make a nickel, spend a dollar" seems to be the prevailing view of those who've tried it, among them Bosun Kenny Lewis, who heartily echoed this sentiment when a LOG staffer ran into him at the Mobile hall. Lewis was waiting for a ship making the Far East run, because the Japan-Korea shuttle always makes for a good trip and a husky payoff to boot.

A native of Dothan, Alabama, about 250 miles NE of Mobile, Lewis has spent nearly half his life in the sailing game. Now 34, he's been going to sea since 1937 and has been with the SIU right from the start of the Union. His first ship was on a Nicaraguan-flag fruit boat which hauled general cargo from the Azalea City across the Gulf to Mexico. He spent two months on her as a deck hand, he recalled, and about all he could say in her favor was that "she wasn't a bad feeder." Lewis made a handsome \$28 a month that trip.

About the same time, he made a few deep-sea trips fishing for snappers on a small boat sometimes out 25 days. They worked 12-15 hours a day, pulling snappers in on a three-hooked line baited with squid or skip jack. "I was single then and it didn't matter, but there wasn't any money in that either."

#### Longtimer

Just to show what a real Union ship meant, he cited a lengthy stint of two and a half years on his first SIU ship, the Yaka, which he sailed to Europe. He came on as an ordinary and practically built sibly have made not much more up enough time for an AB ticket than the \$28 I made sailing the

When the war came, Lewis sailed through most zones, and even piled up a year on a risky tanker run to the Pacific, but never lost a ship. "Lucky, lucky as they come," he smiled, adding that for another run like that."

The consensus of SIU men who've | "the oil run didn't bother me. I like tankers, but you just never know where they're going."

Generally sailing out of Mobile through the war years and down to the present, he tried the beach for a while as a welder at the Alabama Drydocks, but he couldn't look his pay envelope in the face. "You just couldn't support a wife and five kids on that kind of dough," he asserted, "so I gave it up pretty fast."

The family, he pointed out, comprised three boys and two girls, four of them already making their old man proud of the way they're getting ahead in school. Two other brothers are sailing with the SIU too, James, DM, was in town with him at the time, but the rest of the trio-Grady, also a bosun-was somewhere out in the Far East himself on a GAA run aboard the Waterman freighter Israel Putnam. "If I can get out there fast enough myself, maybe we'll get together one of these days."

#### Gonna Stick

Grady followed him into the Seafarers by a year, but James is a newcomer, having joined about a year ago. "All of us are plenty satisfied with a sea career and intend to stick to it."

While he's home and the weather's right, Lewis spends a lot of time hunting for ducks and squirrel. "Sometimes I get the limitsix this year, then go back to the lakes to fish for trout and bass." The kids go right along with him too, "Of course, they're too small to do much, but in a couple of years they'll get the limit too."

He took home a whopping \$2,400 payoff on a recent 105-day Korea run where they moved beat-up tanks from the front back to Japan. Without the SIU I could pos-Nicaraguan ship. When a sailor can make an excellent living-better than ashore-it's obvious the Union did the job. You just can't do anything like that ashore. That's why I'm waiting in the hall

# EN YEARS AGO

The head of the Gestapo in | Rommel , . . A crew of Seafarers a bomb and machine gun fire. Mass their respective leagues, but arrests and executions followed the incident, but the rest of the world took note that the people of Europe were not entirely willing hostages of the occupying Nazi forces . . The Coast Guard ruled that additional lookouts needed aboard ships passing through dangerous waters should be drawn from all three departments . . . The Union reminded all Seafarers that the deadline for getting new passports was drawing close . . . Brazil, angered by U-boat activity off her coast, announced that she was instituting a submarine patrol, and would sink any U-boats in the area.

\$ \$ \$

The case of Harry Bridges continued to drag through the courts. Bridges was ordered deported as a member of the Communist Party, but promptly announced he would appeal the decision to a higher court . . . Nazi tanks kept pushing toward Tobruk in a two-pronged

Prague was seriously injured when manned the first New Orleansguerillas ambushed his car with built Liberty ship of the war . . . The Yankees and Brooklyn still led by an impressive margin . . . A U-boat sank the first American freighter in the mouth of the Mississippi River . . . It was announced that a total of about 175 merchant ships had been sunk since Pearl Harbor.

\* \* \*

General Marshal told the West Point graduating class that "American troops will land in France," but didn't say when. However, at almost the same time, the largest US contingent in history landed in Ireland, complete with tanks and mechanized equipment . . . Tobin of Boston was the National League's leading batter, while Gordon of the Yankees led the American League . . . A number of Seafarers started to collect checks for the clothes they lost aboard sunken ships above the \$150 allowance allowed. The SIU warned all Seafarers to make a complete list of all gear they took aboard ships so they could collect the extra money above the minumum allowdesert offensive led by: General ance, for although and land seem

# The Seafarers Puzzle

Waterman ship

Andrew: Abbr. Any job on ship It made port

- des Pins

Free of Knight of St.

on Ararat

10. Initials after

anchor

19. -

Unit

20. River in Russia 21. Samoan Island 22. Good things to

fight for

23. Export to Europe 24. Gloucester cape

25. Little white lies 27. Bad humor 28. Breath

Greenland has

31. Sullen 32. Sec. Kimball

of Navy 34. Reef in Gulf

### ACROSS

- 1. Where the new Pier 57 will be 8. Florida port, scene of "Red"
- 13. Islands of the S. Eagerness
- 15. Threw to illegally doctor's name 16. Inquire 17. Rhode Island: Abbr. San Juan is 12. Opera song 16. Part of an
- 18. Hogan is one in 19, Bother 20, Miss Hagen,
- actress Acres: Abbr. Smooth, as sea
- River in Italy Port in Algeria Some foc sie
- yarn-spinners One of the
- Port in Ireland
- Coral island Destroyers With: Prefix
- Regret
  Black What a tug does
- 39. Good gelf score
  40. Galway is one
  41. A senor's "yes"
  42. Ocean: Abbr.
  43. A hebby
  44. Reply
  45. Maine is one
  50. Durocher or
- Durocher or Stengel German city Most northern of Virgin Is.
- DOWN 1. Hump 2. It helped Europe 3. Joins ship's

### SEAFARERS \* LOG

May 30, 1952

Vol. XIV No. 11

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

PAUL HALL, Secretary-Treasurer

Editor Hernest Brand, Mendgeng Editor, Ray Denison, Art Editor, Burnand SEAMAN: Photo Editor, DANIEL NIEVA. Staff Writers, HERMAN ARTHUR, INWIN SPIVACE



### A Seaman's Distrust ...

One of the frequent complaints made by the shipping operators is that seamen will run off to the Union or to lawyers when they have a problem instead of coming to them. They imply that their feelings are hurt when a seaman does this, inasmuch as such action carries a tinge of mistrust in the motives and good faith of the operators.

The companies repeatedly assure all members that any such implication is not justified as they are ready, even anxious to see to it that the seaman's welfare is fully protected.

In view of the above, we wonder how the companies can explain the case of Philip Pron, which is gone into at great length in this issue. Nor is the treatment accorded Pron un-usual in the light of the many instances of shabby handling that have come to the Union's attention.

The seaman has grown justly suspicious of companies, lawyers, investigators, etc., because he carries bitter memories of the many years that he was kicked around and jobbed by these groups. It's no surprise to find that the only outfit he trusts is the Union that represents him.

Until such conditions as outlined in the Pron story cease to exist, we expect the seaman's attitude to stay that way.

### - NMU 'Abandons Ship'

The saddest thing that can happen to any union is for it to become the tool of management. When that occurs, the interests of the membership become secondary to the demands and policies of the employers.

Something of this nature must have taken place between the NMU and United States Lines. Otherwise there is no way to explain why the NMU has abandoned a long-standing union policy of opposition to Government training of merchant marine officers.

The SIU has always believed that the Government has no business in the maritime training field. The Union objects very strongly to the idea of men coming out of a naval academy (which is what Kings Point is to all intents and purposes) being put in command of civilian mariners. It is the Union's conviction that men coming out of the foc'sle make better officers and have a sounder understanding of the men's problems than any cadet trained at Government expense. And when unlicensed rated men are needed, the SIU can train them in adequate numbers, as it has already demonstrated.

The NMU now holds otherwise. It prefers that our merchant marine be flooded with an unceasing stream of unneeded Academy graduates. By doing so it is helping deprive its own members of a chance to go out for a license and improve

No doubt United States Lines has its own reasons for prefering Kings Point graduates, and it is free to act accordingly. But the spectacle of the NMU knuckling under to the company on a matter of long-standing union principle is not pleasant to contemplate.

# **Safety Needs**

The problem of ship safety has again been thrust to the fore as a result of two severe accidents involving SIU-manned ships, the Angelina and Michael. Despite all modern aids to navigation, radar included, these disasters continue to occur with discouraging frequency.

In the case of the Michael it was a near-miracle that the ship, loaded as it was with fuel oil, did not go up in one flam-

ing explosion.

These latest accidents show that much remains to be done to make ships and navigation safer for men who go to sea. Nobody connected with the industry can afford to be complacent about the problem as long as such accidents persist.

### Thanks for Entries

With the handing out of prizes and cheers, the SIU Art Contest has come to a close. Judging from the response of the hundreds who came to see the exhibit, the contest was an unqualified success.

The editors of the LOG want to thank every Seafarer who sent in an entry for making the contest as successful as it prove interesting and informative charges first printed in the LOG. | compensation in their dangerous was. We'll be looking for your stuff next year. to the present day Seaferer.) ... According to the Herald Tribune occupation.

#### Oldtime Sailors Differ With LOG

After reading your article in the LOG on "Stick and String Sailors," I find that we oldtimers disagree in many ways. These are our ideas on the subject.

One distinction between the oldtime sailing ship man and the socalled modern version, was not his reliance on elbow grease; although it played a large part in good seamanship and always will.

There were other sources of power used such as knowing the amount of line and purchase to use so that no seaman had to lift or pull more than 40 pounds. .

As for steering when a heavy sea was running, they knew how and used a relieving gear, jamming it with a rope end, rather than straining against the wheel. Our modern ships carry such a gear made of wire but few seamen of the new type know how to hook it

#### Ship Took Up Slack

Weighing anchor was not a heavy task. The ship took up the slack as we do today, by going slowly ahead, while the seamen took it in with four men on deck, just as you see in the models of sailing ships in the lobby of the SUP Hall of San Francisco. (There is much to be learned from these models.)

Reefing of sail was made easy by stringing out, evenly spaced, and working together, the same as if we were in a lifeboat with a stroke oarsman. The result was

Our diet was as good as many of our ships of today. We put into all ports when need be, that was on or near our course and got fresh fruit, vegetables, meat, milk, water and what stores were available.

The "Stick and String Sailors" (as it pleases you to call us) through our endeavors brought about a change in menu which you now use and is enjoyed by all hands.

There is much debate on whether the bakers of today are better than our sailing ship bakers were. The oldtimers had more experience as they baked all of their bread and knew how to get a start on yeast and keep it going. Many of us believe that we were better off, as ice box bread is not as good as

This information was given to me by an oldtimer of Snug Harbor who was irked by the article on "Stick, and String Sailors" which he read in the LOG.

He has given me much more valuable information on good seamanship which I will tell about at a later date.

Dan Agnew

(Ed. note: The LOG will welcome information, reminiscenses and stories from any of you oldtime sailing ship seamen who are among the readers of this newspaper. Material of this type would

# 'Under Surveillance'



# As I See It

by PAUL HALL



1946 our brothers in the SUP have hit the bricks in a general strike against all West Coast operators. The SUP voted this strike only after the operators kicked around a compromise offer on the SUP's reasonable demands.

It may come as a shock to some Seafarers to find that shipping operators in this year of high profits still prefer to force the sailors out rather than share some of the benefits of shipping prosperity with them. But this is a condition that maritime unions have to face and prepare for.

Our own contracts are running out and we go into negotiations this summer. In the past few years your Union has been able to obtain new contracts time and again without having to resort to the general strike. Our strike actions were against individual companies and they resulted in important advances for the Union.

We believe, and the record bears it out, that the Seafarers have obtained considerable benefits during this period-not only as a rea result of the work of the negotiating committees and the all-out support of the membership.

We must bear in mind that it is possible for the operators to gang up on us and thus force us to use the general strike to achieve our objectives, as is the case out on the West Coast at present. That is something your Union must always consider-and prepare for accord-

As to the present tie-up by the Sailors Union, the Atlantic and Gulf District is ready, when called upon, to aid our SUP brothers in any shape, form or manner they might require.

S MENTIONED IN THIS COR-A ner in the last issue, revelations by the LOG of loopholes in the country's security are having widespread effects. The latest development is a series appearing in

OR THE FIRST TIME SINCE articles, a world-wide smuggling ring exists, with the avowed objective of helping aliens to get into this country illegally.

The people running this international racket are charging anywhere from \$100 to \$1,500 to get an alien into this country. While their methods are many and devious, one of the most popular procedures is to furnish the alien. with seaman's papers, ship him out and then instruct him to jump ship wnen he arrives in this country. This is the loophole which the LOG pointed out needed closing.

Your Union cannot blame any alien for wanting to enter this country so that he can enjoy the benefits of our democracy. We count among the ranks of Seafarers a large number of such men who have proven themselves time and again as good citizens and good shipmates.

However, as the Herald Tribune rightly emphasizes, this racket affords cheap and easy entry into the US for any number of undercover Communists and professional spies, It was this danger that the LOG stressed very heavily in its expose.

There are signs that the US Government is preparing to study this condition with a view toward remedying it. In any event, it would appear that action is long overdue on this serious problem.

\$ \$ \$ WO TRAGIC ACCIDENTS I involving the loss of many lives, as well as serious injury to several Seafarers, have taken place in the past week. Both the freighter Angelina and the tankship Michael were involved in brushes with oil barges which compelled the crews

to battle gasoline blazes to save

their ships.

We were relieved to learn that thanks to the discipline and alertness displayed by Seafarers aboard these ships the vessels were saved and far greater catastrophies averted.

These disasters emphasize again that the life of the Seafarer is loaded with risks and dangers not presthe New York Herald Tribune, one ent on other jobs. They point up of the country's leading news- the fact that Seafarers need and papers, confirming much of the deserve proper protection and just



It was a week of "oh" and "ah" in the SIU headquarters as Seafarers in port and hundreds of other persons trooped though the headquarters' library to look over the entries in the First Annual Seafarers Art Contest.

Some 70 works sent by Seafarers on ships all over the world were on exhibit from May 19 to May 23 in the library. The contest was such a rousing success and the response was so good, it was decided to make the contest a regular annual event.

Everyone was impressed by the work which showed that Seafarers can handle the arts as well as a running line. Even the judges admitted that there were so many excellent works they had trouble picking out only three in each category for prizes.

The LOG and the Union extend their thanks to those men whose ambition and interest made the exhibit a resounding success, a success that reflects credit upon them as individuals as well as upon their Union.

The winners who were in port were given their prizes at the regular meeting. All of the winning works were announced and displayed at the meeting. (For a full story on the awards see Page Three.)

The 1952 contest has ended, and most of the works have been taken down, but those who didn't win as well as those who did, are already painting and sketching harder than ever for next year's contest.



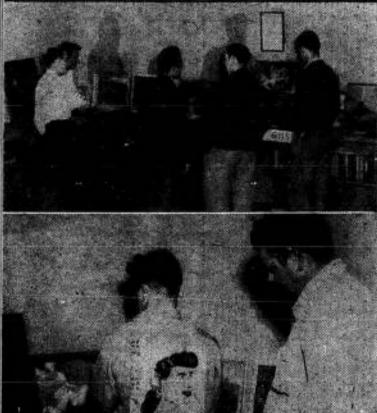
Just a few of the many entries in the contest are shown here. The winning ones can be identified by the ribbons attached to them. The works deal with all sorts of subjects and cover all the categories.



Walter Schnyder looks proud at the regular headquarters meeting as he shows his painting which took first prize in the oils division.



The LOG was host to the judges at luncheon in the Port O'Call Bar. Left to right are: Ray Denison and Herb Brand, LOG editors; Walt Kelly, ("Pogo"); Ham Fisher, ("Joe Palooka"); Bernard Seaman, LOG Art Editor, and John I. H. Baur, Brooklyn Museum's painting and sculpture curator.



Seafarers discuss some of the entries (top), while (bottom) one Seafarer models and another examines a painting on the back of a jacket.



The judges concentrate while jotting down their choices. Many excellent works, but only three prizes in each category, made the choices tough.



A Seafarer studies a patriotic entry (top) in one corner of the exhibit, while the judges (bottom) discuss the qualities of an entry.



Three Seafarers take a close look at some of the entries in the contest. This corner of the library was the meeting place for three of the four categories. The man at left looks at drawings, the man in the center at "miscellaneous," and the one at right at watercolors.



There'll always be kibitzers, and the judges draw more than their share as they look over the entries in one corner of the library.

# MARITIME

Cargo vessels of the future will have the engine room in the stern, a convention of the International Cargo Handling Coordinate Association has been told. The future cargo ships will also have full scantling decks, because the 'tween decks hatch coamings on shelter deck vessels impede the mechanical handling of cargo between decks . . Although 13 more passenger vessels are being added to the New York to Europe runs, there will still not be enough ships to take care of the demand for accommodations. The new ships include the United States, the French Flandre, the Holland-American Maasdam and the Italian Andrea Doria, as well as older ships being transferred to the run . . The Great Lakes fleet carried a total of 14,521,660 net tons of ore, coal and grain during April.

The American tanker Fort Mercer which broke in two during the past winter's Atlantic storms is now being refitted. She's getting a new and longer bow section, which will add 41 feet to her original length, and also add an additional tank with a 2,000-ton capacity. She was originally a T-2 . . . The super iner United States completed her initial sea tests, and was scheduled to make a speed test this week. On the basis of the initial tests, where she was reported to have travelled at 32 knots for a short time, her skipper was "sure" she is the "fastest liner affoat." The results of the speed test will be kept secret because of defense considerations. \$ 4

\* \$ Soviet ships seized the English trawler Valafell of Grimsby, England, while the vessel was fishing well off the northern Russian Coast. Her owners reported that the 380-ton trawler was last seen by other fishing boats while she was under escort by two Red ships heading toward the Russian coast . . . The RAF took the chief engineer off the American freighter William Kennedy after he was taken violently ill off Sumatra. The rescue seaplane flew the enginer to Singapore, where he was hospitalized with a skin ailment . . . A similar rescue attempt by the Navy transport Gen. M. L. Hersey proved useless. The transport raced to the side of the Norwegian freighter Mosdale after the freighter reported one of her crew was having trouble breathing. The man was dead when the transport's doctor went aboard the Mosdale.

The carrier Wasp rode out of drydock in New York and went to Norfolk to pick up her air group and get further orders. The threeadmiral Navy board of inquiry into the collision between the Wasp and the destroyer-minesweeper Hobson which cost 176 lives wound up its hearings, and was scheduled to report its findings in the very near future . . . The Buckeye Mariner will be launched next week . . . The Navy has ordered construction of its first self-propelled refrigerated lighter . . . The 690-ton livestock freighter Blue Prince went aground at Malagash, N. S., in a heavy fog. Loaded with cows, calves, pigs and sheep, she radioed for tugboat assistance.

The Panama Maru, Japan's newest and fastest cargo-passenger ship, arrived in New York on her maiden voyage. She made the trip from Yokohama in 24 days, 2 hours . . . The Navy has asked for plans to be drawn up for fast conversion of C4-S-1A type ships to destroyer tenders, and C3-S-DX1 type ships to supply vessels . . . The government of South Africa has paid Danish ship companies \$1,680,000 for the seizure of four ships in 1940 when the Nazis overran Denmark . . . Japanese shipowners have announced their government is "seriously considering" giving them indirect subsidies . . . Two tankers that collided off Point Dume, Calif., made their way safely into San Pedro. The David E. Day had a fire aboard after she collided with the Marine Flier, but the crew was able to control the blaze,

When the new coastal liner Irish Coast sails on her Belfast to Dublin run, there'll be plenty of painting to do. When the new liner pulls into Belfast, at one end of the run, her stack will always be a bright red. When she sails into Dublin, at the other end of the run, her stack will always be painted a gay green. Her operators said that Northern and Southern Ireland "haven't quite seen eye to eye" for some time, and that the painting of the stack is "just a matter of diplomacy."

The rapidly expanding Japanese merchant fleet will get two new freighters in the very near future, including one twin-screw freighter that will rank with the fastest cargo vessels in the world. She will be the first in a series of twin-screw "express" freighters, now planned since shipping limitations imposed by the occupation have been lifted . . . The 600-ton BF, a St. Lawrence River pulpwood carrier, has been given up as lost along with her ten-man crew. She has been missing for two weeks . . . Ten longshoremen were overcome by carbon monoxide gas in New York when a gasoline-powered hoist with which they were working consumed most of the oxygen in the hold of the freighter Eucadia. Seven of the men were treated at the hospital and then sent home . . . The Japanese ship Yoshino Maru sank after running aground in free of Government interference, a channel off Shikoku. The ship broke in two, but her crew of 34 was rescued.

Although the labor front shifted with a slow settlement of the oil strike, and a settlement of the long Western Union strike, the big news came out of the Senate Banking Committee, news that could have far-reaching effects upon all labor.

After a long delay, the committee suddenly voted to scuttle the present Wage Stabilization Board. The board, at present, is made up of three union representatives, three business representatives and three public representatives.

The Senate committee voted to throw that setup out, and to form a board made up of all "public" representatives, which would have no power to do anything except advise Economic Stabilizer Putnam,

The new setup, of course, still faces action by the Senate, the House Committee and the full

Otherwise, the labor situation looks something like this:

Steel - The CIO Steelworkers' convention voted to hold out for the WSB recommended settlement and hinted at a strike although the industry is in Government hands. Philip Murray told the industry to "go to hell" for 'violating the rules of common decency," and promised no further compromise. Meanwhile, the Supreme Court has heard arguments for and against Government seizure of the industry and is now considering the case. It has ordered no wage or price changes until it makes its decision.

t t t Telegraph - The Commercial Telegraphers Union (AFL) has won its long strike against Western Union. The company, which stubbornly refused to even make an offer, finally agreed to a salary increase for its employes. The union said the new wage scales would bring the average workers earnings up to \$1.54 an hour. The union, in turn, agreed to support the company's request for a 10 percent rate increase now pending before the FCC.

1 1 1 - The Wage Stabilization Board recommended a 15-cent compromise settlement for the industry, and most of the 22 striking unions have agreed to accept the figure. The strike is ending slowly, since the settlements are being reached on an individual operator-local basis. Vice-President B. J. Schaefer of the Oil Workers said they were "reluctant" in accepting the 15-cent raise. "The oil companies still owe us a dime," he said, "and when the day comes that we can bargain we're going to get that dime-with interest."

# On the Job

The only reason for having a merchant ship being its ability to deliver cargo undamaged and intact, it follows that care and handling of cargo and cargo spaces is one of the most important functions of the crew. In the main, this involves preparation for loading and stowing, securing the ship after loading, and checking the condition of the cargo en route. All of these duties are the responsibility of the deck gang. Proper cargo handling is more than just a matter of tak-ing care of the shipowner's interest. It is also essential to the safety and well-being of the crew.

As soon as a ship starts unloading the crew can begin to clean out the various cargo compartments for the next load. This involves sweeping the decks, bulkheads, stringers and beams free of litter, or washing them down with fresh water where the previous cargo left damaging odors. The damaged and dirty dunnage should be gathered up and good dunnage, as well as other objects such as wedges and quoins, should be stowed neatly for future use.

After the hold has been readied for the new cargo, the bilges have to be pumped out with the remaining water taken up by buckets if necessary. The rose boxes (strainer boxes) are removed and cleaned, then painted with red lead. Pipes, valves and sea cocks are checked as well as 'tween deck strainers.

#### Inspection Follows

With everything spic and span in the hold, it is customary for the mate or an AB to give it a thorough inspection. Among points to be stressed are the following:

Hold ladder rungs are checked for looseness. They might be dislodged during discharge of cargo.

The inspector should be on the lookout for sweat on the metal beams, If the ship has a psychrometer (instrument for measuring humidity) he can check this condition on it.

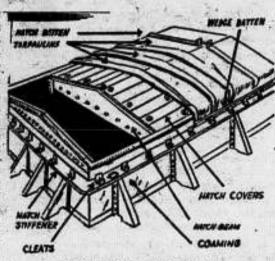
Limber holes and limber boxes should be clean and dry. Rose boxes should be checked. Battens and tank covers should be in place and unbroken.

A thorough search should be made for leaks overhead. Rivets and welds should also be examined for leaks or missing rivets. Gaskets in borts and side ports should be in good condition, on tight, with the deadlights screwed down.

All of the piping in thehold must be examined as to its condition and freedom from damage. These include pipes carrying. light wires, those that are part of the fire control system, pumping lines from tanks to bilges; and sounding pipes from the upper deck to the bilges and tanks.

The electrical wiring, whether carried in conduits or pipes, should not be chafed or bent and all lights should be working properly.

Hatch tarpaulins should be examined for fit and battens and wedges should be handy for use.



Parts of the cargo hatch.

As each compartment in the lower part of the ship is filled with cargo, the intermediary hatches on the 'tween decks are closed. A tarpaulin is placed over them so that in the event the steam smethering system has to be used, the steam will be confined to the hold for which it is intended.

Once all loading is completed, the hatches should be battened down for the outgoing voyage as soon as possible. Each hatch is covered by three tarpaulins, all of which should be well secured by the battens. The wedges are tightened as the tarpaulin is stretched tightly over the hatch cover. Ideally, the wedges are placed fore and aft and from the wings to the center. Where seas are likely to break on deck, breakwaters should be erected to protect the hatches. Lengthwise and crosswise planks secured to the rings of the hatch coaming will do the trick.

When working around hatches it is well to remember that a common hatch into the hold. Nothing invites this risk as much as putting a tarpaulin on top of a hatch without any hatch cover underneath it.

Once the hatches are secured, the final steps are to secure the booms, either horizontally in cradles or vertically against the mast. Guys are unhooked, falls unreeved and coiled, winch-end up, and stowed below. The ship is then fully secured for a sea voyage.

Burly

Follow Burly Every Issue In The Seafarers Log







# OT AGAINST

(Continued from page 2)

magazine called "Perfect Vision." 6) The editor and staff of the "Optical Journal" said they had never heard of a magazine or a book named "Perfect Vision," despite the fact that they receive virtually every publication con-nected with vision and the eyes. Nor had they ever heard of a Dr. Daniel T. Archer.

7) "Facts Incorporated" a research organization, checked the records of all US publications, house organs, supply houses, medical groups etc., and found no record of a magazine called "Perfect Vision."

8) Schmahl claimed that Pron had met Archer and had spoken to him. Pron told the LOG that he had never had any contact with anybody by that name.

Of course all the above does not definitely mean that there is no Dr. Daniel T. Archer. But it seems strange that a man of his standing would be unknown to any of the above sources; that he should happen to have a relative who was being paid by a shipping company to investigate Philip Pron; and at the same time Dr. Archer should be doing an article on the subject and asking for information that would be of great value to the Robin Line; and that he should use the address of the relative for this purpose and the relative's postal meter.

Further it is odd that a man of the education and standing of Dr. Archer should get the name of one of the principles in the case wrong (he called Eric Joseph "Eric Johnson" in his letter), and that he should involve himself in the case while legal action is pending.

#### Schmahl's Background

Schmahl's background as a "private eye" makes for interesting reading and also won him some fleeting notoriety in the files of the National Labor Relations Board and the Committee on Labor and Public Welfare of the US Senate.

In the course of hearings before the Subcommittee on Labor-Management relations on September 25 and 26, 1950, Schmahl's unsayory role in the Cities Service drive was exposed.

Excerpts from the committee's testimony read as follows: "Lage (William Potter Lage, attorney for the Cities Service Oil Co.) ... wanted fuller coverage ashore so he turned to Horace W. Schmahl . . . Schmahl's job was to uncover the backgrounds of Union officials and to screen seamen applying for jobs aboard Cities Service ships ... He also checked into the records of men employed aboard the company's ships and potential employees ...

#### Access to Coast Guard

"In the presence of one of our men... Schmahl made the following statement: 'The Coast Guard files are an open book to me,' and said that if he wanted to check on any man, a phone call to the Coast Guard would produce results . . .

"The Coast Guard connections would make it possible for Schmahl to...tell if the man had sailed aboard Union-contracted vessels."

"Lage became suspicious of James Hanaway, Cities Service shipping master in New York and had both Schmahl and Scotti (another investigator) shadow him. Hanaway was shadowed for over 4 months and his telephone tapped."

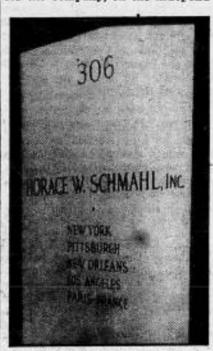
In other words, Schmahl was hired to get whatever dirt he could dig up out of the backgrounds of Union officials so that the company could use it to discredit the Union. He also spied on Seafarers

so that he could point out to the company who the Union men vere, and then they would be fired or blacklisted. On the side, the record shows, he checked up on the loyalty of Cities Service employees and did a little wiretapping in the process.

#### · Wired for Sound

Also before the Senate group, Albert F. Strasburger, attorney for the now-defunct Cities Service Tankermen's Association, a company union, testified that Schmahl was sent to his office to wire it so that Lage could check up on what was going on when a CTMA official, Fred Wright, met with an SIU representative. As Strasburger put it, "Wright called in and said he had made the appointment. I then told Lage that this meeting was scheduled ... He sent Schmahl and some assistant of his and they proceeded to install a recorder."

Summing it all up, Schmahl was an all-around spy in the Cities Service case-he spied on the SIU for the company, on the independ-



Horace W. Schmahl's office at 62 William St., New York, from which Archer letters were mailed.

ent union for the company, on the company's own trusted employees for William Potter Lage. There was a question raised at these Senate Committee hearings whether or not these activities consisted of labor espionage and as such whether they violated a New York state law which makes it a crime to engage in such activities.

(In all fairness to the Cities Service Company, it should be noted that the company dissolved this anti-labor apparatus some listed. time ago and since signing an SIU contract has had friendly relations with the Union.)

With a background of this kind, and with a long record of maritime investigations to his credit, Schmahl was a "natural" for the Robin Line to use in trying to get something on Pron which would damage his lawsuit.

The question arises whether the methods used by Schmahl in the Pron case are as justifiable as the Robin Line seems to think. In this connection, the LOG checked with the Staten Island USPHS hospital where Pron is a patient, and where regulations were recently imposed curbing the activities of ambulance chasers and other investigators in seamen's lawsuits. The regulations require any investigator or lawyer coming to the hospital to identify himself before he can visit a patient, with violators being reported to the FBI.

medical officer of the hospital, told-above-board. Whenever it finds the LOG that the regulations they are otherwise it intends to would most certainly apply to an point out the facts to the memberwith the use of information re- attempt by Schmahl to get infor- ship were

ceived through the Coast Guard, | mation on the Pron case. If an investigator comes to his office openly, identifies himself as such, then he is free to proceed. But should anybody be caught by the hospital staff investigating a case under an assumed name or under false pretenses, the hospital would immediately eject him and report him to the authorities for such 'nefarious and devious" procedure, as Dr. Nelson put it.

> "They have to keep their cards on the table," he summed up, "if they want to go ahead with their.

business here."

Of course, the regulations of the hospital are not the law of the land, but such practices as are ruled out in the hospital would seem to be equally objectionable outside it.

Commenting on the whole affair an SIU headquarters official declared: "The shipping companies often ask us why it is that the men run to lawyers when something happens, instead of coming to them. The operators argue that the men get more actual benefit' that way because they don't have to share with a lawyer.

#### Companies Exploit Men

"On the other hand, the Union has learned time and again of cases of exploitation of seamen when they do go to a company directly. There's many an instance we know of where a man got far less than the usual settlement in such cases because he did so.

"You can't expect one seaman to go up against a battery of corporation lawyers and come out with a decent deal, anymore than one seaman could bargain for wages and conditions all by himself. He needs protection in both instances.

"There's always the danger that methods employed by Schmahl and others might deprive an injured seaman of his just due. An investigator doing that is worse than an ambulance chaser in our

"When things like these come up, you can't blame the seamen for coming to the Union for advice because the Union's the only outfit he can trust."

One interesting sidelight remains in the case of the Archer letters. Schmahl's approach, clumsy as it was, is likely to prove of no value to Robin Line.

When the letters were mailed with enclosed self-addressed envelopes, the enclosed envelopes were run on a postage meter instead of being stamped. Postal regulations, which Schmahl should know, require that a metered envelope has to be mailed in the postal zone in which the meter is

with the statements being sought would in all likelihood never be delivered by the postoffice.

#### Union's Role

The SIU's only interest in a case of this kind is to expose the unscrupulous methods being used here against a Seafarer's lawsuit. The Union objects particularly to the attempt to pit one Seafarer against another without the full realization and knowledge of those seamen whose testimony is being sought. Moreover, the SIU doesn't think that this is the only instance in which devious methods have been used against Seafarers.

The Union is not concerned in this story with the merits of the lawsuit involved. That is a matter for the courts to decide. It does feel very strongly that the methods employed by a company, a company agent or anybody con-Dr. Kenneth R. Nelson, chief nected with a lawsuit should be

# TwoCrewmenLost In Michael Crash

(Continued from page 3) "jinxed" right from the been

Rain and fog hampered firefighting efforts from the moment of the impact, when Walt Sibley, ship's delegate, was at the wheel. Since the accounts are not clear, it is believed the third mate either was thrown overboard or jumped from the wing of the bridge. He is still missing.
According to Al Buck, chief

still save her so everyone shifted from the boats to fire stations to



Picked up alive after being in water four hours, Clarence Backman died on way to hos-

try and fight the blaze. You couldn't be sure of anything with that heavy, black smoke clouding everything up." All during this time there was the instant danger of an explosion on the Michael itself but no attention was paid to the possibility.

Six hours later when the fireboats and CG disaster craft arrived on the scene at 4:15 AM, the crew had the situation well in hand except for incidental blazes starting up all over the forward section of the vessel. The barge had blown up and remained burning where it had drifted away from the larger ship.

Echoing the versions of onlookers, veteran Captain Nelson M. Amey highly commended the crew for its "brave and uncalled for exposure to danger in fighting the fire aboard the vessel."

Singled out for praise from the Seafarers were: Radio Operator Edward Brittain, a member of the AFL Radio Officers Union, who stuck to his post although the Consequently, any letters some- flames and heavy smoke enveloped ne might send back to Archer the entire midship house: first assistant engineer Arnold E. Evans who immediately went below and turned on the steam-smothering and fire-fighting system even before the alarm was sounded, and second assistant E. L. Feucht, both members of the Brotherhood of Marine Engineers, who worked side by side with the unlicensed crew fighting the fire and helped to keep up everyone's morale with jokes and stories, as well as chief officer Garon for his leadership in directing the fire crews.

Backman's tragic death, as related by fellow crewmembers, came when unexpectedly, he went over the side though encased in a plaster cast from the walst up due to a previous shipboard injury. He still also had a cast on his broken right ankle when he was picked up barely alive after four hours in the water, Backman died, enroute to the hospital.

The ship, in addition to a

barge blown right in her bow. Con-20-day trip which appeared to have | tinuously flaming oil from the bow section bubbled up each time it was extinguished and caught on fire all through the night. The afterhouse, midship house and lifeboats likewise were scorched and damaged.

On the spot a half hour after receiving an SOS on her way to Philadelphia, the Isthmian freighter Steel King, manned by Seafarers, had her boats out to aid survivors but spotted none, either pumpman, "We thought we could from the Michael or the ill-fated barge.

> In retrospect, the Carras tanker seemed destined for trouble from the moment she left Paulsboro early in February. Scheduled to sail on short notice, she was barely able to take on stores before she was out to sea. Many in the crew spent the first night out removing stores piled on deck to storage spaces below.

> A month later, March 18, she broke down in the Mediterranean and drifted for three days until finally gotten into Alexandria, Egypt. Nearing Ras Tanura, Saudi Arabian oil terminal, the ship ran aground for six days. After a tug finally got a tow on her, the line snapped, hit OS Bib Gribben, who broke his leg.

Looking back over the trip, Bosun Ed Fields, lookout on the bow when it all began, who suffered a bad leg burn, summed it all up by noting that "things didn't start out well and they wound up worse." He explained that the heat during the fire the night before was so intense that the men with hoses could take it only 15 minutes at a time while others played a water hose full on them.

The ironic note in the entire train of events was that during the hazardous night-long fight against the fire the oil barge F. L. Hayes could still be seen burning in the Delaware-Chesapeake Canal in the distance. Normally, the Dodge would have been traveling on the Canal but the collision involving her sister ship had closed it from traffic, and forced use of the river.

# Jobs Dip; NMU Backs Govt \$

(Continued from page 3)

concern about the cuts. It declares that the industry committee i cussing the "manpower needs of the industry" with the Maritime Training Service of the Government but cannot plan for the future in the light of appropriations cuts.

It then goes on to plump for the full appropriation for maritime training on the grounds that shipping and manpower shortages, "required expansion of the program to train urgently-needed deck, engine and radio officers."

In light of the current surplus of both licensed and unlicensed men, observers were at a loss to determine the reason for the NMU's concern over Kings Point and the rest of the Government training program.

However, it is generally known that United States Lines is one of the few shipping companies which prefers to get licensed personnel from the Kings Point Academy. In this instance the attitude of scorched hull and superstructure. United States Lines may have been wound up with a six-foot hole ap- a determining factor in setting parently from a section of the NMU policy

# Owners, Aliens Make Merry When Seafarers Quit Tanker

Port Said, Egypt-Having ridden the Fort Bridger for over a year now (and being one of three Seafarers left on the ship) I heartily agree with Brother Sonny Simmons' article in the March 31 SEAFARERS LOG. He hit the nail right on the head when he told the

fellows "Don't take a long trip if you won't see it through." My experience is a solid example of what happens when an SIU crew quits the ship and leaves it to be manned by

We signed 18 month articles way back on April 26, 1951, at Paulsboro. Of the 31 who signed on, there are only a chief cook (promoted from messman) another steward department man and myself, as steward, left on the ship.

It's true that in the beginning some crewmembers didn't get along with each other very well. But the trouble was, most of the fellows who signed on thought the articles were



de Parlier

a joke and it was only going to be out five months. When after nine months they saw it was still out, all but the three mentioned had left.

While the reasons that caused them to leave are numerous, many got off just because they were "fed up." Maybe that's why the mer-chant marine gets kicked around so much because of the immature attitude of numerous men. It seems that this stems from social and financial insecurity. The SIU has licked the financial end but I'm afraid it may take time to conquer the other.

These men take to drink to build their ego up. With a few drinks under their belts they are as good a man as any. But when the liquor wears off they are like a deflated balloon, and are not much good on the job.

#### Paid For Jobs?

Anyway, as each of these men left the ship, a stranger was shipped in his place. There has been much speculation (no proof however) that the Italians who shipped in Naples paid for their jobs. These men could speak very little or no English. One has been on the ship seven months who still can't speak or understand English and he is a 4-8 AB. As the ship was running into Naples for some time, all of our replacements were of this character. Most of them are ex-bumboat operators from the Santa Lucia district, the kind of fellows my Italian friends would call "ruf-

manded more than the American is that the company is very happy crew. They complained that the about Seafarers getting off and getsoap issue wasn't enough, but at ting replaced by aliens. This is a Ras Tanura they boarded an Italian tanker with pillowcases full of wine, I have to shake down the rooms every so often and find cans of fruit, sardines, salmon, tomatoes, cookies and excess linen. One man, although he was making \$400 a month saved several hundred empty beer, wine, whiskey and juice bottles to sell for \$3.20 (2,000 lire) in Naples when he got back. Coast Guard Disturbed

The Coast Guard representative in Naples, Captain McDacey, Is pretty hot about this ship, with too many aliens aboard who could not speak or understand an order. I heard that he was going to pull the ship's certificate for "unseaanymore.

As a result, recently we have gotten ten new crewmembers, several Germans, a few Canadians, Englishmen, an Australian and a

I am steward on this bucket and have been sailing almost seven years in that rating. With the American crew on here there were not any serious beefs, and everything was adjusted as quick as it was mentioned.

The important fact to remember

condition they encourage, and every one of the SIU crew who soap and came back loaded with were paid off was greeted as "one more gone." Now that the ship has no more left besides us, the skipper, mate, chief, first assistant and radio operator are the happlest men this side of the Atlantic. The aliens aboard don't know their work from a hole in the ground but they do what they're told after a fashion and don't give much back talk. That is what the company wants.

#### Company Saves on Food

Meanwhile the company gets away with murder on the food. I have to buy meat and dry stores in Port Said. The corned beef is old fashioned salt beef packed in brine. worthiness." Anyway, the Fort fashioned salt beef packed in brine. Bridger does not go back to Naples The ham and bacon is too salty to eat. The fowl is foul, and no amount of stewing can make it tender. I would rather buy meat elsewhere but the company says to buy it in Port Said where it costs an average of 39 cents a pound.

Believe me, a man takes the Union too much for granted, but all he has to do is get tangled up in a situation like I am in now and then he realizes just what the Union means.

Lee de Parlier Ship's delegate

# Did You Know . .

That bullets fired to the right of | as the thaws that defeated Napoa moving airplane have a tendency leon in his Russian campaign? Deto drop but those fired to the left tend to rise? This occurs because the bullets fired to the left spin clockwise, and the friction from the wind exerts force at the top and bottom of the bullets.

\* \* \*

That the members' book-to-job ratio is being maintained despite the present drop in shipping caused by the lay-up of government-owned ships? SIU members have no cause for alarm over getting jobs, since the Union is making continual efforts to sign new companies and assure greater work possibilities.

\$ t t

That the members' book-to-job contains a memorial plaque to a traitor? The name of the American Revolutionary War's "Quis-ling," Benedict Arnold, has been gouged out, so that he is identified only as a major general born in

t t t

That the work of one architect was so skillful that his eyes were put out to prevent duplication of his efforts? Ivan the Terrible used this method on the architect who built the famous St. Basil's Church in Moscow to avoid any carbon copies of the structure.

That a 14-inch cube of gold weighs a ton? At \$35 an ounce, this would amount to quite a tidy sum. An ounce of gold leaf, incidentally, can cover an acre of ground with a layer 1/200,000 of an inch thick.

\* \* \*

That the SIU-affiliated Inland-Boatmen's Union was one of the first CIO units to quit that organization because of resentment against Communist leadership in CIO waterfront unions? By a referendum vote, members of the IBU voted 6-1 to break ties with the CIO in February, 1948, and switched to the SIU.

\* \* \*

spite the frosts encountered, which killed many of his men, the great difficulty Napoleon suffered was caused by the thaws which made it impossible to transport his heavy artillery and supply trains through the mud.

That a fles can leap a distance 30 times its own height? Named for a word meaning to jump, a flea can also draw 80 times its own-

That the most dangerous man on a ship is the gashound performer? Seafarers have always taken a stand against these foulups because their activities endanger the lives of every man on a vessel. Any man who drinks on the job or turns to gassed up is a threat aboard ship.

\* \* \*

That Arlington National Cemetery in Virginia was established on land belonging at different times to the adopted son of George Washington and also to Robert E. Lee? The residence which served both during the period prior to the Civil War is still on the grounds and is maintained as a national memorial.

That ambitious, to the ancient Romans, referred to someone who was seeking election to office? The word meant to go around, and described a candidate who went round on a house to house canvass for votes. He was thus "ambitious for office."

\* \* \*

That the word arena should never be applied to any open space, playing area or meeting-place? Arena is Latin for sand, from the days when sand was spread about the Colosseum in Rome to absorb the blood spilled in combats between gladiators, or the Christians

## That it wasn't the cold so much and the lions. Moon Will Welcome Tips-

On Growing Healthy Spuds The Seafarers Marching and Courtboullion Club held its first annual outing of the season on the banks of the Pearl River at the Spencer Estate (home of the Delta Line stiff).

The affair was a tremendous ! success -with barbecue ribs and but not emaciated nor disgraced, barbecue chicken aplenty—also at the finish. much liquid refreshment.

M. Hamilton "Moon" Kouns and

Joseph "Tattoo" Conrad who fouled up such sweet old refrains as "Sweet Adeline," "I Don't Want to Set the World on Fire" and many other numbers until the wee hours.



Conrad

First honors in the eating contest were carried away by the future Mrs. Charles Tannehill, but the award has been held up by the judges pending final disposition of a foul claim entered by Kouns, However, the entertainment committee feels the foul claim should be disallowed due to the future Mrs. Tanneldll eating the last three chickens while wearing a muzzle.

Subsequent development of the photos definitely confirmed the Watch the committee's ruling. They revealed experiment. Brother Kouns weary and lagging,

The evening's conversation gradually centered on the recently ac-Entertainment was supplied by quired and adjoining plantation of gentleman farmer Martin Kouns. His immediate concern is the potato and bean crop. Drought is the problem, and Moon having gained his limited store of agricul-. tural information in the Irish channel, feels a little unsure of himself. Any membership hints or catalogue aid on nurturing and coaxing the red bean and the spud into full blossom will be welcomed.

The verbal tour brought us ultimately to the dwelling itself. One audacious character mentioned the lack of bath, but Moon promptly dismissed this as secondary. The galley is what counts and a bath is certainly not numbered among the indispensables.

The nearness of the modern tile baths under way at the Spencers and the known hospitality of those folks might have influenced the opinion.

Catalogues to Moon, pleaseseed, flower or vegetable, anything that can be planted and will grow. Watch the amazing and heroic

Lindsey J. Williams

# **Yonder In Crescent City**

New Orleans — After being away for one year I have returned to this southern port. Everything looks good here. The hall is in ship-shape condition and the boys have no

Life Pleasant Way Down

trouble shipping out. There ? are some working ashore earning a few bucks while waiting for a particular ship.

George McFall, driving a taxi here under doctor's orders and losing plenty of weight. Expect him to return to the sea by September . Another brother working ashore until recently was Louis Peed. He now carries his right arm in a cast, but this doesn't stop him from fishing at the lake ...

Speaking about the lake, you will always find Tex Metting swimming there. Tex doesn't care to dive from the float however ... For example, these fellows de- New Orleans is certainly a nice



port to wait for a ship. The lake is about eight miles from the hall.

Steady Rider Zeke Joblonski still on the Alcoa Clipper and intend to remain put for a while. His telephone

stocks are doing okay...Blackie Bankston on the beach but waiting for a Delta job. Should be out by the time you read this . . . Al Brindley, the man with the best manicured hands in the business, now sailing as AB on the Del Santos, South America bound. He's a for mer BR.

#### Reyes Relaxing

On my trip south I paid a visit to Miami and found E. Reyes, creator of "Sailor Rags," taking it easy at home. He's on the Florida now, but I bet he'll be on the coffee run within three months... Brother Duet doesn't talk about anything else but baseball and that's because he's the manager of the Beachcombers, a team of boys who are now on the beach waiting to ship out. I understand they have a fine record.

Did you know Paul Warren was a midget car driver? He loves this sport but had to give it up on doctor's orders..."Red" Sully paying a visit to the hall in order to talk to the boys.

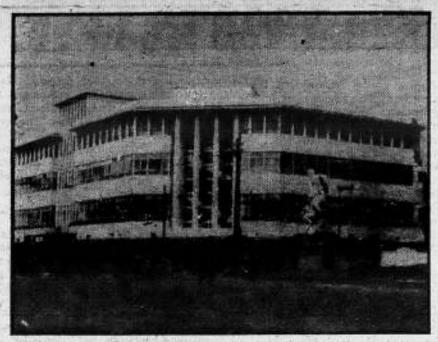
John Picou is looking to eatch a ship and is willing to take anything going anywhere ... George Guenard, age 34, sailed as purser and was well liked by SIU members. He died in New Orleans on March 12, 1952,

Salty Dick

CANCELLY DAY

Three Seafarers off the Marina relax in sunny San Juan harbor while waiting for a nibble. They don't seem to be particularly worried about catching any. They are: (L-R) Joe Olive, Ike, Ed Odom, appet to growing pro-

Nary A Bite In Sight



A brand new department store, Hammond's, Ltd., is soon to be opened in Hull "in spite of the poor living situation" as Scafarer Luis Ramirez puts it.

#### 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.

Advances and development in photography have not been confined only to cameras and lenses. We find that important strides have been made also in auxiliary equipment. In enlargers and printers, the use of cold cathode grids and circular fluorescent lamps as light sources are recent innovations. Seafarers who have ever tried to do any enlarging while a ship is under full steam will appreciate some new enlargers that the navy is using. Instead of the usual light bulb in the enlarger head we find an electronic flash tube in the light source thus eliminating the danger of any vibration.

Also in lighting equipment, the reflector spot lamps with their own built-in reflectors have eliminated the need for bulky reflectors. They need only be screwed into a standard lamp socket for use. In flash lamps, the midget bulbs have been an outstanding step forward. The SM lamp with a flash duration of 1/100 of a second enables users with inexpensive cameras to stop action by the short duration of

Very significant was the creation by Dr. Edgarton at MIT of the electronic flash. This repeating flash tube which needs either an AC source or a batter pack has cut deeply into the cost of taking flash pictures. In printing papers, Varigam, a paper of variable contrast on one surface is now available. By using different filters over your enlarging lens one paper can create any contrast desired.

The Polaroid-Land camera introduced about three years ago has put an end to the ancient joke about the camera with the built in developing tank. When you are at headquarters for your new book you will see it in operation. Recently Dr. Edwin H. Land, the inventor of this camera, demonstrated a new film before the Photographic Society of America. He took photos of the audience in an extremely dimly lit room with a film whose speed rating is about 1600-2400 Weston. When we remember that Super XX is only 80 indoors we see that he really has something here. You can't buy this film at the Sea Chest yet. At the moment it is US Army property exclusively.

We can't conclude without discussing the very latest in cameras. Though this properly belonged in an earlier column, it is so new that it only was announced since the appearance of the last issue of the LOG. It's a combat camera developed for the Signal Corps by Graflex, the makers of the Speed Graphic, which has been used by photographers of the Signal Corps for a number of years.

This new camera withstands dust, is fungus proof, moisture proof, and can be used in a driving rain. Really something the Seafarer can use during a storm when he's on lookout, and will operate without any difficulty at 40 degrees below zero. Loaded with film and with its standard 4-inch f2.8 lens it weighs only 51/2 lbs., which is below the weight of the Speed Graphic. The body of the camera is of magnesium and even the lens mounts are made in the same metal. It uses 70mm film and has all the features of the high priced 35mm camera. This size film gives you a 21/4x31/4 negative. It will take a loading of film which will give 50 exposures. It has a built-in slicer which permits any portion of exposed film to be removed for processing. Lenses are interchangeable. It takes a 21/2-inch f4.5 wide angle lens and an 8-inch f4 telephoto.

The camera has a coupled rangefinder and the view finder is in the same eyepiece. The view finder used is really unique. Whenever you switch from one lens to another the view finder automatically compensates for the view of the new lens. The shutter has a top speed of 1/500 of a second. A single winding of the shutter spring permits ten exposures in five seconds. The film is automatically advanced and the shutter cocked at the same time. The camera has an automatic exposure counter, but to make sure that you don't keep on shooting after 50 exposures, a red flag appears in the view finder after the last shot is taken. Without its lens the camera is 914-inches long, 21/2-inches wide and 5-inches high.

After all army needs are taken care of, it will probably be released for civilian use. Present estimates are that it will cost about 30% more than the better of the 35mm cameras.

# Cupboard Is Bare In England

Having spent a good deal of time in Japan and Korea over the past year, I decided to see what the other side of the world looked like. So I caught the Coeur d'Alene Victory (Victory Carriers) and made a quick trip of 29 days, to Bremerhaven, Germany, and Hull, England,

before coming back home. It was a pleasure to get to Bremerhaven, and go around visiting and shopping in the newly-renovated town. I found that shopping in Germany nowadays doesn't give you much to figure on in the way of bargains. The prices in terms of dollars are not far behind the ones at home, and thereis nothing much you can find there that we can't find here in our home markets except for cuckoo clocks.

#### Cameras Not Cheap

The same goes for cameras. It's easy to find a big variety in New York and the prices are even less on many of the average ones in Germany if you consider how much it comes to with the regular customs duty. The only advantage in favor of your pocket is when buying one of those masterpieces in cameras like a Leica with the fl.2 and the like.

From Bremerhaven we went to Hull, England, and here is where I had an eye-opening experience of interest to my Seafaring brothers. I examined the town from top to bottom, especially the main shopping district, and I can say that If the same goes for the rest of England (and I was told it was worse in many places) you are better off if you don't draw a penny there.

There is absolutely nothing to buy that you cannot find in the States and even if you try buying something just to get rid of the money, almost nothing fits you by home standards.

#### Food Situation Bad

much better than it was in 1944 and the candy is still rationed. Any meat sandwich that you may help me out of the darkness. They ask for contains a very special spice sure know their way around the

would spoil your stomach.

these restaurants (and there are serving the cusetomers that everyone is on a diet.

Everything here costs a lot of

in the same amount as the meat. I money and in the face of all this, While the meat is supposed to be organized labor seems to be sleepthe principal item, the amount is ing. Our nigh' watchman told doled out as if something more Oiler Ed Burke and myself that he was making 15 shillings (about If you happen to get in one of \$3.00) for 12 hours work at night.

So you'll be doing the right thing not many) you will think after ob- if you don't draw any money at all in England unless you expect to stay for more than two days.

Luis A. Ramirez

### Red Embraces A Hopeless Cause: Pittsburgh Pirates

Just as a home or a ship needs an annual spring cleaning, so does my note-book. So here are a few items tinged with mold that "gotta go." Don Herlihy claims the reason for the

bandage over his eye is that ! hit his head on the low overhead . . .

Last year's Kentucky Derby gave me the miseries. I'd have cut my throat, but the girl next door was using my razor ... Now I know that

Campbell

the rail at the track is to hold my horses up... Frank Moran says there never was a three horse dead heat. The winner stuck out his tongue...I guy that made a

As for food, the situation is not I had was timed with a calendar.

Fair Trade Of course, I've got the Pirates to

he went into Robert Hall's and | cellar . . . Right now we'll trade six of our best pitchers for a picture of Preacher Roe.

> I see Costello got eighteen months, I did a stretch that long with Waterman and didn't even play the numbers . . Made a port in Santo Domingo that was so small that in a six man conga line the last two guys were out of town... Their highway authority will put the white line down the middle of the road as soon as they widen the streets...

Memo on politics: As soon as a politician gets elected by the pubonly know of one lic he puts "Private" on his door ... My district sent our represenliving following tative to Congress just to get him horses. He's with the Department out of town. . He's an honest poliof Sanitation... The last favorite tician. When he's bought he stays

#### Definition of Conservative

Believe me, Congress has some of the best men money can buy. Almost every man has his price. Some of those guys even hold bargain sales... Contrary to this type, we have the conservative. Yeah! He's got his already.

Discovered a new SIU character aboard the Ines. Miserable Jones is the kind of guy who'll eat all the chickens on board and then beef about the egg shortage...Here's the one that eats two quarts of ice cream, one pound of butter, three containers of milk, six chops, four steaks and a dozen hamburgers. First he empties the cow, then he eats it.

This boy is the only person I know who can walk into an empty building and sing "Hail, Hail The Gang's All Here."

After reading the foregoing I'm available for questioning in Ebbet's Field or the Polo Grounds following the Pirates. Somebody has got to follow them. They're following

Red Campbell

# uiz Corner

- (1) How can the number 45 be divided into four parts so that if you add two to the first, subtract two from the second, multiply the third by two and divide the fourth by two, the total of the addition, remainder of the subtraction, product of the multiplication and result of the division are all equal?
- (2) The borders of four of the 48 states are made up of straight lines on all sides. Can you name three of them?
- (3) No place on the earth has a longtitude of more than (90), (120), (150), (180) degrees.
- (4) An American statesman who acted as Secretary of State during a Republican administration and as Secretary of War during a Democratic administration in World War II was (Frank Knox) (Henry Stimson), (Cordell Hull), (James Forrestal)?
- (5) A pound of tea and three pounds of sugar cost \$1.20. If the price of the sugar were increased 20 percent, the cost would be \$1.32. How much does a pound each of the tea and sugar cost?
- (6) The baseball manager whose team has won the most major league pennants was (McCarthy), (McGraw); (Mack), (McKechnie)? (7) The earth is nearest the sun during our season of (summer), (fall),
- (winter), (spring)? (8) The battle of the Monitor and Merrimac during the Civil War (1862) revolutionized naval warfare by proving the utility of the Iron-
- clads. On which side was each ship? (9) Bill, now 24, is twice as old as Tom was when Bill was as old as Tom is now. How old is Tom?

(10) Much of the heat gained by the earth during the day is lost at night by (conduction), (radiation), (convection), (reflection)?

Quiz Answers on Page 27.

LOG-A-RHYTHM:

# **Sunday Dinner**

By Jesse Watkins

The cook had fried his chicken, He placed with loving care each With seasoning just right,

Had creamed some peas of standard brand; His spuds were fluffy white.

Enthused with culinary arts, His rice and beans were fine; He rolled and made some jelly

tarts. So they as kings could dine.

And he was in a jolly mood, Because he mixed a cake Exactly like the devil's-food . That bakers always make.

His salad turned out swell. Surveying all he made a wish, And rang the dinner bell.

The captain couldn't eat a bite; The engineer was blue. And no one had an appetite, Not one among the crew.

Deflation came along with fear, And feeling like an elf, The cook sat down, and with a tear everybody else. He are it all himself.

# Spain Fine But For Stowaways

After sailing the North Atlantic through the winter months and knowing how rough it can be, I saw that the Helen Hunt Jackson was up on the board in the Norfolk hall, heading for Spain. Hearing about the friendlier relations that had been established between our

country and Spain, and that? it was a strange sight to see a US ship going to that country I decided to sail that ship.

We were loaded with coal and started for the port of Bilbao which is strictly devoted to the manufacture of steel.

When we got there, we discharged into barges until the ship was light enough to go to the unloading berth of one of the largest plants in Spain, known as the Altos Hornes Company. While discharging into barges the ship was anchored to buoys. It was delayed -a few days discharging and then shifted to the unloading berths.

So like all seamen, we went ashore and visited the city of Bilbao which is about 10 to 15 miles from the port of discharge as the river is shallow. The ships unload at a town known as Portugalate. Electric trains run about every 20 minutes. The fare is 5 pesetas which is about 15 cents in our money, and the trains are fast and comfortable.

#### Friendly People

The city of Bilbao is really wonderful. The people were friendly and enjoyable and the customs strictly Spanish. Very few stick to the language of their coun-

There are the usual number of bars and cafes and prices are reasonable in exchange for the American dollar. Among the places there are the Buenos Aires Bar, the Shanghai, the Neguri, and last of all, Maxims, where a seaman will not want for his heart's desires.

There is also the Swisso, where there is dancing until two in the morning, meals that are Spanish and drinks for those who like them. Putting it all together it is a natural for the seamen, both young and old.

Everybody had a wonderful time, and after ten days when we were unloaded we shifted to the oil dock for bankers. Then we started for home with the good time of Bilbao still fresh in our memory, but not for long.

#### Stowaway Troubles

Clearing the port at about 9 AM we sailed for home. The utility-



Crewmembers of the Helen Hunt Jackson do a little sightseeing in Bilbao. They are (L-R): J. R. Wilson, AB; T. McFarley, wiper; Anthony Rofero, wiper; J. Riley, AB; Victor Egel, OS.

saw a head and found a stowaway. In turn we notified the master of our discovery. The master wired and the ship kept on its course for

The next day I went on the deck for a little fresh air as it was lunch time. Bilbao was still fresh in my mind, when I saw two more heads from the No. 4 hold.

Again to the master with the same story, with more wires to

man went down to the shelter deck | America and Spain in regards to for linen as everything was black our stowaways. But the ship kept from the coal. While down there he on its course. Two days later we were ordered to the port of Vigo which is on the line between Spain and Portugal. The Spanish navy of the citizens speak English but ahead for orders on the stowaway came and took off our stowaways.

Although there was a lot of excitement and loss of sleep I can say with all the members of the crew that Spain is a wonderful and exciting country. If you have any doubt, take a ship there and see for yourself.

Charles J. Hartman Ship's delegate

### Seafarer Weds Durban Girl

Thomas J. Mack, oller and engine delegate aboard the Robin Hood went a long way from home to find a bride. He was married here on Saturday, April 26, 1952 to Miss Doreen Jones, a resident of Durban, during the time the ship was in port.

Brother Mack thus became the first Seafarer that we know of who found himself a bride on the South and West African run of the Robin Line.

The SIU touch to the wedding

Durban, South Africa-Seafarer | festivities was further provided by our night cook and baker, U. R. Merjudio, who supplied Mack with the traditional wedding cake covered with a generous supply of white frosting. All the men on the Robin Hood join in offering Brother Mack their best wishes for a happy marriage.

Florencio F. Letie



Bridegroom Thomas J. Mack congratulates Robin Hood's baker, U. R. Merjudio for fine job on wedding cake (right).

### Don't Ship Gear To Union COD

Seafarers have been reminded that any gear sent to any SIU hall baggage rooms must have the shipping charges prepaid. Any gear sent with COD shipping charges cannot 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

By Spike Marlin

turn green, mosquitoes start hatching out and small boat enthusiasts appear on broken-down docks and tidewater mudflats around the country. In the past few weeks they have been whipping their prized possessions into shape, preparing to enjoy delightful weekends of cruising and fishing 'neath sunshine and 'midst pleasant breezes.

Actually small boat owners rank in the same class with model airplane bugs and radio tinkerers. They enjoy playing with their stuff just as much as using it. Otherwise it's hard to explain why they put days of hard work into a boat that won't be used more than a dozen times a year.

As proof of this, every spring there's wholesale trading of boats down at the docks and boat basins. When a boating hobbyist buys a boat he makes sure to get the most broken-down derelict he can locate. If it's a sailboat, it of necessity must be demasted with gaping holes in the canvas. If motorpowered, the engine has to be encrusted with rust and the boat bottom full of gaping holes. Otherwise there wouldn't be any funwhipping her into shape. And who wants to just jump into a boat and take off?

Pleasures Of Caulking

The small boat owner, be he the possessor of a modest 14-foot mahogany outboard hull, a two seater sailboat or a full-sized cabin again the next year.

Spring is the season that trees cruiser, gets his biggest kick out of such tedious jobs as caulking, painting and varnishing. In most cases he's just a frustrated shipyard worker. There's nothing he enjoys more than lying on a splintery dock in a broiling sun, carefully spreading glistening varnish on his prized possession.

#### Gold-braided Cap

When he's finally got his craft in trim, he goes out and buys himself a skipper's cap loaded down with imitation gold braid. No master of a passenger liner was ever prouder.

Usually, this procedure takes between four to six weekends, so it's June by the time he's actually ready to put his craft to the test. Armed with six fishing rods, two five gallon cans full of the noxious gasoline and oil mixture used in the motor, half-a-dozen life preservers, two oars, a spare spark plug, box of cotter pins and a fire extinguisher, he's all set for a pleasant afternoon. Of course, the sailboat navigator travels lighter. All he carries is a cap, dark glasses, and bathing suit.

However, we must confess that when he finally does get out on the water on a pleasant summer's day, there's nothing like it-provided he doesn't run into a squall or break his propeller shaft on a rock. And if he actually catches a couple of respectable fish-well he's all set to go through with it

### Sleep Pills Kill Stewardess

Miss Margaret G. Morsette, well known as Magge Greenberg steamship stewardess who worked to a great many Seafarers who



Morsette

home at 933 Du-maine, from an overdose of sleeping pills. An auleans coroner's office confirmed the cause of death as barbi-

turate poisoning. The 37-year-old stewardess was Tenn.

on SIU passenger ships out of New sailed out of the port, and her un-Orleans, was timely death came as a shock to found dead in her many of her close acquaintances in the Union. At the time of her death she was employed aboard the Alcoa Clipper, one of the combination freight and passenger ships topsy conducted of the Alcoa Stemaship Company by the New Or- for whom she had worked for several years.

A native of Tennessee, she is survived by a brother, John Bandy and a nephew, Michael Bandy, of 132 Haywood Avenue, Knoxville,

## GALLEY GLEANINGS

an exchange for stewards, cooks, the same suit for a long period, bakers and others who'd like to share favored food recipes, little- accessory to a meal that calls for known cooking and baking hints, variety to dress up a regularly dishes with a national flavor and the like, suitable for shipboard use. Mail in your suggestions.

A not infrequent complaint regarding shipboard chow is the failure to offer relief occasionally

from the weekly repetition of most dishes. Soups particularg rouse this feeling. because you'll find the same one on the menu four or five days out of seven on many ships.



"A cook can't let himself grow stale. No matter how much he knows about his job, there's always room for something new," asserts brother Joe Thomas, steward, who has learned a lot about the feeding habits of Seafarers in a decade or more of sailing with the SIU.

You have to look at it the same sitself.

The LOG opens this column as way as your clothing. You can wear but you change the tie regularfeatured menu, he pointed out, "And when the preparation's no more involved than with any other soup, there's no excuse for holding it back from the boys," Thomas added, as he offered his well-received recipe for a "Pepper Pot Soup."

Here's what you need: 3-4 green peppers, 1 pound carrots, 1 pound onions, a No. 2 can of tomatoes, 1/4 pound flour, 1/4 pound shortening, 4 gallons beef stock, 1/4 pint Worcestershire sauce. Peel, clean and dice vegetables, then pan-fry until tender and brown. Add flour and combine to give the mixture body, then mix in beef stock, tomatoes and Worcestershire sauce and add pepper and salt to taste.

The whole preparation takes about an hour, and the flavorsome result can be served either chilled or hot. Incidentally, Thomas says still an extra touch can be added by using tripe to build up the flavor even further and make the wholesome, tasty soup a meal in

# Seafarer Sam Says



#### Fouling-Up Hurts Union's Standing

To the Editor: I think that every Seafarer who reads the LOG thinks the same as I do, with some kind of pride on being an active member of the SIU. Up to date there is no seagoing union in the world to be compared with ours. Think of this; 40 hours a week with overtime paid for Saturday, Sundays and holidays, vacation pay every 90 days of work and above all the

fit of our SIU members. Just think, in case of a Seafarers death his wife and children collect a cash benefit of \$2,500

best of welfare plans for the bene-

that will help the family a lot. Vote of Thanks

Due Let's all of us give a vote of thanks to our Union officials for doing the job so well and trying to get the best of protec-



Rosa

tion for our membership. Therefore, as an active Seafarer for ten years I believe that it is our responsibility to do the best and help keep our Union in good standing in the community. I just read the story in the LOG of April 4 about the incidents in Singapore and in the ports of East Africa. I think it is a good practice to remember that when you are on shore leave in foreign ports or home ports, or on SIU ships to keep clean and avoid any kind of trouble.

If you happen to be in foreign ports keep in mind that you are a stranger. Respect the local laws and authorities and get familiar with rules and regulations where you may happen to be. Remember that when we respect each other's rights, we gain respect and consideration for ourselves and also for our Union.

US Rep Damaged

Don't try to foul up or perform. Remember, that our country is trying hard to keep our policy overseas clean and it is up to us to help keep it that way. Avoid any kind of trouble. Remember that if you get in a mess there is nothing your Union could do to help you in foreign lands.

Stop and think that any kind of fouling up hurts your Union for which we have been trying hard to keep strong with the best working conditions and benefits for our Union brothers.

Also, from the April 4 issue of the LOG I learned that John Chaker was at the Staten Island hospital for some treatment. To my good and old friend and former shipmate, Chaker, I wish a prompt recovery.

Evaristo Rosa

### Ask Relief For Night Firemen

The working conditions of engineers on the Steel Chemist have now reached a point where the brothers should realize the difference. On reaching port in the US a night engineer is placed on board by the company to do the night work so that the ship's engineer can have time off to be home with his family at night. The firemen who carry the same long port watch must remain on board and do their watch.

If the fireman is married it goes pretty hard to remain on board and spend the night instead of going home to the family and kids. If the company can afford to put a night engineer on board to relieve the ship's engineers why can't the same thing apply to the fireman who would enjoy the opportunity of going home for the night to family and kids?

As to pay, why does an engineer receive additional pay for work in

# ·LETTE

excess of eight hours but the firemen, oilers and wipers receive the same pay for work over eight hours. In fairness to the working man the overtime rate should be made more equal between engineers and firemen.

Would Not Quit Ship

If a night fireman was placed on board the same as night engineers then firemen would make more than one trip and we honestly believe that morale would be better. Above all it would give the fireman a chance to be home with his

In regards to the present setup, when a fireman makes a trip to India and returns to the US he must get off to stay home awhile, or soon there might not be a home to come back to. If he had the few days off he could remain on the ship. As it is now when he does get a little time off he must repay the time to the fireman who stood his watch or pay a relief fireman from the hall. Ollers can't be asked to stand the fireman's watch because of the overtime involved, and the company does not fancy the idea of paying out overtime.

Now that the matter has been brought up, let's hear from the rest of you brothers regarding this

> George H. Marumoto Engine delegate and 5 crewmembers

(Ed. note: The questions submitted in this letter are among the many suggestions now under consideration by the headquarters negotiating committee.)

\* \* \* Rigging Slushers On Monkey Shift

To the Editor:

We, the 4-8 watch have been working aloft on the Pennmar, slushing all the rigging since we left Baltimore. We have been at it for six days and the crew are calling us the "monkey watch" instead of the star watch, which is some change at least.

By the time we're through, we'll have earned our overtime. Because it's so darn hot the rigging has stretched twice its normal length, and believe us, there's a lot of the stuff on here.

> Mark, Jack and Pedro \* \* \*

Skutterbug Does Work On Ship To the Editor:

I am enclosing a few pictures which I have taken aboard the Jeff Davis. I take, develop, and sop methods of trying to sell their enlarge the pictures aboard the ship since I received my equipment from Tampa about one month ago where I had it stored.

their conservation in dead of which had

Anthony Nottage

### Foul-Ups Ashore Just As Harmful

To the Editor:

There seems to be a little difference of opinion between some of the brothers on the Union resolution to curb the foul-ups in foreign ports. A couple of seamen I've spoken to feel that it isn't right for men to be subject to Union penalties for the way they behave shoreside.

These same brothers argue that it is alright for the Union to crack down on a performer if he makes life miserable by not turning to, or doing his job on the ship. But they draw the line when it comes to the same performer's actions in

For the life of me, I can't see the big difference. The whole point about the Union cracking down on foul-ups and performers is that these birds have been hurting the Union and their Union brothers. What's the difference whether a guy gets out of line on board ship, or whether he busts up a couple of joints in town and makes it rough for the men on the next ten ships into that port?

As far as the Union is concerned, we've been told time and again that the companies throw these things at our negotiating committee when a contract comes up.

Let's be sensible about this. If the performers are hurting us, why should we let them get away with it? That doesn't mean that a fellow doesn't have a right to a good time. I'm first in line myself as far as that goes. Believe me, if we straighten out a couple of these characters, we're only doing them a favor because in the long run, they'll wind up behind the wellknown eight ball.

Walter Keers

\* \* \*

### Opposes Curb On Foul-Ups Ashore

To the Editor:

It has come to a fine state of affairs when members seek to control the individual's actions when he is ashore. Since when have we elected a committee to interfere with the civil rights of its members? So long as a member fulfills his obligations and abides by working rules aboard ship and does not violate them in any way in principal or action he has fulfilled his obligation to the organization. What his conduct is ashore comes under civil authority.

These so-called reformers make me tired with their constant milkgoody-goody tales to seamen.

Doesn't Want To Inform

I've sailed on many ships where I've seen men who didn't live up to ail the rules, yet the time they



Looking out at the world from the top of No. 4 hatch are Jeff Davis crewmembers (L-R) Fonseca, FWT; Donnley, 2nd cook; Richardson, oller; Mora, galley boy, and Lis, AB.

were aboard ship they performed their duty and upheld their obligations. Their personal habits are no concern of mine for I'm not so good that I should set myself as an informer by reporting them.

If there is one thing I detest it is a hypocrite who constantly points the finger at his brother but hides under the guise of a reformer.

If more time was spent seeking methods to improve contracts and working conditions by holding useful educational meetings aboard ship, less time would be had for those snoopers who seek to control the personal habits of their Union brothers.

Joseph S. Buckley (Ed. note: For other membership viewpoints on this issue see letters elsewhere on this page.)

Army Šgt. Wants To Ship Again To the Editor:

In reading the LOG of April 18, 1952, I noticed letters where you had sent former brothers of the Union who are in the service a form to be filled out to help them get out and go back to sea.

I would appreciate it very much if you would send the said form to me as soon as possible as kam very much interested in shipping out again.

When I quit in 1947 I wasn't sure exactly what I wanted. I am still restless and not too sure of myself as far as knowing exactly what I want to do, but I found that I was considerably happier while shipping in 1946 and 1947 than I have been in the nine years of Army service.

When I reenlisted I turned in all receipts covering dues and assessments up to September, 1948. I never received word of my standing with the Union after that. I have been back in the States since 1950 but haven't had the chance to get to any hall and find out about my standing.

If possible please send all information you can on this subject. No matter if I never intended to ship again I still want to be in good standing. I have enjoyed receiving and reading the LOG all these years. Please tell all the brothers that I said hello and lots more and happier shipping.

Sgt. Charles E. James, Jr. (Ed. note: Unfortunately, the Army has stopped the processing of seamen for discharges). 1 1 1

### Surveyor Crew **Heads For Home**

To the Editor:

We're aboard the Steel Surveyor enroute to the States, now being in Colombo, Ceylon. There have been a few beefs on this trip mostly relative to the breakdown of the crew's refrigerator which took 17 days to repair due to the inability to acquire spare parts.

Also the repair list turned in by the old crew on the last trip has still not been completed. Painting of the crew's foc'sies has not been started yet with various excuses being offered but there has been a promise to start it as soon as we leave Colombo.

There are a few repairs on the list that are a must and when we arrive we would like to have the patrolman find out why they haven't been done.

On the lighter side, we played a couple of games of ball at Cochin against a Japanese ship and made it two for two. We laid up in Calcutta for 17 days and the boys made good use of their cash al-

All in all, it's a pretty fair crew. A few of the boys are green but they're learning.

Jack Helms Ship's delegate

#### Calls \$20 Bill A Sound Investment

To the Editor:

Two days ago I walked up to our new headquarters building from my ship to vote on the assessment to provide new and better halls in some of the outports.

As I stood in the voting booth reading over the resolution on the



Hunt

ballot, my mind wandered back to the early days of our Union at 2 Stone Street. When I com-

pared the building we were renting at that time to the beautiful new hall I was standing in,

and thought about our present wages, conditions, welfare and s vacation plans, and our new SIU book, the finest of everything in Maritime, I could vote no other way but yes.

I urge all brothers to do likewise as it is a good sound investment in our own future welfare and prog-

John H. Hunt

#### . \* \* \* All Is Well On Jersey Seatrain To the Editor:

Just a few words from the ocean highway of the Seatrain New Jersey enroute to Texas City, Texas. The run is good, the chow fine and

the crew tops.

Everything is thus far in shipshape. Regards from the black gang to all.

Sir Charles

\$ \$ \$

### Alert Petrolite Crew On Foul-Ups

At our last meeting on the Petrolite, the chairman and secretary explained the importance of the work our negotiating committee is doing on the new agreements for the coming year. Consequently it is necessary that there be no beefs caused by performers, gashounds, weedheads and the like.

It was stressed to the crew that any foul-balls on this trip will have tough sledding as we are not going to let the performers tear down what this Union has fought for and gained for its members.

Everyone had high praise for the new Union book as I showed them mine and told them how they are processed in New York headquarters. Also praised were the fine cafeteria and bar plus the right prices and higher quality of goods sold in the Sea Chest by our

This crew owns their own Zenith radio and record player and still has a balance of \$126.08 in the ship's fund. It shows what a crew can do to make things pleasant for their shipmates.

James R. Porter

#### Money Exchange Rates Listed

The following is the latest available listing of official exchange rates for foreign currencies. Listings are as of May 27, 1952 and are subject to change without notice.

change without notice.
England, New Zealand, South Africa;
\$2.80 per pound sterling.
Australia: \$2.24 per pound sterling,
Belgium: 50 francs to the dollar.
Denmark: 14.45 cents per krone.
France: 350 francs to the dollar.
Holland: 3.80 guilders to the dollar.
Italy: 625 lire to the dollar.
Norway: 14 cents per krone. Norway: 14 cents per krone.
Norway: 14 cents per krone.
Portugal: 28.75 escudos to the dollar
Sweden: 19.33 cents per krone.
India: 21 cents per rupee.
Pakistan: 30.2 cents per rupee.
Argentina: 14.2 peeos to the dollar,
Brazil: 5.4 cents per cruseiro.
Uruguay: 52.63 cents per peso.
Venemela: 29.85 cents per bolivar.

design of the second second second second

#### Savannah Cafe Will Carry LOGs

To the Editor:

I have a lot of boys coming off Waterman, South Atlantic, Robin Line and Seatrain ships in my place for dinner. They stop in pretty often and always ask for your Union paper, the LOG.

I have a nice place just outside of Savannah en Highway 80, known as The Palms. We serve southern fried chicken dinners and a large variety of other dishes. Our dance floor is one of the largest around Savannah and we also have a large bar that is separated from the ball-

The mates, engineers, and Reece B. Oliver, chief electrician on the Seatrain Savannah, suggested that I write you and ask that at least 20 of the LOGs be sent here weekly. I would appreciate it if you would send them and let the boys know through the LOG that they can pick the paper up here. Andrew Brady

(Ed. note: The 20 LOGS will go out regularly).

#### t t t Norwegian Living Costs Too High To the Editor:

I am receiving the SEAFARERS LOG here in Norway and am writing to give all brothers my love

and best wishes.

I hope it won't be

long before I can

be over there

with all of you

again as every-

thing is hard

here. There's no

help from this

country in pen-



Christensen

sions and everything is sky high

· and still going higher. If anyone happens to come to this port I will surely be glad to see and talk to them. Let me know if there is anything coming to me as I am in dire straits.

I am glad that I have the LOG at least. I show it to the Norwegian union so they can see what we have in the US.

Barthold Christensen

#### \* \* \* **GI Vows To Ship** Out On First Day

To the Editor:

It had been quite some time since I had a chance to get the SEAFARERS LOG but the Army was kind enough to give me 30 days leave after spending ten months in Korea. During my leave I went up to the Lake Charles hall and got a couple of LOGS.

I was drafted off the Stonewall Jackson in Yonkers, New York, in November, 1950. I sure hated to leave a good SIU ship to come into the Army but I guess when Uncle Sam wants a man he gets him.

I retired my book before coming into the Army so the agent in Lake Charles told me all I had to do was go up to any SIU hall when I got out of the Army and I could ship out again.

I'm getting out of the Army the 9th of September and if I can I'll be on a ship the 10th of September.

I'd like to have the LOG sent to my home address since I stopped it when I went-overseas.

Sgt. James C. Baudoin t t t

### Slim Is Sour On Robin Line Run

To the Editor:

Here we are in Tanganyika, about to start in the right direction (home), thank heaven. For some years I have heard the Robin Line stiffs rave and rant about the wonders of this run. Finally when I had the chance I grabbed one of the silly-looking scows and went out to prove to myself that it was (or was not) the McCoy. I'll take vanilla.

We have a steward on this ship,

es a per an emmando

been a natural for that old-time ball team whose players always tried to steal second with the bases full. In one port down the line this character left his teeth behind after an evening of fun ashore,

Our ship's softball team now boasts a .500 average, having played two games. We lost to the Robin Trent in Mombasa by a score of 7-2 and won against the African Sun in Tanga, score 16-2.

Three Men Sick

Thus far we have lost three men to the hospital; "Blackie" Boyce, messman; Russell Bach, messman, and Gibbs Liverman, chief electrician. Boyce and Liverman are hospitalized in Durban, Union of South Africa, and Bach is in Laurenco Marques, Portuguese East Africa. Any friend desiring to write these brothers may do so care of Mitchell, Cotts & Co., Ltd., Robin Line agents in these ports.

While in Mombasa we were visited by Johnny Hoggie, Red the steward, and others of the Trent

I myself had an odd experience here in Dar-es-Salaam. Last night some strange impulse led me into a bar-lounge. At the next table was seated a lad with whom I sailed in '47 out of Jacksonville, Fia., on the late lamented New Northland. He has left America for his native England and is now with the Castle Line.

There is no television here yet but it must be on the way because Primo Carnera, his feet, and his manager are touring the provinces. The manager is Tiger Joe Marsh, the eminent thespian.

Allah be praised, may New York be our first home port.

Slim Hiff # # 4

### Bilbao Good Port For Fun-Seekers

To the Editor:

The entire crew of the Western Ranger is too busy having a good time in Bilbao to bother with taking any pictures for the LOG. We have the best bunch ever. Everyone goes ashore, has a good time and then comes back and does his job. It's all being done with no arguments or trouble at all.

This is a good port but anyone coming here better not plan on this ship if they want their overtime to pay the bills. Overtime is almost a taboo word here, even if the old man is a good egg other-

Our only beef of consequence is that it is almost impossible to get water for a shower. The chief engineer doesn't seem to care if anything runs or not and his only answer to complaints is, "I'm not going to worry about it."

Guy G. Gage Ship's delegate

#### Shark-Skinned



Molars of captured shark are displayed by Dickson, pumpman, and Eddie Westover (L) of Camas Meadows.

### the Robin Kirk, who would have Tanker Safety Manual Needed

To the Editor:

In noticing all the fires, explosions and mishaps aboard tankers in the past few weeks, I am submitting the contents of this letter for the SIU "suggestion box."

I think that it will be a big boost for the Union as well as being a great help to Union member's safety.

My suggestion is this. The SIU should put up a pamphlet on safety rules to be observed while aboard tankers. It could be called "Do's and Dont's Aboard Tankers."

The new tankerman would get a better view of tanker life and possibly save his crew and his own life by such a pamphlet.

The pamphlet could mention such things as throwing cigaret butts out of portholes, carrying matches and cigaret lighters while working on deck, use of proper tools, when and where not to enter tanks and so on.

It is my belief that if a pamphlet was to be put out by the SIU for distribution to all tankers it would help to keep down the percentage of accidents which occur on tankers and save more lives.

Robert Bowes \* \* \*

#### More On Steward **Dept Problems**

To the Editor:

On the Robin Trent we have been discussing the pay increase that was given to the daymen. We, the steward's department feel, that we should be given consideration as well because we are classed as day workers and our hours are

The steward's department has to work seven days a week and has to be on the job to get pay and overtime Saturday and Sunday while the dayman has time off. He only works five days a week at sea and in port. When the dayman was working 44 hours a week the steward's department was putting in 7 days with overtime on Sundays at sea and in port.

Overtime was put in the agreement so that no man would work over eight hours a day and that he should be paid & he works over that time. But if every member of the steward's department did not want to work on Saturdays and Sundays his pay would stop plus his overtime and there would be a beef. The other departments would beef but where do we get any kind of a break?

#### Beef At Meetings

The last three ships I've been on I've heard these beefs and I have told the members that these beefs should be brought up at the meetings in all the halls. There is a time and place to talk about these but we do feel that the steward's department pay should be brought up a little more, and that the steward's pay should be just as the bosun's pay because he is a department head with more responsibility than a bosun has, regardless of his overtime.

In the old agreement back in 1941 the messman's pay was \$5 more than the wiper and the OS and we did get that extra pay. Since that time it was all changed and made uniform for all men without ratings.

Now we come to the overtime. The steward's department does get it while in the home port for working before 8 AM and after no permanent address, so regret-5 PM. Why is it we do not get it fully shall have to cancel the suball the time no matter where the ships may be at home port or at tries? There should be a man there at negotiations for the stewards department to see that we do

get a better deal than what we

have.

I do recall that the Union sent slips out to the men so that all the members can write what they think they can get in the agreements when they come up for negotiation in 1952. The men could still send theirs in, because there still is time from what I get from the LOG.

Electrician's Overtime

I still have one thing I want to clear up and that is overtime for the electricians doing work that does not consist of electrical work, like working on winches, doing machinist's work, repairing doors and frames, etc. The electricians on the Robin Trent are on my neck about these things. I have told them to put in OT for it and not argue about it.

This trip is alright except that lying here in the port of Mombasa is no picnic with nothing to do but go ashore and blow your tops. Everything is well under control otherwise with draws every five days, but they hold us down to every penny. After they get taxes and slopchest and allotments out then we can make a draw. It seems that a man should make a draw on his overtime because most of the overtime is okayed.

> John Hoggie Ship's delegate tt

#### Portmar Skipper Rates With Men

To the Editor:

The crew on the Portmar has been working together very harmoniously. Co-operation is shown by all, especially to the crew messman who has to take care of dishwashing for the crew on these ships.

I am sure that all hands will agree that Captain Day is one of the most cooperative skippers found anywhere. As it is seldom that we can say that, we thought it fitting to bring it to your atten-

> Arthur L. Fricks Ship's delegate

#### He's Eager For Seafarer's Life

To the Editor:

Hoping this will find all my shipmates in the very best of health. As for myself, I'm not so well in the Army.

A long time ago I wrote to the Union to see if I could receive the LOG. I did receive one, but then I was sent here to Panama and didn't get it any more. I'm sending you my new address so please send the LOG to me. I will be very glad to know how the Union is making

Also I would like you to answer question I have, that is, if I can pay the 1952 dues? I stopped paying last year when I was drafted, but if I can pay the dues, I can go back with the Union when I get out of the Army.

I still have nine months to go and then I will be with my real friends again. I will be very grateful if you will answer my question. Luis A. Cabrera

(Ed. note: Your question about dues will be answered by headquarters.)

#### Regrets Having To Drop LOG To the Editor:

I have enjoyed the LOG for years, but will be traveling with

scription to the LOG. But it is still the only really in-

sea or out in these different coun- formational and interesting trade or union paper I have ever-read. Keep up the good work.

Margaret S. Ebanks

Visit Shipmates In The Hospital

To the Editor:

Being again a victim of an accident and in the Staten Island USPHS hospital recalls many memories. It reminded me of last Christmas when we trimmed the tree and made ourselves at home despite our many illnesses.

It is only when in these sad straits that one realizes the neces-



Farrell

sity for cooperation to make life a little cheerful. I wrote the LOG recently explain-ing the necessity of fraternity and was glad to see that the Seafarers of the Del Sud in New Orleans demon-

strated the fact by action. Why can't the members in the various ports make an attempt to do likewise in the local hospitals once in a while, by giving them a "sur-prise party" now and again through a visit to sick comrades?

I have been wondering what you guys are doing regarding our new hotel project. I stated in my previous article the saving there would be if we had our own place to sleep, eat and meet shipmates. Don't sit by. Talk this matter over with your shipmates. The suggestion of a bond drive is the answer to getting this much-needed build-

#### Financially Free

It is great to have a feeling of financial independence when the SIU representative doles out our \$15 per week in the hospital. The same feeling would manifest itself if we had a nice hotel right beside the hall.

I also would like to see that Seafarers have the same privileges as civil service employees at our USPHS hospitals, namely, medical service for his wife and family, When you see the beautiful plaque of honor in our headquarters to our SIU men that went down during the last war, remember that these seamen performed their duty as any US Marine, GI or civil service employee.

They wouldn't be happy to know that a line of demarcation exists in the hospitals. Being that it is a Presidential election year it is an opportune occasion to demand that this inequity does not continue.

Paddy Farrell \* \* \*

#### Now In Korea. He Wants Mail To the Editor:

My son, Walter Piatek, a former AB with the SIU, is now with the Marines in Korea would appreciate receiving mail from his old friends. He would also like to hear from his buddies on various SIU ships that get over there. His address is: Pvt. Walter Piatek, 1223643, Weapons Co., 1st Bat., 7th Marines, First Marine Div., FMF Pac., c/o Fleet Post Office, San Francisco.

Stanley Piatek

#### \* \* \* LOG Helps Mom Learn Son's Job

To the Editor:

I enjoy the LOG so much that I do not want to miss any issues if I can help it. I am moving to sunny California, National City to be exact, so I wish you would take my new address.

My son, William A. Masterson, AB, had your paper sent to me about six years ago. I have learned much about the Merchant Marine hat I never dreamed of before and I am able to understand the things my son tells me just from reading the LOG.

I thank you again for the LOG and will look forward to it in my new address.

Mrs. George E. Wall

# **Art Contest a Success** -Judges Name Winners

(Continued from page 3) "I've seen a lot of them. But ing a very luminous effect.) where's all the sparkle coming from?"

"Looks like silver paper," friend answered. "I guess he painted right on the glass." (In this instance the Seafarer had painted the seascape on the underside of the glass and backed it up

# **Angelina Crew Saves Ship As Barge Explodes**

(Continued from page 3) collision and, as the Bull Line ship came alongside, exploded and showered the ship and surrounding water with tons of burning high octane gas.

"Fast action was needed and we took it," the skipper pointed out. Unable to see astern or ahead because of the rising flames, he ordered full speed ahead in an effort to smash through the barrier of burning fuel on all sides. Within seconds they were out of the explosion area but with flames shooting up higher than the masts and blistering the ship on both sides. One man on lookout on the bridge suffered hand burns when the flames licked at him before he knew what was happening.

#### Praise For Crew

In the interim, Captain Rainier noted, "without confusion-this is to the credit of the crew and the officers—the alarm had been sounded and every man ran to his fire station to work with the hoses. Our boats and the life-saving gear in them had taken a beating right from the start so the job was all cut out for the crew. They handled it so effectively that we had the fire under control in about a half hour including the five minutes when everything was happening."

The flames inflicted considerable damage to the midship house as well as the hull, which was blistered fore and aft so that the paint peeled off in layers.

Seconds after the Impact from the explosion, the crew was scrambling to its fire stations, echoed several Seafarers, "because we had no place else to go." Some of the guys, OS Stanley Pacewitz remarked, were "running from one end of the house to the other trying to get out to the fire lines but flames were coming in all directions. We didn't thing much of our future right then."

Emilio Ramos, FWT, had a rude awakening during his night's sleep when heat and flames kicked out the porthole glass-from his room on the starboard side and "woke up suddenly feeling . . . (he) . . was in an oven . . . " Messman Vernon Douglas asserted the crew "was just glad to be here. It didn't look so good when we were on those fire hoses that night."

The miseries of the incident offered nothing new to Ardell Burket, wiper, back at sea again after a 30-year tour of duty on the beach as a shoreside fireman. "I'd gotten used to this sort of thing ashore once in a while but I thought I was through with it for good now. It looked mighty bad there for a

Following the accident, the Angelina put in at Philadelphia where its two injured crewmen were taken off, and then proceeded to New York. A Coast Guard inquiry board studying the disaster has yet to release its findings.

with a sheet of aluminum foil, giv-

Over in the other corner a Seafarer was explaining what was wrong with a watercolor of a vivacious brunette, clad in a G-string, sunning herself on the beach. "You see, the shadow of her face doesn't look just right. It's too dark for one thing, and it doesn't fall in the right place."

The judges too, were impressed by the exhibition and enjoyed their afternoon's work. Aside from Seaman, the LOG's art editor, who is a member of the SIU, the only one to claim any kinship with seafaring men was Fisher.

"My grandfather was an old sailor man," he declared, "and he sailed the China Sea on clipper

Dr. Baur, who as curator of the Brooklyn Museum has seen thousands of professional works of art, felt that most of the entries had a strikingly original flavor. They represented for him, a refreshing departure from the productions of artists who hue to the strict traditional styles.

All of the judges showed high regard for the entries and in many instances found it hard to limit the awards to just three men in the light of the many interesting subjects submitted.

After the Wednesday night membership meeting, Schnyder, who won the first prize in oils, was explaining how he got the idea for

"Basically," he said, "it's a painting of the Norfolk docks although I've changed things a little to improve the picture. I did sketches when I was there last and that gave me the foundation for the painting.

"Usually I do pencil sketches when I'm on a trip. Then I do the paintings when I get home."

#### Tough Choice

Leif Hope, who took the second price in oils with a portrait of a shipmate, told the LOG he did his painting right on the ship. Hope, who lives in Brooklyn not far from Sea on a trip to Japan and Korea Canada Quell when the 2nd cook and baker, Carlos Nelson Hale, posed for him. The judges agreed thet the result was a striking piece of portraiture and it was touch and go between Hope and Schnyder for the first

The excellent response to the art contest, first venture of its kind, was assurance that the event will be held annually, giving additional numbers of talented Seafarers an opportunity to display

their abilities. Winners of the second and third prizes in the various categories were as follows in the order

named: Oils-Hope, and Mariano Gonzales of New York.

Watercolors-C. D. Gould, Norfolk. Va.; and Emigdio Reyes of Miami.

Drawings-Bert Shannon Baltimore, and Suutari.

Miscellaneous-John Taurin of Baltimore, and Don Benson of Ypsilanti, Mich.

### 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.

# SEAFARER CASH BENEFITS

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

TOTAL

\$112,700.48

Vacation Plan, May -12-May 23 Welfare Plan, May 4-May 17

# VACATION

#### REPORT NO. 8

By Lloyd Gardner, Asst. Secretary-Treasurer Period Covered by This Report-May 12-May 23

Cash on Hand	\$194,278.46
Estimated Accounts Receivable	210,000.00
Vacation Benefits Paid in Period	81,945.48
Vacation Benefits Paid Since February 11, 1952	795,811.48

In the pact couple of weeks there has been a little falling off in the total of payments under our Vacation Plan. This is due to the fact that most of the men have already collected their first round of benefits and have not yet come in for the second helping. Also, the layup of the Government Libertys that were out on GAA charter means that there's not so many men sailing right now as there was when the Plan got started. That, too, is reflected in the figures.

Despite the decline, we are still paying out benefits at a rate of better than \$2 million a year which is quite a bit of lettuce for the Seafarers no matter how you add it up.

Our Vacation Plan is now coming to the end of its first year a couple of days from now, so that we will soon be in a better position to see just how much the fund will pay out. The end of a full year means that from now on in, the men will be eligible to collect the maximum benefit if they have sufficent sea time

Name	No.	Amount
Robert Williams		\$98.39
Raymond Ruppert		59.11
Edward Cronin	9974	103.83
Milton Shepherd	9975	37.33
William Soaetgene	9976	122.50
John Fruge	9977	101.50
Bennie Saitta	9978	40.44
Ling Fee	9979	76.61
William Walton	9980	99.94

# Unionists In **CP Flare-Up**

(Continued from page 7) and Korean prisoners of war are a few examples of the direct action program.

#### Propaganda Barrage

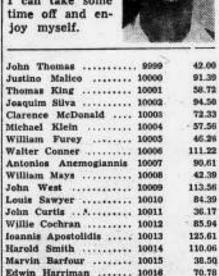
Unable to act in a similar fashion here, the domestic branch of the party is serving as an auxiliary to the direct action overseas. It is plumping for a Korean peace treaty on Communist terms, admission of Joaquim Silva ...... 10002 the Communist Chinese govern- Clarence McDonald .... 10003 ment to the United Nations and support for the Indo-Chinese rebels. It is engaged in an unceasing barrage against the North Atlantic Treaty and the rearming of western Europe.

Home front propaganda also places great emphasis on repeal of the Smith Act under which the Communist party leaders are currently being tried. It is the sante Smith Act, incidentally, which the Communists embraced wholeheartedly in the face of objections by many liberal-minded groups when it was applied during World War II against a Trotskyite group in the Middle West.

The picture then is basically an unchanging one, although tactics are altered to suit local situations. It is one of direct action on a worldwide scale where the party has strength, and demonstrations and propaganda where it is not able to muster the necessary muscle for the action program.

sea time.		
Soprano Villaflores	9981	116.6
Charles Young	9982	117.0
Antonio Lipari	9983	106.5
John Zarotovich		71.1
Robert Colyer	9685	53.6
George Reed	9986	69.6
Eddy Roque		62.2
Frederick Russo	9968	50.9
Bjorn Wagones	9989	54.8
Ramiro Perez	9990	36.8
Herminio Pacheo	9991	92.1
Winston Jackson	9992	38.5
Roger Scencer	9993	45.5
Robert Pritchard	9994	55.2
William Sime		66.8
Napoleon Blanchard		124.8
Earl Lovett		38.8
Justo Paz	9998	48.6

Luis Hernandez. OS: The extra money sure comes in handy. Now if I'm not in a hurry to ship out, I can take some time off and en-



35.56

47.44

54.44

54.06

Void

50.17

105.39

63.78

84.78 99.94 67.67 81.29 66.11

53.28

117.83

l,	Michael Klein	10004
	William Furey	10005
ı	Walter Conner	10006
ś	Antonios Anemogiannis	10007
ì	William Mays	10008
•	John West	10009
	Louis Sawyer	10010
Ě	John Curtis	10011
t	Willie Cochran	10012
	Ioannis Apostolidis	10013
9	Harold Smith	
	Marvin Barfour	
	Edwin Harriman	With the second
į	Francis O'Brien	
٠	J. W. Short	
Ē	Donald Gardner	
Ġ	Millard Wills	
S	Vold	10021
i	Walter Wright	10022
9	Harry Thrush	
į	Robert Gavin	
ij	Joseph Wells	- 00 Carlot TV
ē	Birger Johansen	10026
Š	Arthur Brazil	10027
ğ	Erik Olason	10028
å	Joseph Crawford	10030
ŝ	Robert Long	10031
ż	George Williams	
ŝ	Carey Beck	10033
	Philip Guarisco Seifert Hamilton	10035
d	Basil Cayton	10036

secon secon	
arrell Chafin 10037	127.94
oseph Short 10038 intonino Dinicola 10039	103.83
mionino Dinicola 10039	115.89
Villiam Folse 10060	49.00
enneth Tomlinson 10041	132.22
lfred Nassar 10042	37.33
scar Winfree 10043	49.00
tto Timm 10044	49.00
hillip Maechling 10045	49.00
awrence Dermady 10046	78.94
loward Edwards 10047	45.11
acharis Margris 10048	124.06
Villis Angelle 10049	61.06
eon Billek 10050	49.78
ohn Psilos 10051	108.50
lerbert Davis 10052	63.00
Villiam Hale 10053	43.17
rederick Garretson 10054	
oseph Cusimano 10055	133.39
enry Boucher 10056	-
eter Canabas	83.61
eter Sanchez 10057	109.28
uniel Byrne 10058	133.39
illiam Copping 10059	99.56
000015 bio	Void
ugo Hilden 10061	46,28
homas Thompson 10062	96.83
nthony Minski 10063	39.67
dward Mishanski 10064	54.44
ocus Vellinga 10065	35.00
driaan Vader 10066	35.00
	90,00

Kazmar Kuchinski, OS: There isn't much I can say that can describe it any better. It's one of the best deals the men have ever gotten here.



Erik Leine	10067	115.8
Evald Falk	10068	48,6
Paul Persson	10069	52.80 68.44
Thomas Cox Henry Gock Alberto De LaPaz To Cash Vac. Checks	10071	39.2
Alberto De LaPaz	10072	100.3
To Cash Vac. Checks .	10073	3,000,60
Ralph Moisant Foster Grant Henry Kilpatrick	10074	68.83
Henry Kilpatrick	10075	69.6
Raffalle Garofalo	10077	73.50
Demitries Pragias	10078	95.61
Raffalle Garofalo Demitrios Pragias John Bednarek Jesus Garcia	10079	54.00
Heninrich Laskowski .	10080	127.11 56.78
Harold Tendorini	10089	108.50
Pasquale Minunni	10083	85.50
Leo Linam	10084	88.6
Julius Belz	10085	50.50
Clarence Cousins Edward Schakon	100687	97.23 86.73
Dan Nathan	10088	105.78
Isaac Remera	1000000	72.3
		94.1
Georgios Ioakim	10091	-107.73
John Sullivan	10092	38.50
William O'Grady	10094	55.63
Thomas Boarman	10095	100.33
Otto Steger	10096	57.56
Siegfried Gnittke	10097	81.65
James Cinquenana Juan Vega	10098	37.33 90.23
Juan Vega Gaetane Galante	10100	93.72
amse Pantoja	10101	98.39
Charles Chandler	. 10102	112.74
George Shookla Volley Collins	10103	52.11
Volley Collins	10104	118.61
ose Figuerea Herbert Johnson	10105	35,74 87,50
Void		Void
Rex O'Connor	10108	97.61
William Thompsen	10109	113.56
John Deligiannakis .	10110	49.04
Joseph Perun George Condos	10111	115.50
Paul Carbonette	10112	20.61
Fo Cash Vac. Checks .	10114	4.000.00
John Lasky	10115	\$127.9
ohn Lasky	10116	93.73
Kenneth Faught Edwin C. Burk Theodore Morris	10117	106.94
Theodore Morris	10118	46.21 82.00
Pheodore Morris David A. Mitchell Walter E. Hantusch .	10120	127.9
Walter E. Hantusch .	10121	93.72
Arvi Nissnen	10122	116.6
Clifford R. Williams Pedro C. Esteban	10123	49.78
David M. King	10124	99.56 64.94
Estil Robertson	. 10126	41.61
Vincent P. Chamberla	in 10127	106.56
teino Metso	10128	56.35
Frank Sequeria	10129	68.06
Fortunate Affense Thomas P. Clark	10130	44.73
Samuel E. Cook	10131	63.06
Samuel E. Cook Pearl D. White	10133	52.88
fichael Gison	. 10134	126.78
AHred Munor	10135	121.33
ack Sheppard, Jr	10136	109.28
Robert J. DeFord Berger Wilhelmsen	10137	57.17 91.35
		57.17
Delbert L. Wenger	10140	42.38
lobert P. Roska	10141	57.17
Salph D. Ewing	10!42	46.67
Robert L. Wenger Robert P. Roska Ralph D. Ewing	10143	68.44
lias Tirakis	10144	91.06
uan Blanco	10146	91.78
Williard Blumen	10147	35.00
eymour Savett	10148	79.72
ohn Fitchett	10149	72.72
tobert Clewis		52.11
lobort Pierce lufus Denmark	10151	110.80
telph Martin	10153	87.11
idward Gomes	10154	46.24
ames Meeks	10155	46.24 ,63.04
oule McGowan	10156	76.23

# SEAFARERS CASH BENEFITS



127.94 53.67 103.06 88.67 \$80.89 70.78 81.67

93.33 35.39 36.17 39.67 103.44

115.11 120.56 104.61 61.44

70.78 49.00 94.89 43.00 51.33

105.78 87.50 135.72 101.89

84.39 90.61 41.61 49.00 89.83 73.50 133.22

96.06 61.06 113.94

120.56 37.72 119.39

109.67 77.39 51.33 131.83

117.83 94.11 115.50 90.81 105.00 104.94 77.78 61.06 99.56 49.00 63.22 85.94

85.94 122.11 100.33 108.11 62.22 45.89 86.67 75.83 85.56 89.44 106.50

### TOTAL

\$112,700.48

Vacation Plan May 12-May 23 Welfare Plan May 4-May 17

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

| Augustus Bryan ...... 10280

		00)
(Continued from	page	23)
	Check	
Name	No.	Amount
Thomas Brand	10157	40.06
William Parker	10158	110.83
Thomas Jones	10159	116.28
Lak Cing	10160	129.11
Lacy Deason	10161	89,83
Lester J. Moore	10162	73.11
Robert Kiendinger	10163	80.50
Leonard Bolton	10164	102.67
Thee Schultz	10165	129 11
Edward Gibbs	10166	70.78
Wylie Jarvis	10167	105.70
Virgil Hall	10168	86.72
Irvin Laskin	10169	54,44
Ernesto Erazo	10170	62.61
Ralph McDaries	10171	53.28
William McChesney	10172	95,67
Felix Lado	10173	74.67
Cecil Morris	10174	41.61
Willard Riley	10175	50.17
Horace Piland	10176	41.22
James Osborne	10177	131.44
Herschel Rombach	10178	45.11
Marshall Sherrill	10179	42.00
Charles McDonald	10180	59.11
Sherman McNeill	10181	39.67
Jesse Brinkley	10182	63.39
	10183	101.11
Hunter Mathews	10184	106.56
	10185	59.89
Abbas Hussein	10186	122.50
Stanley Kasmirsky	10187	68.44
	10188	107,33
Raymond Seeburger	10189	98.00
	10190	71.17
Chambre Proposed	10191	100.33
John Zohil	10192	45.50
Michael Cerrelli	10193	45,11
Carac. Oliveria	10194	71.56
Dominick Rossi	10195	44.72
Frank Metzler	10196	37.56

Chris Perrotti, utility: You can see for yourself that I'm all smiles about it. Who wouldn't be? The only problem left is how to spend



The second secon	The second second
Vincenzo Russo 10197	89.06
Leo Wolf 10198	56.00
George Flood 10199	118.61
Mortimer Morris 10200	122.50
Mortimer Morris 10200 Frederick Neely 10201	72.72
Howard Williams 10202	47,83
Wilburn McKinney 10203	42.78
Ollie Williams 10204	97.61
Lawrence Odom 10205 Henry Cartwright 10206	52.11 43,56
	90.61
Herbert Smith 10207.	103.83
Joseph Barone 10208 Garth Durham 10209	46.67
James Sturart 10210	115.11
John Baille 10211	90.61
Edward Mixon 10212	38.89
Rogers Ferry 10213	35.00
Rogers Perry 10213 George Miller 10214	70,00
RESERVED DESIGNATION ACCES	69.61 78.94
Charles Cassard 10216 Rodney Orillica 10217	63.00
Rodney Orillioa 10217 Frank Cole 10218	41.32
Lennart Ekstrom 10219	72.33
Albert Hoffman 10220	90.61
John Murden 10221	90.61
Arthur Roberts 10022	48.61
Walter Zeiffer 10223 Frank Wright 10224	129.11
Frank Wright 10224	49.78
James Speigon Avast	54.06
Wesley Paimer 10220	44.72
Fred Oestman 10227	78.17
Gorham Bowdre 10228 Manuel Lamela 10229	88.67 127.94
Manuel Lamela 10229 Richard Brown 10230	109.67
James Berglower 10231	87.50
Max Martin 10232	108.89
Milton Barnes 10233	70.39
	131.83
George Register 10234 Elmer Lamb 10235	68,83
William Tellez 10238	83.22
Joseys Grbac 10237	62.61
James Walker 10238	41.22
James Walker 10239 Russell Hill 10240	47.06 40.06
Russell Hill 10240 William Walls 10241	43.94
Theodre Kupszak 10242	
Jesse Baugher 10243	
Jesse Baugher 10243 Floyd Fritz 10244	
Ben Buck 10243	73.50
Santiago Pena 10246	
Erik Hedman 10247	36.56
Marvin Kramer 10248 Edward Fiedler 10249	120.94
Edward Fiedler 10249	
Charles J. Hilbert 10250 Sol Weiss 10251	
Sol Weiss         10251           Frank Rossi         10252           Eric Joseph         10253	
Eric Joseph	
Edwin G. Mitchel, 10254	
Allan Dunbaugh 10255	
Sigmiere Boggan 10256	
Fortunate Drilon 10257	129.50
To Cash Vac. Checks 10258	5,000.00
Bernard Burke 10259	
Leslie F. Jones 10260 Douglas A. Robbins 10261	124.44
Tarrie C Thomas 100000	74.28
Louis C. Pugh 10202 George Harwell 10203	
Mabrey G. Salter 10254	
Hubert P. Seymour, 10265	43.56
Edwin E. Ritchie 10286	134.94
Adolph Danne 10267	
John George 10288	
Clayton Mullis 10259	
Joseph Stringfellow 10271	107.72
William Padget 10272	134.94
Jehn Calhoun 10273	
William Jones 10274	

10276

John Calhoun
William Jones
Charles Saranthus
Secajin Souto
Harry French
Charles Vanole

Dewey Emory ...... 10279

	Augustus Bryan	10251
		10282
t	I Allam Bullings	10283
Ġ.	Alden Newman	10284
3	Havg Tosoian	10285
8	Jose Felix	10286
ı	Linearth Marrist	10287
3	Spiros Chilimidos	10288
0	Darius Jones	10289
7	George H. Keen	10290
i	John Sykes	10291
8		10292 10293
1	John Bipere	10294
2	Hanry Power	10295
ă.		10296
	Maneul Church	10297
8	LAMOUSE KIPK	10298
7	Francisco Alcain McDonald Morrison	10299
	McDonald Morrison	10300
3	George Gass	10301
	Cristobal Morales	10302
	Eddie Patterson	10303
d	The state of the s	10304
5	Stephen Sceviour	10305
ú		
1	Charles Their action and an arrival	10308
r.	Nicholas Ventoratos	10309
L,	P. Ferentines	10310
	Panagiottis Tripolitaiotis	10311
4		10312
4	Void	10313
Я		10314
9	Antonios Chiotis	10315
		10317
1	John Morrison	10318
7 2 6 1 7 9 1 5 9 9 1		10319
Ю	Joseph Pendleton	10320
1	Pickett Lusk	10331
	Void	10332
1	Newton Paine	10323
		10324
8	Dennis Gibson	10326
Н	Towas Durks	10327
Н	Ludolph Gailis	10328
Ħ		10329
н	Nicholas Mark	10330
н	June Broberts	10331
Н		10332
П		10334
П	James Voung	10335
П		10336
Н	John Hanley	10337
Н	William Pierce 1	10338
П	Lowell McNabb	10339
П	Eldon Cullerton	20340
J	Louis Guarino	10341
1	Howard Tanner	10342
ı	Marian Lublejlwski	10344
Ñ		10345
н	Manuel Caldos 1 Georgios Xipteras 1	10346
1	Wallace Gibson	10347
9	John Green Zygmund Wydra	10348
	Zygmund Wydra	10349
ł	Phillip Chiotie	10350
H	Letton Lucinian	10351
	John Hauser	10352
H		10354
1	James Boone	10355
	Charles Moravec	10356
и	Theodore Jasman	10357
10	Richard J. Egan 1	10358
	Control of the Contro	
	Gordon Wheeler	10359
1	Pedro Delacruz	10360
U	Pedro Delacruz	10360
	Pedro Delacruz 1 To Cash Vac. Checks 1	10360
10001000	Pedro Delacruz	10360

Alfred Arthurs, messman: We've certainly gone far in this Union when you can collect for vacation in addition to all the other benefits we have.



98.00 38.50

56.39 65.72

127.56 Void

42.78 42.78

131.83	
68.83	Contract of the second
83.22	Virgil Bowman 10363
62.61	Salemon Ross 10364
41.22	Roland Kirby 10365
47.06	Raymond Sadowski 10366
40.06	Lee Ya Sing 10367
43.94	Willard Taylor 10368
83.22	Vassilio Mataragas 10369
122.11	Robert Forman 10370
45.11	Uno Viiporn 10371
73.50	Charles Scherhans 10372
126.39	Edward Yeamans 10378
36.56	Alex Vasquez 10374
120.94	Armon Higham 10375
97.22	Anastasios Antoniou 10376
36.56	Robert Rennedy 10377
56,00	Harry Ames 10378
102.28	Lucas Hernandez 10379
99.17	Thomas Foster 10380
127.94	Mark Fitzpatrick 10381
83,22	William Cooper 10382
101.11	Josef Kuzyk 10383
129.50	James Hoffman 10384 Gordon Anderson 10385
\$35.00	Richard Greenwood 16385
37.33	Frank Lachica 10387
124.44	Yong Kwai 10388
74.28	Myron Neth 10389
61.83	William Brabham 10390
49.00	James Boykin 10391
43.56	Void toage
134.94	William Denikos 10293
134.56	Leon Harrelson 10394
95.67	James Wall 10205
65.33	i Reuben Dodd 10306
126.70	Walter Woodle 10307
107.72	AFIRT King 10000
134.94	Thomas Kautsch 10399
113.56	Martin Yager 10400
122,50	David Barry 10401
143.39	Vold 10402
76.61	Eurene Grady 10402
B3.67	Wilmer C. While 10504
43.17	William Vogel 10405
73.11	Albert Fernandez 10406
100000000000000000000000000000000000000	the state of the s

ī	A CONTRACTOR OF THE PARTY	A Continue to the contract of	A. Treat	ī
	43.94	Frank Timmreck	10407	
	112.78	Enos Ott	10408	
	76,61	Rexford Dickey	10409	
	106.17	Evangelos Scordilis	10410	
	99.17	James Seeds	10411	
	65.72	Wilmer Heckrotte	10412	
	38.11	Eugenio Gatmaitan	10413	
	35.00	Corrie Shautzer	10414	
	118.22	Wiley Talt	10415	H
	51.72	Glen Hines	10416	
	41.61	Leonard Prima	10417	
	73.11	Leonardo Fiorentino	10418	
	84.39	Joseph Backes	10419	
	101.50	John Pennington	10420	
	81.67	Davis Brunie	10421	
	66.89	Francis Drozak	10422	
	35.78	Robert Blanchette	10423	
	48.22	Charles Bolton	10424	
	78.17	Void	10423	
	95.67	Castenzio Locigno	10426	
	52.11	Leonard Bailey	10427	
	72,33	Charles Welborn	10428	
	85.94	Raymond McNeely	10429	
	38.50	George Williamson	20430	į,
	83.61	Richard Whatley	10431	٦
	110,44	Clifton Gullet	10432	
	81,67	Harvis Dyas	10433	
	52.11	Samuel Gibson	10434	
	71.94	Odd Samdal	10435	
	99.94	Cyril Lowery	10436	
	91.39	Robert McEroy	20437	
	71.94	John Mullis	10438	
	87.50	James Ayler	10439	
	Void		40128 DO	
	35.78			=
	134.17			
	63.39	Joseph Poturakki,	- 10 mm	á
	71.94	FWT: Getting va-		B
	98,00	THE DOOR STATE OF THE PARTY OF	100	ĕ
	52.89	cation money on	- ASS.	ø
	199 80	SECRETARIAN SERVICES AND AND ADDRESS OF THE PARTY OF THE	The second second	

111,61 127,94 106,56 89,44 105,39 36,50 36,94 49,78 97,61 52,89 72,72

35.39 35.39 45.50 73.89 55.22 97.61 Void

57.56 56.78 124.08 52.11 79.33 132.61

103.83 35.39 77.78 110.83 135.72 48.22

41.61 57.94 106.94 83.61 92.94 107.72 120.17

57.17 129.11 96.83 74.28

93.33

57.17 57.17 135.33

59.89 87.50 101.50 57.94 44.33 101.50 109.67 70.39 93.72 87.89 118.22

Joseph Poturakki, FWT: Getting vacation money on top of your regular payoff is a little bit like winning a prize when you're least expecting it.

122.89 86.72 Void

97.61

ming a prize when	
you're least ex-	
pecting it.	
	1000
Joe Hearn	1044
Ubie Nolan	. 1044
Jack Tropclair	1044
Uhis Nolan Francis Koppersmith Jack Trosclair Carl Heinisch Joseph James	., 1044
Joseph James	1044
Martin Casey	1044
George Sakeins	1044
Ah Yirig Anthony Malandris Ahmed All	1045
Ahmed All	1045
Lankford Carroll	1045
John Parr	1045
Polic Porcelly	1045
August Mannik	1045
Thomas Brennan	1045
John Parr Chuan Ding Pelix Farrelly August Mannik Thomas Brennan Bernard Morgan Gunnar Sandlund	1045
Arthur Critish	1090
Nikolaos Pagonis	. 1046
Oscar Blain	1046
Joseph Grant Oscar Blain Spyridion Kitovas Fowler Childress	1046
Fowler Childress	1046
Leonard Long	1046
Sing Cheung	1048
Arnold Boyle	. 1047
To Cash Vac. Checks	1047
Sing Cheung Sing Cheung Elwood Read Arnold Boyle To Cash Vac. Checks Thomas Williamson Manuel Rodrigues Joseph Stoerkel Rudolph Klass	. 1047
Manuel Rodrigues	1047
Joseph Stoerkel	1047
Rudolph Klass Eduardo Dos Santos Albert Tacey	1047
Albert Tacey	1047
Albert Tacey Clayton Frost Joseph Andrzejewski	1047
Joseph Andrzejewski	. 1048
Hary Diddlebock	1040
George Seeberger	1048
Florenz Paskowski	1048
Carmine Dicrecto Laurence Gaudry Catalino Ramos Tommie Lewis Flore Regalado	1048
Catalino Ramos	1048
Tommie Lewis	. 1048
Flore Regalade	1048
Bazile Nicelaidis Henri Hillion	. 1048
Henri Hillion	1049
Duncan Mackinnon Ernest Ibarra	1049
Degrees and Titalentes	1040
James Fisher Lloyd Piker Dante Scarangello	1049
Lloyd Piker	. 1049
Dante Scarangello	1049
Albert Lima	. 1049
Romole DeVirgiles	1040
Gabriel Colon	1050
Romolo DeVirgileo Gabriel Colon Augusto Miranda	1050
SHOUNG INDIGINA	AL ADDO
Leonard B. Stone	1050

80.89 96.00 43.56 122.11 130.28 62.22 120.94 85.17 38.50 127.94 101.50 132.61 132.61 63.00 110.83 85.78 47.83 54.44 91.00 77.78 64.17 136.60 54.83 124.83 Leonard B. Stone
Edward F. Casey
Emilio Lerma
Kenyon Parks
Raymond Myers Raymond Myers
Sung Wang
David Flockhart
Doyle Quigg
Ah Soon
James Friel 136.50 39.67 112.39 49.00 43.17 49.78 133.78 104.32 An Soon
James Friel
Anthony Caldeira
Bruce Webb
John Garcin
Tommy Morgan
Steve Thayer
William Fernhont
Michael Pappadakis
Bill Rabbitt
Genn Ollysier Michael Pappadakis
Bill Rabbitt
Gean Ollivier
Lazaro Ellorin
Fred Bell
Dominic Newell
Gene Johnson
Webster Willisms
Domenico Masello
Robert Lang
Willis Record
Ralph DiPaola
Edward Nooney 43.17 Edward Nooney 50.56 Gordon Deckar 43.94 James Purker 73.50 Armin Sevier

 
 Damian Mercado
 10535

 John Fitzsimmons
 10536

 Walter Keenan
 10536

 James Griffin
 10538

 Richard Geining
 10538

 John Jakelaki
 10549

 Herbert Jordan
 10541

 Wolbur Lane
 10542

 Lawrence Price
 10543

 Robert Wilson
 10544

 Michael Roland
 10545

 Michael Roland
 10545

 Frank Villacorte
 10547

 Lewis Fitton
 10548

 Edward Roman
 10549

 James M. Staebler
 10551

 Robert B. Stelmmetr
 10652

 John Hamsey
 10553

 Louis Cowan
 10554

 Micheal Romalho
 10552

 Charles Kinnke
 10550

 Leslie
 10557

 Edwin Robinson
 10558

 James Saunders
 10559

 Thomas Johnston
 10558

 Leslie
 10557

 Edwin Robinson
 10558

 Jeonard Libby
 10561
 Damian Mercado ..... John Fitzsimmons ..... Harry Poland 10614
Tommis Daniels 10615
Freddis Bohlken 10615
Agisilaos Mpouralakos 10617
Kjerulf Olsen 10618
To Cash Vac. Checks 10618
Ramon Ramirez 10820
L. B. Pedersen 10621



Fred Ball, DM: This is one of the big reasons that I'm very happy to be sailing with the SIU. It's one Union that really delivers the benefits in fine style.

Julius Gural 10622	37.33
Julius Gural 10822 Domingo La Llane 10823	
Chang C. Lai 10624	
Earl Riggs 10625	
John Cars 10626	39.67
Kenneth Brown 10627	
Arvo Runinen 10628	
Angelo Sacttone 10629	
Harry Sullinan 10618	63.39
Joseph Thorton 10631	126.39
Fletcher Johnson 19632	60.28
Samuel Gordon 10633	81.67
Oliver Headley 10634	90.22
Eugene Gordwin 10835	68.44
James Clarke 10638	117.06
Mack Chapman 10637	131.06
William Hall 10638	52,11
Alfonso Olaguibel 10639	42.39
James Van Sant 10640	
James Van Sant 10640 Bruce Barkyoumck 10641	59.50
Morris Wolfe 10642	38.50
Henri Van Bysterveld 10643	
Arthur Barby 10644	
Veljo Rinne 10545	
Marshall Dodge 10646	
Minas Emiris 10647	
Marcos Sporonos 10648	114.33
Georges Galanos 10649 Basile Tsampouniaris 10636	52.11
Eric Anderson 10651	92.56
Joseph Guillemette 10652	
Shedrick Glenn 10653	
William Canniff 10854 Bart Power 10855	
Bart Power 10655	
Fong Wong 10656	48.28
Budolph Evans 10657	
Dan Cherry 10658	123,67
Walter Barnes 10659	48.61
Vincent Josephs 10880	56,00
Peter Neuguth 10881	98.39

Anton Back 10663	111.61
Calvin Bettinger 10664	114.33
Alexander Leon 10665	80.50
Yves Malbo 10668	128.72
George Basile 10067	54.83
James Cella 10868	52.11
David Creenen 10868	103.06
Harry Koziorynsky 10070	84.39
Oswald Delgado 10671	54.44
Pasno Meta 10672	92.17
Oscar Smith 10673	39.67
Irvin Pearce 10874	121.33
Henry Buckner 10675	113.17
Carmels Sousa 10676	113.94
William Cannon 10677	89.67
Manuel Figuero 10678	124.06
Richard Anzalon 10679	96.83
Jay Brown 10600	96.06
Charles Bramble 10681	- 71.17
Edison Brown 10682	42,78
Keither Smith 10683	103.06
To Cash Vac. Checks 10684	4,000.00
Chester Iannoli 10685	\$119.39
Thomas D. Laney 10686	46.67
Dimitri Skarletis 10687	58.72
Leonard Walberg 10688	99.94
James Mahoney 10689	47.05
Jose Grana 10090	107.72
William Ellis 10091	109.67
William Kunak 10692	120,56
Dagoberto Borges 10693	107.72
Chester Wilson 10894	98.78
Howard Barber 10695	1,09.28
George Martin 10698	116.25
Ralph Burnsed 10097	121.33
Lucius DeWitt 10698	118.22
Marion Wells 10009	38.50
John Gillis 10700	45.50
Lole Strickland 10701	33.67
Eilis Croft 10702	120.56
WITH THE PARTY OF	B. L. C. C. L. C.
	_



Willia Record, eng. dept.: I've been with the SIU for a few years now, and when I began sailing they would have laughed a man off the floor for talking of vacations.

	THE CO.
farion Haines 10703	53.67
enjamin Martin 10704	106.11
rederick Tonucie 10703	136.11
Vellington Duke 10798	88.67
ernando Alonso 10707 ames Osbourne 10708	73.11 35.78
Villiam Janesen 10709	84.00
obert Strader 10710	40.06
ames Heffley 10711 lichard Katz 10712	51.33 89.44
erard McAter 10713	122.11
lfred Parek 10714	111.61
Valter Orman 19715	113.56
esse Lochler 10716 heodore Cieslak 10717	79.72 63.78
eroy Benton 10718	57.17
eon Maas 10719	52,50
liver Flynn 10720	38,56 110,44
diredo Lopez 10721 ucien Allaire 10722	71.94
lating Magdad 10723	137.28
halmers Stallings 10724	120.17
ay Steele 10725 farris Phillips 10726	50,17
Vilton McNiel 10727	43.94
oseph Waldron 10728	70.39
eorge Hatchett 10729	114.33 129.11
faxel Thompson 10730 ames Lewis 10731	50.17
lunter Brown 10732	76.22
iunter Brown 10732 ames Russell 10733	87.11
austino Persira 10734 lugh McWilliams 10735	85,17 117.83
lugh McWilliams 10735 crest Anderson 10735	120,94
harles Collins 10737	90.22
eorge May 10738	134.94
rvin Max	89.83 43.56
inar Henriksen 10741	82.06
rmado Diaz 10742	44,33
merson Spoulding 10743 aul Melton 10744	50.94 51.72
Valter Richmond 10745	95,28
aul Alonzo 10746	54.44
homas Tiche 10747	35.78
homas McCarthy 10748 homas McCarthy 10749 ames Eichenberg 10750	105.00
ames Eichenberg 10750	131.83
igai Cheong 10751	79.72
ohe Budahazi 10753	117.44
ete Prenas 10754	105.00
entura Rinas 10755	
rank Puthe 10756 ee Tim 10757	112.78 85.17
ee Tim	106.17
afael Cuevas 10759	94.11
fiels Jogensen 10760 atrick Glaney 10761	78.94
atrick Glaney 10761 o Cash Vac. Checks 10762	2,000,00
ohn Chrestie 10763	\$45.89
ammy Dulaca 10704	32.11
ohn Barnes 10765 ord Ange 10766	108.50
oseph Lewallen 10767	86.72
avid Berger 10768	78.17
lerbert Howden 10760	39.28
dwin Pounds 10770 forwood Stephenson 10771	106.17 55.61
harles Jones 10772	43.94
hirley Nicholson 10773	91.78
	105.39
ergn roster 10776	85.94 57.94
ohn Griffin 10777	83.61
harlie Horton 10778	35.39
lubert Keech 10779 ohn Allman 10789	50.80
ohn Fontries 10781	80.89
mund Pattersen 10783	45.50
ecil E. Manning 1078- Villiam K. Macey 1078- fanuel Cetty 10783	59.89
fanuel Cetty 10785	72.33 97.61
(Continued on more 9	

(Continued on page 25)

# SEAFARI CASH BENEFITS



### TOTAL

#### \$112,700.48

Vacation Plan May 12—May 23 Welfare Plan May 4-May 17

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

(Continued from	J. C. Prog. W. L. D. C.	24)	Robert Moylan	10885
	Check	310	Patrick Green	10887
Name	No.	Amount	Fred Smith	10888
Andreas Platis	10786	45.94	William Tucker	10589
Rey Garrison	10787	36.94	Asron Canaday	10890
Luis Medins	10788	52.11		10891
John Snyder	10789	36.56	Claud Kent	
George Murphy	10790	99.17	William Stanley	10892
	10791	63.00	Orval Smith	10893
		125.61	James Mapp	10894
Zenon Rivers	10782		Edward Edinger	10895
David Williams	10793	124.44	Ernest Harris	10696
Carlos Velet	10794	69.61	Bryan Varn	10697
Mallory Coffey	10795	94.89	J. Alonzo	10898
Perfecto Tapere	10796	75.83	Ho Wong	10899
George Kozaites	10797	62.22	Cecil Gates	10900
Alvah Burris	10798	87.11	Emmanuel Pereselis	10901
Warren Woodill	10799	56.78	Olyen Gilbreath	10902
Patrick Vieira	10800	89.44	Antonia Racova	10903
Michael Stanton	10801	64.17	Kenneth Bryant	10904
Leonard Swede	10802	75.83		10905
Zane Smith	10803	46,67	Thomas Jones	
Ellwood Telbot	10804	63.00	Hugh Mallard	10906
Victor Silva	10805	79.33	Lewis Lack	10907
	10806	44.33	Harvey Vann	10908
			Edwin Laurent	10909
Eugene Sobczak	10807	89.83	Tedford Morris	10910
Adrian Torres	10808	125.61	James Lee	10911
Carl Johnsson	10809	93.33	Clarence Spencer	10912
Louis Young	10510	66.50	John Hutchins	10913
Carlos Jaime	10811	60,67	Jose Nunez	10914
George Vesagas	10812	119.00	Loonie Sisk	10915
The state of the s	201000	-	Zerna Dula	10916
			Detail Date	10010

Lazario B. El-Union has done a lot of good things for the men in the past years, but I can't think of anything that's made as much of a hit as the vacation pay.

	ALC: UND
Harold Sollid 10813	51.33
Calvert Jones 10814	79.33
Santiago Rogamos 10815	110.44
Kenneth McCullough 10816	44.72
Heinrich Rabba 19817	113.94
George Duckn 10818	102.67
Jasper Anderson 10819	98.78
Frank Shandl 10820	82.83
John Holmrook 10821	37.33
Waclaw Raczynski 10822	59.50
Frederick Burford 10823	41.22
Thomas Cotrell 10624	70.78
Mearl Carley 10825	52.11
Arthur Browne 10626	48.61
Johnsie Hancock 10827	88.67
Bernard Buster 10828	85.56
Elray Hertel 10829	87.50
Arnie Cobb 10830	99.94
Edward Kolenovsky 10831	62.22
Francisco Maldonado 10632	114.33
Robert Myers 10833	61.83
James Meeks 10834	39.67
Angelo Martins 10835	106.17
Angelo Martins 10835 Omer Sapp 10836	132.22
John Setliffe 10837	110.06
James Scarborough 10838	57.17
Charles Fritz 10839	71.94
Charles Fritz 10839 Owen Kelly 10840	36.56
Carlos McDonald 10841	105.78
James Allen 10842	109.28
William Simmon 10843	125,22
Charles Balley 10844	119.00
Raymond Bose 10845	85.28
William Johnson 10646	68.83
Marinus Hansen 10847	134.56
Theodore Goodman 10848	133.78
Thomas Price 10849	97.22
John Groener 10850	93.33
Ward Howleson 10851	122.11
John Hill 10652	94.50
Eric Hebert 10653	113.56
Claburn Reed 10954	-102.28
Robert Mitchell 10855	94.89
Francisco Rodriguez 10856	110.44
William Donald 10857	71.94
Alton Bell 10858	81.28
William Butts 10859	91.00
Munrow Mundy topon	88.67
Samuel Levy 10861	88.28
Samuel Levy 10861 Ray DeShong 10862 Henry Maas 10863	123.28
Henry Mass 10863	67.67
Lance Bailey 10864	85.56
Willie Boudreaux 10865	49.73
Martino Desaivo 10866	35.39
Lawrence Lachapell 10867	100.72



Anthony B. Calderia, AB: The best part of the Vacation Plan as I see it is that you don't have to go to a company and battle them for the money. The service here is real speedy.

Roberto Pardo 10000	35.
Julio Matos 10669	86.8
Ramon Vila 10070	121.
Ralph Bullard 10871	36.1
Arthur Hansen 10872	40.
Rueben Ruttkay 10573	125.0
Karl Jarve 10874	BG.
Ruperto Gauteir 10875	52.1
Edison Brown 10876	26.1
William Shaffer 10877	73.3
Hans Nettelbladt 10078	99.
Alexander Leiner 10679	124.
Sverre Johannessen, 10880	52.
Alphonso Parker 10881	89.
Stanley Stevens 10882	110
William Chances 10000	199

9	Patrick Green 10897	88.28
1	Fred Smith 10060	115.11
ą	William Tucker 10889	50.56
9	Claud Kent 19891	41.22
ğ	Claud Kent 10891	52.89
ð	William Stanley 10892 Orval Smith 10893	69.22
Ü	James Mapp 10894	119.00
9	Edward Edinger 10895	122,50
g	Ernest Harris 10896	73.50
ä	Bryan Varn 10697	74.28
ä	J. Alonzo 10898	70.78
ą	Ho Wong 10809	65.33
8	Cocil Gates 10900	136.50
a	Emmanuel Pereselis 10901	133.78
ä	Olyen Gilbreath 10902	61.83
5	Antonia Racoya 10903	80.22
ij	Kenneth Bryant 10904	92.94
2	Thomas Jones 10905 Hugh Mallard 10906	
ä	Hugh Mallard 10906 Lewis Lack 10907	74,67
i	Harvey Vann 10908	
ü	Harvey Vann 10908 Edwin Laurent 10909	
H	Tedford Morris 10910	77.00
e	James Lee 10911	68.06
3		27.33
ä	John Hutchins 10912	73.11
ā	Jose Nunez 10914	82.44
ā	Loonie Sisk 10915	38.89
ß	Leonie Sisk 10915 Zerna Dula 10916	
3	Broachie Carpenter 10917	52.50
e	Zissis Zoghepoulos 10918	
	Maurice McCoskey 10919	39.28
ĕ	Maurice McCoskey 10920 Thomas Hickey 10921	79.33
sı	Gorman Glass 10922	99.00
l	Disocoro Militar 10923	40.06
g	Disocoro Militar 10923 Miguel Viera 10924 Lloyd Symm 10925	119.00
ĕ	Lloyd Symm 10025	35.39
	206 Turnett Water	40.83
	John Pinwer 10027	40.00
	Joseph Basch 10928	35.39
į.	James Thomson 10929 Kaarel Leetmoa 10930	46.67 116.67
9	Clarence Yearwood 10930	110.06
e	Clarence Yearwood 10931 Richard Blake 10932 Juan Nieves 10933	117.06
ř	Juan Nieves 10933	40.06
i	George Corning 10934	102.67
	Peter Choplinski 10935	67,67
Š	Howard King 10936	39.28
9	Paul Alano 10937	85.94
9	John McColton 10938	110.44
ı	Henry Keane 10039	.70.39
ı	Durand 2000n 10940	45.50
	Mario Alberto 10941	53.67
	James MacGregor 10942 Frank Berthold 10943	54.83 64.94
ĕ	Antonio Acedo 10944	
į,	Florencio Marques 10945	
1	James Powers 10045	
1	James Mitchell 10947	100.72
k	Pieter Devries 10948	89.06
ı	James Mitchell         10947           Pieter Devries         10948           George Jonkel         10949	
j	Billie Doyle 10950	44.72
	All Walls and All Control	12/25



Ralph Di Paola, messman: The word sure has gotten around on the ships about this plan and all the fellows you speak to are very Alfred Mueller ...... 30.00 happy about be- Kurt Nagel ...... 30.00 ing able to get Frank Nering ...... 30.00 the dough.

		William E. Pepper 15.00
Leon Schooner 10951	54.44	Michael Pinkun 30.00
Jack Taylor 10952	78.17	A. Princen 15.00
William MacDonald 10953	134.44	J. Prinderis 30.00
Oliver Trawick 10954	113.56	
Robert Kline 10955	110.06	regulate at Assessed street,
Jessie Brown 10956	70.39	Eustaquio Rivera 15.00
George Weldy 10957	108.50 92.94	Joseph StLaurent 30.00
Joseph Denton 10958	51.72	Virgil Sandberg 30.00
John Glenn 10959 Roy McCannon 10960	89.44	The residence of the second se
	100000000000000000000000000000000000000	Control of the contro
William Sellers 10961	102.67 52.89	Victor Silva 30.00
George Shearer 10962	40.06	G. Silvestre 15.00
Antonio Cruz 10964	47.83	Emerson Spaulding 30.00
Paul Buczek 10965	52,50	Frank Tamburrino 30.00
Kendall Kelly 10966	92.94	Final Final Control of the Control o
Terrell Stafford 10967	110.44	The state of the s
F. W. Sanchez 10968	35.39	Richard L. Welch 45.00
Guadalupe Garcia 10969	55.61	Joseph H. Wilkin 15.00
Fred Shain 10970	133.39	Weng York 15.00
Louis Harris 10971	35.78	The same of the sa
Andrew Lepune 10972	38.50	\$1,500.00
Evander Ward 10973	35.39	
Foster Juneau 10974	35.39	CHARITY HOSPITAL OF LOUISIANA
William Aplin 10975	30.11	NEW ORLEANS, LA.
Ernest Sauls 10976	40,06	William Crawley \$30.00
Marvin Booker 10977	57.94	
Alphonse Flynn 10978	65.72 70.39	USPHS HOSPITAL
Willie Edwards 10979	72.33	NEW ORLERS, LA.
Antonio Guggino 10980	14.000	J. H. Adams \$45.00
William Cox 10981	103,44	Claudius G. Archer 30.00
Clara Bennett 10982	92.94	
Ray Ellison 10963   James Creel 10964	91.00	
Ernest Miadonich 10985	129.11	Victor Bonurs 15.00
Ernst Sjoholm 10986	68.06	Alvin Broussard 30.00
Keith Jones 10987		Ralph A. Canniff 15.00
How Chen 10988	41.22	Oliver Celestine 30.00
William Sherar 10989	103.44	
Edward Pitts 10990	73.50	Theodore Cleslak 30.00
Zenon Marciniewigz 10991	82.44	Jessie A. Clark 30.00
Nicholas Caputo 10992	107.72	R. Cruz 30.00
Antonio Perez 10993	41.56	King W. Elliott 50.60
Francisco Lago 10994	137.67	
William Gannon 10995	56,00	Mehanara masento tittitititi en
Dusan DeDvisin 10998	85.17	Joseph Fazio 30 00
Han Yuan 10997	89.06	Hugh D. Fouche 15.00
Alfred Nigino 10998	40,83	Ralph Garrett 15.00
Edward O'Connell 10959	110.06	John Hane 15.00
Han Juan 11000 David Varquez 11001	72.33	75000
Dean Waite 11002	39.28	Melton Henton 15.00
Anders Strem 11003	106.56	Wiley B. Hudgens 30.00
Sixte Escobar 11004	138.83	George F. Immel 30.00
Theodore Michaleas 11005	111.22	Leonard Kay 30.00
Leon Cronsoln 11008	81.67	The state of the s
Richard Matika 11007	96.78	
To Cash Vac. Checks 11008	5,000.00	G. Liuzza 15.60

A 18 85 ...

#### REPORT NO. 29

By Lloyd Gardner, Asst. Secretary-Treasurer Period Covered By This Report-May 4-May 17

Cash on Hand	\$ 363,664.71
US Government Bonds	1,000,273.44
Estimated Accounts Receivable	210,000.00
Hospital Benefits Paid in Period	5,755.00
Death Benefits Paid in Period	25,000.00
Hospital Benefits Paid Since July 1, 1950	157,376.00
Death Benefits Paid Since July 1, 1950	276,933.33
DEPUS HOSPITAL   Edward McCarthy	15.00

9 1		0.03570363
1	Death Benefits Paid Since Jul	y 1, 1
Ŋ	USPHS HOSPITAL	
1	STATEN ISLAND, NY	17
2	Leo A. Allen	\$60.00
1	Victor Arevalo	
1	William Atchason	30.00
9	Staphael Babiani	30.00
3	Eduardo Balboa	30.00
1	John E. Brady	45.00
2	Billy Brewer	30.00
	Loton Brooks	15.00
3	F. J. Brewn	15.00
1	Thomas J. Caffrey	15.00
7	Frank Cardoza	30.00
5	Nathan Cartweight	15.00
5	Nicholas Chanaridis	30.00
,	Gino Dellamea	60.00
7	Alvaro DosSanto	15.00
1	William Dunham	15.00
	Jose Espinosa	45.00
9	Joseph P. Farrell	
2	R. M. Ferguson	15.00
1	John F, French	
	William Girardeau	30.00
	Marmo Gordils	
	William W. Gerdon	30.00
	Oscar Grant	15.00
	John W. Hallahan	
	C. Houlis	30.00
	Karl Jarve	15.00
	Jacob Kachelhoffer	30.00
	John W. Keenan	30.60
0	M. Landron	15.00
8	James J. Lawlor	
1	James Lewis	
i	James McDuffy ,	
i	Victor McMahon	
	Charles G. Miller	
1	Ditlef K. Moller	30.00

i	J. O'Malley	15.00
	George Peltonen	30.00
	William E. Pepper	15:00
	Michael Piskun	30.00
	A. Princen	15.00
	J. Prinderis	30.00
	Isabelo B. Quanico	45.00
	Eustaquio Rivera	15.00
	Joseph StLaurent	30.00
	Virgil Sandberg	30.00
	Gunnar Sandlund	15.00
	Victor Silva	30.00
	G. Silvestre	15.00
	Emerson Spaulding	30.00
ě	Frank Tamburrino	30.00
	Francis Wall	30.00
Š	Richard L. Welch	45.00
	Joseph H. Wilkin	15.00
ij	Wong York	15.00
Š		.500.00
i		
ĺ	CHARITY HOSPITAL OF LOUIS	ANA
	William Crawley	\$30.00
	USPHS HOPITAL NEW ORLEADS, LA.	
ļ	J. H. Adams	\$45.00
ľ	Claudius G. Archer	
í	Lloyd T. Bacon	
ĺ,	Victor Bonurs	15.60

William Crawley	\$30.00
USPHS HOPPITAL NEW ORLEADS, LA.	
J. H. Adams	625.00
Claudius G. Archer	
Lloyd T. Bacon	30.00
Victor Bonurs	15.00
Alvin Broussard	30.00
Ralph A. Canniff	15.00
Oliver Celestine	30.00
Theodore Cieslak	30.00
Jessie A. Clark	30.00
R. Cruz	30.00
King W. Elliott	50.00
Alejandro Eusebio	15.00
Joseph Fazio	30 00
Hugh D. Fouche	15.00
Ralph Garrett	15.00
John Hane	15.00
Melton Henton	15.00
Wiley B. Hudgens	30.00
George F. Immel	30.00
Leonard Kay	30.00

	*************	
	5,7	55.00
		00.00
, 195	0 157,3	76.00
		33.33
330.		00.00
I Edwa	rd McCarthy	15.00
	sm L. McLellan	30.00
	rd Metros	15.00
	ewman	30.00
Karl	Rasna	30.00
	Reierson	30 00
A. A.	Sampson	30.00
Foste	r B. Shedd	30.00
	um G. Siesfield	15.00
	ed C. Sonnier	
	piers	15.00
Andr	ew Stauder	30.00
	on J. Stevens	15.00
	eague	30.00
Curti	s Thompson	15.00
Lonn	ie R. Tickle	15.00
T Th	szakiewicz	15.00
	Ward	30.00
	Wilson	30.00
H C	. Wolowitz	15.00
n. G		
		1990.00
1	USPHS HOSPITAL	
	MOBILE, ALA.	
Tim	Burke	\$30.00
TO STATE OF THE PARTY OF THE PA	Jones	15.00
Walte	er T. Noel	15.00
1		
100		\$60.00
	USPHS HOSPITAL	
	. SAVANNAH, GA.	
Warr	er W. Allred	\$30.00
H. C	Burnsed	30.00
R. W	H. Carroliton	15.00
C. R	. Carter	30.00
	Cowart	15.00
	3. Creech	30.60
	eWitt	15.60
	ell H. Eagle	15.00
	ne Gardner	15.00
Thee		
	dore D. Halenda	30.00
1 PG N	dore D. Halenda	500000000000000000000000000000000000000
Jame	dore D. Halenda	30.00
Jame	dore D. Halenda	30.00 30.00 30.00
Jame L. C	dore D. Halenda	30.00 30.00 30.00 30.00
L. C. J. T.	dore D. Halenda	30.00 30.00 30.00 30.00
Jame L. C J. T. Jack	dore D. Halenda L. Larsen S J. Luciani Miller Moore D. Morrison	30.00 30.00 30.00 30.00 30.00
Jame L. C J. T. Jack Basil	dore D. Halenda L. Larsen S. J. Luciani Miller Moore D. Morrison C. Smith	30.00 30.00 30.00 30.00 30.00 15.00
Jame L. C J. T. Jack Basil	dore D. Halenda L. Larsen S. J. Luciani Miller Moore D. Morrison C. Smith Strong	30.00 30.00 30.00 30.00 30.00 15.00 30.00
Jame L. C J. T. Jack Basil	dore D. Halenda L. Larsen S. J. Luciani Miller Moore D. Morrison C. Smith Strong	30.00 30.00 30.00 30.00 30.00 15.00
Jame L. C J. T. Jack Basil	dore D. Halenda L. Larsen S. J. Luciani Miller Moore D. Morrison C. Smith Strong	30.00 30.00 30.00 30.00 30.00 15.00 30.00
Jame L. C J. T. Jack Basil	dore D. Halenda L. Larsen S. J. Luciani Miller Moore D. Morrison C. Smith Strong	30.00 30.00 30.00 30.00 30.00 15.00 30.00
James L. C J. T. Jack Basil C. V	dore D. Halenda L. Larsen S. J. Luciani Miller Moore D. Morrison C. Smith Strong USPHS HOSPITAL BRIGHTON, MASS.	30.00 30.00 30.00 30.00 30.00 30.00 15.00 20.00
Jame L. C J. T Jack Basil C. V	dore D. Halenda L. Larsen S. J. Luciani Miller Moore D. Morrison C. Smith Strong USPHS HOSPITAL BRIGHTON, MASS.	30.00 30.00 30.00 30.00 30.00 15.00 20.00 \$420.00
Jame L. C J. T Jack Basil C. V	dore D. Halenda L. Larsen S. J. Luciani Miller Moore D. Morrison C. Smith Strong USPHS HOSPITAL BRIGHTON, MASS. Bowman erick A. Burns	30.00 30.00 30.00 30.00 30.00 15.00 30.00 \$420.00
Jame L. C J. T Jack Basil C. V R. P Fred Euge	dore D. Halenda L. Larsen S. J. Luciani Miller Moore D. Morrison C. Smith Strong USPHS HOSPITAL BRIGHTON, MASS. Bowman erick A. Burns ne O. Dakin	30.00 30.00 30.00 30.00 30.00 15.00 \$420.00 \$30.00 15.00
James L. C. J. T. Jack Basil C. V. R. P. Fred Euge Ray	dore D. Halenda L. Larsen S. J. Luciani Miller Moore D. Morrison C. Smith Strong USPHS HOSPITAL BRIGHTON, MASS. Bowman erick A. Burns ne O, Dakin Harris	30.00 30.00 30.00 30.00 30.00 15.00 30.00 \$420.00 \$30.00 15.00 30.00
James L. C. J. T. Jack Basil C. V. R. P. Fred Euge Ray Willi	dore D. Halenda L. Larsen S. J. Luciani Miller Moore D. Morrison C. Smith Strong USPHS HOSPITAL BRIGHTON, MASS. Bowman erick A. Burns me O. Dakin Harris am E. Lake	30.00 30.00 30.00 30.00 30.00 30.00 15.00 30.00 \$30.00 15.00 30.00 15.00
L. C. J. T. Jack Basil C. V. R. P. Fred Enge Ray Willi James	dore D. Halenda L. Larsen S. J. Luciani Miller Moore D. Morrison C. Smith Strong USPHS HOSPITAL BRIGHTON, MASS. Bowman erick A. Burns ne O, Dakin Harris	30.00 30.00 30.00 30.00 30.00 15.00 30.00 \$420.00 \$30.00 15.00 30.00 15.00 30.00

	\$240.00
USPHS HOSPITAL GALVESTON, TEX.	
Hugh D. Fouche	. \$15.00
Frederick J. Frennett	
Fred Hohenberger	. 30.00
George R. Liebers	. 15.60
Hubert R. May	. 15.00
Clifford C. Moore	. 30.00
Blanton Petty	. 15.00
lack E. Slecum	. 15.00
S. B. Tribble	. 30.00
William F. Vaughan	. 15.00
USPHS HOSPITAL SAN FRANCISCO, CALIF	\$195.00
William J. Anderson	
Henry Dell'Orfano	
Sarold R. Milburn	T
Antonio Phelepedes	F
Charles R. Robertson	WILLIAM STATES
Peter Smith	12 To 12 Control 1997
David Sorenson	
John M. Sweeney	
William Timmerman	
	\$255.00
	RECEIPT

Lincoln E. Smith ..... 30.00 George Vourloumis ...... 20.00

Andrew Harvilla 30.0 Paul E Hyatt 30.0 Charles P. Jones 15.0 Charles P. Jones 15.0 Thomas H. McLachlan 15.0 Shirley E. Roundtree 30.0 Henrich Sterling 30.0 Spurgeon Strickland 30.0 Spurgeon Strickland 30.0 Albert L. Willis 30.0  USPHS HOSPITAL BALTIMORE, MD. Theodore S. Aleck \$15.0 Edgar Barton 30.0 George Evanoff 15.0 Cedrick U Francis 15.0 John Frenkler 15.0 John N. Hull 30.0 Jurray E. Keener 60.0 Theodore Kupsenk 15.0 George B. Liktle 30.0 George B. Liktle 30.0 George B. Liktle 30.0 George B. Liktle 30.0 Frank Morriss 30.0 Frank Morriss 30.0 James A. Nichols 15.0 Alfonso Olaguibel 30.0 Charles N. Payne 15.0 William Reinhardt 15.0 Alfred Seeberger 30.0 Arthur S. Reinholdt 30.0 Jacob Rosen 15.0 Louis Resenthal 15.0 Alfred Seeberger 30.0 F. Tripolitsiottis 15.0 Thomas M. White 30.0 F. Tripolitsiottis 15.0 F. Tripolitsiottis 15.0 Thomas M. White 30.0 F. Tripolitsiottis 15.0 F. Tripolitsiottis 15	May	1—Ivia	y 11	
Albert M. Brickhouse #15.0 Julian M. Cuthrell 15.0 Andrew Harvilla 30.0 Paul E. Hyatt 30.0 Charles P. Jones 15.0 Thomas H. McLachlan 15.0 Shirley E. Roundtree 30.0 Henrich Sterling 30.0 Spurgeon Strickland 30.0 Robert R. White 15.0 Albert L. Willis 30.0  USPHS HOSPITAL BALTIMORE, MD. Theodore S. Aleck \$15.0 Edgar Barton 30.0 Henry K. Callan 30.0 George Evanoff 15.0 John Frenkler 15.0 John Frenkler 15.0 John Frenkler 15.0 John N. Hull 30.0 Feriand C. Greeff 15.0 Hugo J. Hidden 15.0 John N. Hull 30.0 Murray E. Keener 60.0 Theodore Kupscank 15.0 George B. Listle 30.0 Earl McKendree 30.0 Frank Morriss 30.0 James A. Nichols 15.0 James A. Riemboldt 30.0 Charles N. Payne 15.0 William Reinhardt 15.0 Jacob Rosen 15.0 Jacob Rosen 15.0 Jacob Rosen 15.0 F. Tripolitsiotiis 15.0 Jacob Rosen 15.0 GORGAS HOSPITAL PHILADELPHIA, PA. William Leonard \$15.0 LONG ISLAND COLLEGE HOSPITAL PHUADELPHIA, PA. William Leonard \$15.0  GORGAS HOSPITAL PHUADELPHIA, PA. William Leonard \$15.0  LONG ISLAND COLLEGE HOSPITAL PHUADELPHIA, PA. William Leonard \$15.0  LONG ISLAND COLLEGE HOSPITAL PANAMA CANAL ZONE Walter S. Warner \$60.0  ST. AGNES HOSPITAL PHUADELPHIA, PA. William Leonard \$15.0  LONG ISLAND COLLEGE HOSPITAL PHUADELPHIA, PA. William Leonard \$15.0  LONG ISLAND COLLEGE HOSPITAL PANAMA CANAL ZONE Walter S. Warner \$60.0  ST. AGNES HOSPITAL PORT STANTON, NM  LONG Caloca \$30.0  **ST. AGNES HOSPITAL PORT STANTON, NM  Bomar Cheeley \$45.0  USPHS HOSPITAL FORT STANTON, NM  Bomar Cheeley \$45.0  USPHS HOSPITAL FORT WORTH, TEX.  J. H. Ashurat \$00.0  USPHS HOSPITAL FORT WORTH, TEX.  J. H. Ashurat \$00.0  USPHS HOSPITAL FORT WORTH, TEX.  J. H. Ashurat \$00.0  USPHS HOSPITAL FORT WORTH, TEX.  J. H. Ashurat \$00.0	Us	SPHS HOS	SPITAL	
Julian M. Cuthrell   15.0     Andrew Harvilla   30.0     Paul E Hyatt   30.0     Charles P. Jones   15.0     Thomas H. McLachlan   15.0     Shirley E. Roundtree   30.0     Shirley E. Roundtree   30.0     Spurgeon Strickland   30.0     Robert R. White   15.0     Albert L. Willis   30.0     USPHS HOSPITAL   BALTIMORE, MD.     Theodore S. Aleck   \$15.0     Edgar Barton   30.0     George Evanoff   15.0     Cedrick U. Francis   15.0     Charles U. Francis   15.0     Stuart M. Ginsburg   30.0     Striant G. Greeff   15.0     Stuart M. Ginsburg   30.0     Hunray E. Keener   60.0     Hunray E. Keener   60.0     Theodore Kupscank   15.0     Ray W. Larson   15.0     George B. Liftle   30.0     Earl McKendree   30.0     Frank Morriss   20.0     Frank Morriss   20.0     Charles N. Payne   15.0     Alfonso Olaguibel   30.0     Charles N. Payne   15.0     William Reinhardt   15.0     Alfonso William Reinhardt   15.0     Arthur S. Reinholdt   30.0     Frank Morriss   30			T CIONAGE/III	\$15.00
Paul E. Hyatt	Julian M. Cul	threli		15.00
Charles P. Jones 15.0 Thomas H. McLachlan 15.0 Shirley E. Roundtree 30.0 Henrich Sterling 30.0 Spurgeon Strickland 30.0 Robert R. White 15.0 Albert L. Willis 30.0  USPHS HOSPITAL BALTIMORE, MD. Theodore S. Aleck 515.0 Edgar Barton 30.0 George Evanoff 15.0 Cedrick U. Francis 15.0 John Frenkler 15.0 Stuart M. Ginsburg 30.0 Feriand C. Greeff 15.0 Feriand C. Greeff 15.0 Feriand C. Greeff 15.0 Hage J. Hidden 15.0 John N. Hull 30.0 Murray E. Keener 60.0 Theodore Kupseank 15.0 Ray W. Larson 15.0 George B. Listle 30.0 George B. Listle 30.0 George B. Listle 30.0 Charles N. Payne 15.0 William Reinhardt 15.0 Alfonso Glaguibel 30.0 Charles N. Payne 15.0 William Reinhardt 15.0 Arthur S. Reinholdt 30.0 Jacob Rosen 15.0 Louis Hesenthal 15.0 Alfred Seeberger 30.0 F. Tripolitsiottis 15.0 Thomas Wills 30.0  \$T. AGNES HOSPITAL PHILADELPHIA. PA. William Leonard \$15.0 LONG ISLAND COLLEGE HOSPITAL PHILADELPHIA. PA. William Leonard \$15.0 LONG ISLAND COLLEGE HOSPITAL PHILADELPHIA. PA. William Leonard \$15.0 LONG ISLAND COLLEGE HOSPITAL PHILADELPHIA. PA. William Leonard \$15.0 LONG ISLAND COLLEGE HOSPITAL PHILADELPHIA. PA. William Leonard \$15.0 LONG ISLAND COLLEGE HOSPITAL PHILADELPHIA. PA. William Leonard \$15.0 LONG ISLAND COLLEGE HOSPITAL PHILADELPHIA. PA. William Leonard \$15.0 LONG ISLAND COLLEGE HOSPITAL PANAMA CANAL ZONE Walter S. Warner \$60.0  \$T. VINCENTS HOSPITAL PANAMA CANAL ZONE Walter S. Warner \$60.0  \$T. VINCENTS HOSPITAL PANAMA CANAL ZONE Walter S. Warner \$60.0  \$15.0  \$15.0  HOSPITAL OF THE HOLY FAMILY BROOKLYN, NY Adolph Amavitarte \$15.0  \$15	Andrew Harv	villa		30.00
Thomas H. McLachlan   15.0				30.00
Shirley E. Roundtree				
Henrich Sterling				
Robert R. White	Henrich Ster	ling		30.00
Albert L. Willis 30.0    \$255.0   USPHS HOSPITAL BALTIMORE, MD.				
USPHS HOSPITAL BALTIMORE, MD.  Theodore S. Aleck				
USPHS HOSPITAL BALTIMORE, MD.  Theodore S. Aleck	Albert L. Wil	lls		-
BALTIMORE, MD. Theodore S. Aleck		epue vo	DDVTAT	\$255.00
Edgar Barton	В.	ALTIMOR	E, MD.	
Henry K. Callan   30.0				
George Evanoff 15.0 Cedrick U Francis 15.0 John Frenkler 15.0 Stuart M. Ginsburg 30.0 Feriand C. Greeff 15.0 Hugo J. Hilden 15.0 John N. Hull 30.0 Murray E. Keener 60.0 Theodore Hupseznik 15.0 Ray W. Larson 15.0 George B. Liktle 30.0 Earl McKendree 30.0 Frank Morriss 30.0 James A. Nichols 15.0 Alfonso Claguibel 30.0 Charles N. Pzyne 15.0 William Reinhardt 15.0 Arthur S. Reinholdt 30.0 Jacob Rosen 15.0 Louis Resenthal 15.0 Alfred Seeberger 30.0 Fripolitisiottis 15.0 Thomas M. White 30.0 Thomas Wills 30.0 ST. AGNES HOSPITAL PHILADELPHIA. PA. William Leenard \$15.0 CORGAS HOSPITAL PANAMA CANAL ZONE Walter S. Warner \$60.0 ST. VINCENTS HOSPITAL PANAMA CANAL ZONE Walter S. Warner \$60.0 F. VINCENTS HOSPITAL NEW YORK, NY Lawrence DuBeau \$15.0 HOSPITAL OF THE HOLY FAMILY RECOKLYN, NY Lawrence DuBeau \$60.0 Robert Sitton 90.0 FINCENTS HOSPITAL NEW YORK, NY Lawrence DuBeau \$60.0 FORT STANTON, NM Bomar Cheeley \$45.0 USPHS HOSPITAL FORT STANTON, NM Bomar Cheeley \$45.0 USPHS HOSPITAL FORT STANTON, NM Bomar Cheeley \$45.0 USPHS HOSPITAL FORT WORTH, TEX. J. H. Ashurst \$60.0 USPHS HOSPITAL FORT WORTH, TEX. J. H. Ashurst \$60.0 USPHS HOSPITAL FORT WORTH, TEX. J. H. Ashurst \$60.0				
Cedrick U Francis	George Evano	The		
John Frenkler	Cedrick U F	rancis	*******	15.00
Seriand C. Greeff	John Frenkle	r		15.00
Hago J. Hidden   15.0	Stuart M. Gb	asburg	*******	30.00
John N. Hull 30.9 Murray E. Keener 60.9 Theodore Kupscink 15.9 Ray W. Larson 15.0 George B. Listle 30.0 Earl McKendree 30.0 Frank Morriss 30.0 James A. Nichols 15.0 Alfonso Olaguibel 30.0 Charles N. Payne 15.0 William Reinhardt 15.0 Arthur S. Reinholdt 30.0 Jacob Rosen 15.0 Louis Resenthal 15.0 Alfred Seeberger 30.0 Fromas M. White 30.0 Thomas Wills 30.0 ST. AGNES HOSPITAL PHILADELPHIA, PA. William Leonard \$15.0 LONG ISLAND COLLEGE HOSPITAL PROMAMA CANAL ZONE Walter S. Warner \$60.0 ST. VINCENTS HOSPITAL NEW YORK, NY Louis Caloca \$30.0 FELLEVUE HOSPITAL NEW YORK, NY Lawrence DuBeau \$60.0 Robert Sitton 90.0 HOSPITAL OF THE HOLY FAMILY BROOKLYN, NY Adolph Anavitarte \$15.0 USPHS HOSPITAL PORT STANTON, NM Bomar Cheeley \$45.0 USPHS HOSPITAL FORT WORTH, TEX. J. H. Ashurat \$60.0 USPHS HOSPITAL FORT WORTH, TEX. J. H. Ashurat \$60.0	Seriand C. G	reem	•••••	15.00
Murray E. Keener	John N. Hull	PC18	•••••	30.00
Theodore Rupseznk	Murray E. Ke	ener		60.00
George B. Liftle	Theodore Kup	pacunit		15.60
Earl McKendree 30.0 Frank Morriss 30.0 James A. Nichols 15.0 Alfonso Olaguibel 30.0 Charles N. Payne 15.0 William Reinhardt 15.0 Arthur S. Reinholdt 30.0 Jacob Rosen 15.0 Louis Hesenthal 15.0 Alfred Seeberger 30.0 F. Tripolitsiottis 15.0 Thomas M. White 30.0 F. Tripolitsiottis 15.0 Thomas Wills 30.0  ST. AGNES HOSPITAL PHILADELPHIA, PA. William Leonard \$15.0 LONG ISLAND COLLEGE HOSPITAL BROOKLYN, NY Serafin Lopez \$15.0 GORGAS HOSPITAL PANAMA CANAL ZONE Walter S. Warner \$60.0 ST. VINCENTS HOSPITAL NEW YORK, NY Louis Caloca \$30.0  *BELLEVUE HOSPITAL NEW YORK, NY Lawrence DuBeau \$60.0 Robert Sitton 90.0 HOSPITAL OF THE HOLY FAMILY BROOKLYN, NY Adolph Anavitarte \$15.0 USPHS HOSPITAL PORT STANTON, NM Bomar Cheeley \$45.0 USPHS HOSPITAL FORT WORTH, TEX. J. H. Ashurat \$60.0 Joseph P. Wise 60.0				
Frank Morriss				
James A. Nichols				
Alfonso Olaguibel 30.0 Charles N. Payne 15.0 William Reinhardt 15.0 Arthur S. Reinholdt 30.0 Jacob Rosen 15.0 Louis Resenthal 15.0 Alfred Seeberger 30.0 P. Tripolitsiottis 15.0 Thomas M. White 30.0 Thomas Wills 30.0 ST. AGNES HOSPITAL PHILADELPHIA, PA. William Leonard 515.0 GORGAS HOSPITAL PANAMA CANAL ZONE Walter S. Warner 560.0 ST. VINCENTS HOSPITAL NEW YORK, NY Louis Caloca 530.0 BELLEVUE HOSPITAL NEW YORK, NY Lawrence DuBeau 500.0 Robert Sitton 90.0 HOSPITAL OF THE HOLY FAMILY BROOKLYN, NY Adolph Anavitarte 515.0 USPHS HOSPITAL PORT STANTON, NM Bomar Cheeley \$45.0 USPHS HOSPITAL FORT WORTH, TEX. J. H. Ashurat 560.0	Frank Morris	hole	••••••	15.0
Charles N. Payne				
William Reinhardt				
Jacob Rosen	William Rein	hardt		15.0
Louis Resenthal				
Alfred Seeberger 30.0 P. Tripolitsiottis 15.0 Thomas M. White 30.0 Thomas Wills 30.0  \$630.0  \$7. AGNES HOSPITAL PHILADELPHIA, PA.  William Leonard \$15.0  LONG ISLAND COLLEGE HOSPITAL BROOKLYN, NY  Serafin Lopez \$13.0  GORGAS HOSPITAL PANAMA CANAL ZONE  Walter S. Warner \$60.0  \$7. VINCENTS HOSPITAL NEW YORK, NY  Louis Caloca \$30.0  **BELLEVUE HOSPITAL NEW YORK, NY  Lawrence DuBeau \$60.0  Robert Sitton 90.0  \$150.0  HOSPITAL OF THE HOLY FAMILY BROOKLYN, NY  Adolph Anavitarte \$15.0  USPHS HOSPITAL PORT STANTON, NM  Bomar Cheeley \$45.0  USPHS HOSPITAL FORT WORTH, TEX.  J. H. Ashurat \$60.0  Joseph P. Wise 60.0		And the second second		
P. Tripolitaiottis				
Thomas M. White				
Thomas Wills				
ST. AGNES HOSPITAL PHILADELPHIA, PA.  William Leonard \$15.0  LONG ISLAND COLLEGE HOSPITAL BROOKLYN, NY  Serafin Lepex \$15.0  GORGAS HOSPITAL PANAMA CANAL ZONE  Walter S. Warner \$60.0  ST. VINCENTS HOSPITAL NEW YORK, NY  Louis Caloca \$30.0  BELLEVUE HOSPITAL NEW YORK, NY  Lawrence DuBeau \$60.0  Robert Sitten \$0.0  \$150.0  HOSPITAL OF THE HOLY FAMILY BROOKLYN, NY  Adolph Anavitarte \$15.0  USPHS HOSPITAL PORT STANTON, NM  Bomar Cheeley \$45.0  USPHS HOSPITAL FORT WORTH, TEX.  J. H. Ashurat \$60.0  Joseph P. Wise \$60.0				
PHILADELPHIA, PA.  William Leonard \$15.0  LONG ISLAND COLLEGE HOSPITAL BROOKLYN, NY  Serafin Lopex \$15.0  GORGAS HOSPITAL PANAMA CANAL ZONE  Walter S. Warner \$60.0  ST. VINCENTS HOSPITAL NEW YORK, NY  Louis Caloca \$30.0  BELLEVUE HOSPITAL NEW YORK, NY  Lawrence DuBeau \$60.0  Robert Sitton \$90.0  \$150.0  HOSPITAL OF THE HOLY FAMILY BROOKLYN, NY  Adolph Anavitarte \$15.0  USPHS HOSPITAL FORT STANTON, NM  Bomar Cheeley \$45.0  USPHS HOSPITAL FORT WORTH, TEX.  J. H. Ashurat \$60.0  Joseph P. Wise \$60.0				\$630.0
William Leonard \$15.0  LONG ISLAND COLLEGE HOSPITAL BROOKLYN, NY  Serafin Lopex \$15.0  GORGAS HOSPITAL PANAMA CANAL ZONE  Walter S. Warner \$60.0  ST. VINCENTS HOSPITAL NEW YORK, NY  Louis Caloca \$30.0  BELLEVUE HOSPITAL NEW YORK, NY  Lawrence DuBeau \$60.0  Robert Sitton \$0.0  HOSPITAL OF THE HOLY FAMILY BROOKLYN, NY  Adolph Anavitarte \$15.0  USPHS HOSPITAL PORT STANTON, NM  Bomar Cheeley \$45.0  USPHS HOSPITAL FORT WORTH, TEX.  J. H. Ashurat \$60.0  Joseph P. Wise \$60.0	ST.	AGNES I	OSPITA	L
Serafin Lopex \$15.0  GORGAS HOSPITAL PANAMA CANAL ZONE  Walter S. Warner \$60.0  ST. VINCENTS HOSPITAL NEW YORK, NY  Louis Caloca \$30.0  BELLEVUE HOSPITAL NEW YORK, NY  Lawrence DuBeau \$60.0  Robert Sitton \$90.0  \$150.0  HOSPITAL OF THE HOLY FAMILY BROOKLYN, NY  Adolph Anavitarte \$15.0  USPHS HOSPITAL PORT STANTON, NM  Bomar Cheeley \$45.0  USPHS HOSPITAL FORT WORTH, TEX.  J. H. Ashurat \$60.0  Joseph P. Wise \$60.0				
Serafin Lopex \$15.0  GORGAS HOSPITAL PANAMA CANAL ZONE  Walter S. Warner \$60.0  ST. VINCENTS HOSPITAL NEW YORK, NY  Louis Caloca \$30.0  BELLEVUE HOSPITAL NEW YORK, NY  Lawrence DuBeau \$60.0  Robert Sitton \$90.0  \$150.0  HOSPITAL OF THE HOLY FAMILY BROOKLYN, NY  Adolph Anavitarte \$15.0  USPHS HOSPITAL PORT STANTON, NM  Bomar Cheeley \$45.0  USPHS HOSPITAL FORT WORTH, TEX.  J. H. Ashurat \$60.0  Joseph P. Wise \$60.0	LONG ISLA	ND COL	LEGE H	OSPITAL
PANAMA CANAL ZONE  Walter S. Warner \$60.0  ST. VINCENTS HOSPITAL NEW YORK, NY  Louis Caloca \$30.0  BELLEVUE HOSPITAL NEW YORK, NY  Lawrence DuBeau \$60.0  Robert Sitton \$90.0  \$150.0  HOSPITAL OF THE HOLY FAMILY BROOKLYN, NY  Adolph Anavitarte \$15.0  USPHS HOSPITAL FORT STANTON, NM  Bomar Cheeley \$45.0  USPHS HOSPITAL FORT WORTH, TEX.  J. H. Ashurat \$60.0  Joseph P. Wise \$60.0				\$15.0
Walter S. Warner \$60.0  ST. VINCENTS HOSPITAL NEW YORK, NY Louis Caloca \$30.0  BELLEVUE HOSPITAL NEW YORK, NY Lawrence DuBeau \$60.0  Robert Sitton \$00.0  HOSPITAL OF THE HOLY FAMILY BROOKLYN, NY Adolph Anavitarte \$15.0  USPHS HOSPITAL FORT STANTON, NM Bomar Cheeley \$45.0  USPHS HOSPITAL FORT WORTH, TEX.  J. H. Ashurat \$60.0  Joseph P. Wise \$60.0	GO	RGAS HO	SPITAL	
ST. VINCENTS HOSPITAL NEW YORK, NY  Louis Caloca \$30.0  BELLEVUE HOSPITAL NEW YORK, NY  Lawrence DuBeau \$60.0  Robert Sitton \$00.0  \$150.0  HOSPITAL OF THE HOLY FAMILY BROOKLYN, NY  Adolph Anavitarte \$15.0  USPHS HOSPITAL FORT STANTON, NM  Bomar Cheeley \$45.0  USPHS HOSPITAL FORT WORTH, TEX.  J. H. Ashurat \$60.0  Joseph P. Wise \$60.0				The same
Louis Caloca	5T. V	INCENTS	HOSPIT	
BELLEVUE HOSPITAL NEW YORK, NY  Lawrence DuBeau \$60.0  Robert Sitton \$90.0  \$150.0  HOSPITAL OF THE HOLY FAMILY BROOKLYN, NY  Adolph Anavitarte \$15.0  USPHS HOSPITAL FORT STANTON, NM  Bomar Cheeley \$45.0  USPHS HOSPITAL FORT WORTH, TEX.  J. H. Ashurat \$60.0  Joseph P. Wise \$60.0				20.00
NEW YORK, NY  Lawrence DuBeau \$60.0  Robert Sitton \$50.0  #ISO.0  HOSPITAL OF THE HOLY FAMILY  BROOKLYN, NY  Adolph Anavitarte \$15.0  USPHS HOSPITAL  FORT STANTON, NM  Bomar Cheeley \$45.0  USPHS HOSPITAL  FORT WORTH, TEX.  J. H. Ashurat \$60.0  Joseph P. Wise \$60.0	Louis Caloca	3000		\$30.0
Robert Sitton				L
Robert Sitton	Lawrence Du	Beau	******	\$60.0
HOSPITAL OF THE HOLY FAMILY BROOKLYN, NY Adolph Anavitarte \$15.0  USPHS HOSPITAL FORT STANTON, NM Bomar Cheeley \$45.0  USPHS HOSPITAL FORT WORTH, TEX.  J. H. Ashurat \$60.0  Joseph P. Wise \$60.0				
HOSPITAL OF THE HOLY FAMILY BROOKLYN, NY Adolph Anavitarte \$15.0 USPHS HOSPITAL FORT STANTON, NM Bomar Cheeley \$45.0 USPHS HOSPITAL FORT WORTH, TEX. J. H. Ashurat \$60.0 Joseph P. Wise \$60.0				-
Adolph Ansvitarte \$15.0  USPHS HOSPITAL FORT STANTON, NM  Bomar Cheeley \$45.0  USPHS HOSPITAL FORT WORTH, TEX.  J. H. Ashurat \$60.0 Joseph P. Wise \$60.0	HOSPITAL	OF THE	HOLY	
USPHS HOSPITAL PORT STANTON, NM  Bomar Cheeley \$45.0 USPHS HOSPITAL FORT WORTH, TEX.  J. H. Ashurat \$60.0 Joseph P. Wise \$60.0		ROOKLY	N. NY	
FORT STANTON, NM  Bomar Cheeley \$45.0  USPHS HOSPITAL FORT WORTH, TEX.  J. H. Ashurat \$60.0  Joseph P. Wise	Adolph Anav	starte		\$15.0
Bomar Cheeley \$45.0  USPHS HOSPITAL FORT WORTH, TEX.  J. H. Ashurat \$60.0 Joseph P. Wise \$60.0				
USPHS HOSPITAL FORT WORTH, TEX.  J. H. Ashurat \$60.0 Joseph P. Wise	FOR	IT STAN	POSS 0 SON	
FORT WORTH, TEX.  J. H. Ashurat	Bomar Cheel	еу	*******	\$45.0
J. H. Ashurat	U	SPHS HO	SPITAL	
Joseph P. Wise 60.0				
	J. H. Ashurat	ion	*******	\$60.0
				\$120.0

Eugene C. Brown	\$15.0
Pedro DeFranco	
Carmelo Nieves	
Norman I. West	30.0
	\$90.0
USPHS HOSPITAL MANHATTAN BEACH, NY	
Matthew Bruno	\$30.00
John Padzik	
- T	\$445.00
TRIPLER GENERAL HOSPITA HONOLULU, HAWAII	L
Robert Sitton	\$60.00
Disability Benefit As Per Board Trustees Meeting 5/6/52	of
Otto P. Preusaler	\$30.00
DEATH BENEFITS	

USPHS HOSPITAL SAN JUAN, PUERTO RICO

Theodore C. Musgrove	\$2,500.00
Antonio Orrantia	2,500.00
Claude A. Ray	2,500.00
William Waddington	2,500.00
Walter G. Edwards	2,500.0
Daniel W. Midgett	2,500.0
Bernard L. McNeil	2,500.0
Carmelo Figuero	2,500.0 2,500.0 2,500.0

# . DIGEST of SHIPS' MEETINGS

STRATHCAPE (Strathmore). January 16—Chairman. William O'Connor; Secretary, W. Norris. Frank Cobbler was elected ship's delegate. Steward will check with the messmen on their duties. Steward ordered milk but none arrived, so after the first day at sea there was no more milk. Laundry and recreation rooms will be cleaned by a different department each week. Since there is a shortage of linen, it was suggested that overtime be paid for washing it. If linen gives out, cash should be paid in its place. Stores are not to be accepted aboard ship unless checked by steward or chief cook. Steward will give out cots, which should be returned in good condition.

January 29.—Chairman, William O'Connor; Secretary, W. Norris. Captain spoke
on the laundry situation. It was agreed
that two men would wash the laundry,
but if washing can be done under sanitary conditions in Arabia or India, captain will send it ashore. Recreation room
and messhall should be clean on arrival

and messhall should be clean on the States.

February 3—Chairman, William O'Connor; Secretary, William Norris. Delegates reported no beefs. Coffee will be made in percolators at coffee time, and the bag should be cleaned after use. High



man will not be penalized because mem-bers turn down overtime. Steward will make out a list of names for cot issue. Men on watch will be served first. Laun-dry room will be cleaned after use by

April 13-Chairman, Manual; Secretary, April 13—Chairman, Manuvi; Secretary, William Norria. It was suggested that the chief cook handle the coffee situation. Glasses should be put away after they have been washed. Chief cook suggested that the galley be painted. Ship's delegate will post list of repairs to be made in Baltimore. Bosun suggested that bulkheads, etc., be spot sougeed more often to keep the painting job clean. Galley stove should be repaired.

April 16-Chairman, William O'Connor, April 16—Chairman, William Occinor, Secretary, William Norris. Special meeting held on the water situation. Captain said that the water should be gotten up in a suitable receptacle; steward will put water in receptacles and make ice in the meat box. Captain guaranteed good drinking water. Water carriers will get

April 27—Chairman, William Norris, Secretary, A. Smith. Water tanks will be cleaned. Ship's delegate and department delegates will go topside with parrolman when beefs are being settled. No hands will be signed on until complete repairs are made. Each man will get gross earnings of wages due so that he can check before payoff. Motion was made to get a new refrigerator for the crew mess as a new retrigerator for the crew mess as the old one is always breaking down and can no longer be repaired. New washing machine is needed, as the old one is not worth repairing. Patrolman should inspect the rooms to make sure that they are acceptable for the new members. Old members should clean rooms and strip beds.

LIBERTY BELL (Tramp Cargo Carriers), April 6—Chairman, Waters: Secretary, A. W. Baldwin, L. Wheeler was elected ship's delegate. Motion was passed that repair list be checked and repairs made before the patrolman okays payoff and signs on new crew. Vote of thanks was given to the steward's department for the last trip and this one as well. All hands should work together to keep the laundry and washing machine clean. Messhall and recreation room should be kept clean. Ship's fund stands at \$18.25.

May 4—Chairman, E. J. Sillin; Secretary, A. W. Baldwin. Engine delegate reported that the chief engineer discharged two men. Each department delegate will make out a repair list for the ship's delegate. No man will be paid off without union representation. Vote of thanks went to the steward's department for good service and good food. Metters were good service and good food. Motion was passed to post a notice on the time-use of the washing machine. A list will also be posted for every man that uses the so that recreation for the next trip can be taken care of. Ship's delegate will speak to the captain about the slopchest.

ALICE BROWN (Bloomfield), April 27—Chairman, Paul L. Margast, Secretary, S. T. Arales. Delegates reported no beefs. Time was taken to check a new ship. J. Gibbs was elected ship's delegate. Discussion was held on cleanliness of the ship. Adequate night lunch was requested. Vote of thanks was given to the steward's department for good preparation and service.

ALCOA PENNANT (Alcoa), April 17—Cheirman, D. L. Parker; Secretary, James Purseil. Simmons was elected ship's delegate by acclamation. Ship's delegate reported that some repairs have not been made. Bosun reported that OS on sanitary failed to do his work. General discussion held for new members about performing while aboard ship. Motion carried to give ordinary and firemen who performed aboard ship another chance. Next time, however, they will be reported to the patrolman.

April 19—Chairman, D. L. Parker; Sec-

ported to the patrolman.

April 19—Chairman, D. L. Parker; Secretary, James Pursell. Ship's delegate reported that one man in the engine room has been logged, and the chief engineer reports that this will not be lifted. New dripolator will be installed. Motion was passed that the crew go on record as being opposed to taking meat aboard in Trinidad. Sanitary men will keep the laundry clean during their respective weeks. Engine department will get coffee for the engine room from the steward.

May 4—Chairman, Frank Fullbright; Secretary, James Pursell. Ship's delegate reported that the repair list has been made up, and everything is going fine. Motion was made that the crew go on record as being opposed to doing any maintenance work at night in the Ismaintenance work at night in the Islands and paying for lodging because of this work, due to chipping and scraping of ship. Motion was passed that a committee be appointed to write to the negotiating committee at headquarters suggesting that the company pay overtime for men detained aboard ship through no fault of the port authorities. Delegates from each department will be assigned to this committee. Mesaroom and recreation room should be kept clean. Crewmembers should clean up the recreation room after use. Suggestion was made to put a door on the laundry and to keep the shore gang out of the laundry in Trinidad.

ALAMAR (Calmer), May 4—Chairman, E. Hogge; Secretary, B. Wilson. Ship's delegate moved that a new delegate be elected, as he is getting off this trip. Crewmembers were advised not to overload the washing machine. Vote of thanks was given to the steward's department. was given to the steward's department.

CAMAS MEADOWS (US Petroleum Carriers), March 29—Chairman, Charles T. Sheriden: Secretary, George J. Baka. Ship's delegate reported that two men were paid off in Naples by mutual consent and replacements secured. Ship will change ship chandler in Naples. Talked to the contain about improving food. Ento the captain about improving food. En-gine delegate reported one new wiper; sailed short of engine utility. Steward salled short of engine utility. Steward delegate reported one new man; beef on serving a late meal has been settled. Discussion was held on getting more and better food. The engine room first-aid kit-needs supplies. Meas room is to be kept cleaner by watch and crewmembers. Cots should be taken to cabins the control of t after use on deck.

DEL MUNDO (Mississippi), April 13— Chairman, Bob Johnson; Secretary, Don Collins. Deck delegate reported a few hours of disputed overtime. Beef about hours of disputed overtime. Beef about the captain taking a man off gangway watch to act as lookout on the bow during fog in the Port of Rio de Janeiro will be taken up at payoff by the patrolman. Motion was passed to see the patrolman about the roaches on the ship. Foc'sles and passageways should be souged as soon as possible. Suggestion was made that messroom, and pantry be sprayed for roaches. Recreation room should be kept cleaner. Messroom should be taken care of as well as the officers' saloon—tables should be sanded and varnished and room should be completely be josted for every man that uses the nished and room should be completely washing machine to sign. Ship's delegate should see about cleaning and painting the laundry room before getting into port. Crew should donate to ship's fund pleted during the next trip. Coffee bag

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

I would like to receive the SEAFARERS LOG—please (Print Information) put my name on your mailing list.

NAME .....

STREET ADDRESS .....

TO AVOID DUPLICATION:.. If you are an old subscriber and have a change of address, please give your former address below:

CITY ZONE STATE

#### '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 solici-tors 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.

should be washed out after using. Treas urer reported \$72 in the ship's fund.

MILTON H. SMITH (Isthmian), May 3-MILTON H. SMITH (Ishimlan), May 3— Chairman, Jack W. Areilanes; Secretary, James Montano. Discussion was held on equalizing overtime in the deck depart-ment; many overtime disputes were re-ported. Foc'sies are not clean or prop-erly disinfected; coffee and tea utensils are dirty. Ship's delegate did not know that the painting of the ship had begun. Steward said captain ordered his depart-ment to paint the for'sies. Delegates should have held a meeting before paint-ing was started.

ing was started.

May 11—Chairman, Charles Waldron; Secretary, James Montano, Coffee and tea beef has been taken care of. Discussion was held on finding out more information about abiding to the contract more strictly. Three members failed to attend this meeting. Icobox and dry stores should be disinfected thoroughly. As many supplies (peanut butter, crackers, etc.) should be stored as possible. Future use of the spare foc'sle, now used by the deck engineer, will depend on the captain. Itemized payoff alips will be issued. Steward asked that all linen be turned in as soon as possible; foc'sles should be left clean.

BINGHAMTON VICTORY (Bull), April 25—Cheirman, Fred Loriz; Secretary, Charles Hughes. Joseph Harrison was elected ship's delegate. Whoever uses the laundry should keep the washing machine and the tubs clean. Steward will be a south a secretary powder. It was reput out scouring powder. It was re-ported that there is no disinfectant in the deck and engine departments.

ROBIN LOCKSLEY (5 e a s Shipping) April 20—Chairman, DeVito; Secretary, April 20—Chairman, Devito; Secretary, S. Pierson. Crew passed on the motion to let the black gang and steward's department paint the foc'sies on week-ends as overtime work. Department he ad a were asked to submit suggested changes in working rules for negotiating committee. Steward will see the skipper

### **PERSONALS**

Basil A. Duffy

Your mother, Mrs. L. E. Duffy, Rockland, Me., is very anxious to hear from you.

\$ \$ \$

Myron "Lefty" Neth Your gear is in the Norfolk hall. Ask Joe Lupton for it. Bob.

\* \* \* Ex-SS Stony Creek

The following crewmen should get in touch with Patrick Delaney, So. Strickler St., Balt Md., on a matter of great importance: Eugene W. Nicholson; George W. Baker, Jr.; George F. Gluck; Charles W. Palmer; Richard C. Bauer, and John T. Manfredi.

John J. Williams Your mother is ill. Contact her at 61 Worces St., Boston, Mass.

James Francisco

Your mother is ill. Please get in touch with her as soon as possible.

\* \* \* Bradshaw or Braddock Brothers Contact 2nd Engineer Wilfred Martin at the Staten Island USPHS Hospital. Important.

t t t Leon Kane

Get in touch with Gene R. Sinclair or his wife at 1138 Manor Ave., New York 72, NY.

\* \* \* Kelley, AB

ex-Robin Goodfellow

he can reach you. York 18.

about painting department foc'sies; engine delegate will see the first assistant about painting black gang foc'sies. Crew agreed to pay \$1 apiece for movies on the trip. Suggestion was made to sell the old washing machine to the officers, with purchase price subject to the crew's approval. Bosun spoke about garbage disposal, and dumping dirty water down scuppers.

POTRERO HILLS (Mar Trade), April 26—Chairman, Woodrow W. Tomilinson; Secretary, William F. Barth. John Meletios was elected ship's delegate. Recommendation was made that laundry be cleaned by whomever uses it. Cups should be washed and replaced in the pantry after use. Ship's delegate should see the captain about installing the new awning. May 3—Chairman, Woodrow W. Tomilinson; Secretary, William F. Barth. John Reed was elected ship's delegate by acclamation. Beef about who is to serve sick men their meals was straightened out. Vote of thanks was given to the chief engineer for helping the crew to get new refrigerators in both messhalls. Vote of thanks was given to the steward for getting a ship's library. Crew is salisfied that conditions have been greatly improved, due to the cooperation of a good skipper and officers.

SUZANNE (Buti), May 13—Chairman, Jimmy Jones, Secretary, L. B. Gooch, Bacillo Lianer was elected ship's delegate by acclamation. Baker got a vote of thanks for a job well done. Suggestion was made to put a lock on the crew's ice-box and to get new chairs for the crew's meas.



ALCOA PIONEER (Alcoa), May 11-Chairman, William Story: Secretary, John W. Picou. Two men were reported to have missed ship in Mobile. After the purchase missed ship in Mobile. After the purchase of a funeral wreath, there was a total of \$21 left in the ship's fund. New life jackets will be purchased next trip. Motion was passed to give the old washing machine to the first hall passed for donation to some ship that has no machine. Suggestion was made that all hands help keep the messroom and recreation room, replacing the cups after use. Suggestion was made for the wiper and ordinary to alternate the cleaning of the laundry; the messman will clean the recreation room.

JEFF DAVIS (Waterman), April 14—Chairman, George Midgett; Secretary Frank Kustura, Richardson was elected ship's delegate by acclamation. Suggestion was made that the slopchest be checked completely before leaving the States. Each department was asked to take turns keeping the laundry clean. Suggestion to start a ship's fund was adopted. Crew was asked to cooperate in keeping passageways, messroom and

## NOTICES

Jose h Raymond Mucia You have been classified 1-A by your draft board.

\* \* \*

The following men have their gear in the Savannah hall: William Cotner, OS, of the Daniel Willard; Percy Allred, wiper, of the same vessel and Joseph Greenfield, of the Southport. See E. B. Tilley, port agent.

\* \* \*

The following men should get in touch with room 304 in headquarters in reference to their applications for new books: Enrique Correros; Hipolito Ramos; John W. Parker, Jr.; Holt Halver; James McPhaul; Charles Lynsky; George Oliver; Edward Czosnowski; Franklyn Webb; Frank Rossi; Ferdinand Szoblik.

\* \* \*

Retroactive payrolls of the Isthmian SS Co. are completed. Seafarers can get their money at 71 Broadway, Room 207. See Mr. Kar-

\* \* \*

Following men have been classified 2-A by their draft boards: William Edward, until August 1952; Cornelius Starreveld, until December 1, 1952.

Ex SS-Olltransporter Crew Following men have money due them in back wages: Antonio Fernandez, AB; Jose G. Espin, OS; Segundo Campos, OS; Pedro Maldonado, wiper; Felipe Martinez, galley boy. Get in touch with the E. A. Ziegler has your gear. Let International Transportworkers him know through the LOG where Federation, 20 W. 40th St., New

pantry clean, and not to leave soiled glasses in the sink.

JOHN B. KULUKUNDIS (Mariis), February 24—Chairman, D. Hadjicestis: Secretary, David J. Craven. Election of delegates held. Andrew J. Howard was elected ship's delegate: Douglas A. Robbins, deck delegate: Carl Madsen, engine delegate: Sal M. Resquites, steward delegate: Sal M. Resquites, steward delegate. Fans were mentioned on several repair lists, but still have not been fixed. Steward was asked to get spare spreads, tablecioths and milk from bunkering port in Canal Zone, as well as different kinds of pickles for meals. Ash trays are needed for the recreation room. Clothing regulations during meals were discussed. There is a leak in the sink outside the ice box; deck and steward department showers need checking and repairing. May 9—Chairman, Carl Madsen, Secretary, David J. Craven. Motion was passed that a new, heavy-duty washing machine be placed aboard by the company. Repairs were listed, as well as needed supplies.

SEABEAVER (Orion), May 4—Chairman, Frenk Demasi; Secretary, C. Dwyer. Joe Thomas was elected ship's delegate unanimously. Delegates were asked to check conditions and make up individual repair lists. Delayed sailing will be discussed with the patrolmen before payoff as well as the fact that the engine and ateward departments are short-handed. Suggestion was made that all hands help as much as possible in keeping the messhall clean.

EVELYN (Bull), Chairman, G. B. Smith; Secretary, E. C. Dacey. Noe was elected ship's delegate. Motion was passed to change the brand of soap. Repair list will be turned over to the ship's delegate before arriving in Baltimore. Vote of thanks was given to the cooks for their fine cooking. Hose will be installed in the laundry room. Suggestion was made that cups be left in the pantry sink at night.

RICHARD UPJOHN (Waterman), March 17—Cheirman, Newton Paine; Secretary, Fred R. Hicks. Crew's washing machine has been repaired. All hands should take care when using it, and turn it off after use. Departments will rotate the clean-ing of the recreation room. Dishes should be returned to the pantry after use at night. Messroom tables should be kept

May 4—Chairman, Jessie Green; Secre-fary, Fred R. Hicks. Engine delegate re-ported that one sick member was left behind in the hospital at Kiel, Germany. The wiper is standing watches. Repair list is to be made up. Request was made for more fruit juices and that potatoes for breakfast be cooked that morning, instead of the night before.

ROBERT 6. INTERSOLL (Waterman), January 5—Chairman, A. Sylnera; Secretary, Daniel F. M. Sykea. Motion was passed to have the newly elected ship's delegate see the captain about putting more gear in the slopchest in Pedro, and try to get a library aboard. All hands should cooperate in keeping the laundry clean, with each department taking charge for a week at a time. Laundry will be kept clean by the steward utility; a light will be installed on the laundry room which will light up when the motor is running. is running.

April 27—Chairmen, E. Schreeder: Sec-retary, L. D. Sillek. Delegates reported no complaints. All books should be re-turned to the ship's library. Each dele-gate should make up a repair list for the ship's delegate. All hands should clean their own foc'sles and remain sober at the payoff.

WARHAWK (Waterman), May 11— Chairman, H. V. Grimes; Secretary, John Kleczek. Motion was made not to sign off until all beefs have been cleared. Suggestion was made to have iced drinks served more frequently. Discussion was held on the purchase of a pressing iron.



BLUESTAR (Traders), April 14—Chairman, Rocky Milton; Secretary, Jack D. Anderson, Motion was made to use the new washing machine for light dress gear, the old one for work gear only. Messhalls are to be sprayed and the recreation room cleaned by the steward. Deck and engine departments will clean the library and wash room—wiper and ordinary will take turns each week on library and wash room. Each man will be given a porthole screen, and screens for doors will be purchased at the next port. All doors, except the one by the gangway, will be supplied with hooks before the ship reaches India.

May 5—Chairman, J. Gallagher; Secre-BLUESTAR (Traders), April 14-Chair-

May 5—Chairman, J. Gallagher; Secre-tary, D. W. Cenroy, J. Anderson was elected ship's delegate by acclamation, Motion was passed to have two members who caused a disturbance put on proba-tion for the remainder of the trip; an-other misdemeaner and they will be tion for the remainder of the trip; an-other misdemeanor and they will be fined and logged by patrolman. Door screens and hooks will be purchased in Bombay. Men were asked not to make noise in the passageway at night. Care of the washing machine was discussed. Steward department was given a vote of thanks.

CAROLYN (Bull), May 15—Chairman, R. Broomhead; Secretary, M. P. Stanton. Captain promised to distribute cigarettes

AMBERSTAR (Triton), May 15—Chairman, T. S. Sossi Secretary, F. T. Cainan, Discussion was held on making repairs at Port Everglades and before reaching the shippard. Captain warned that any performers will be fired, Motion was passed (Continued un page 27)

# DIGEST of SHIPS' MEETINGS

(Continued from page 26)

to have the ship's delegate see the cap-tain about fixing the water cooler and getting a drain for the coffee urn stand. Discussion was held on milk for the 12-4 watch's dinner, as they don't get break-fast. Crew also discussed ordering more buttermilk next trip.

PORTMAR (Calmar), May 7—Chairman, Arthur L. Fricks: Secretary, George War-rington. Arthur Fricks was elected ship's delegate by acclamation. Steward was asked to get more food on the return trip. A schedule is needed for the rec-reation room and laundry.

HURRICANE (Waterman). May 4—Chairmen, William H. Horrell; Secretary. P. San Miguel. Ship's fund totals \$9.60. Messhall deck and passageways will be taken care of during this trip. Each orewmember will donate 50 cents to the ship's fund at the payoff. Steward will move mattresses from the outside of the laundry to make room to dry clothes.

PETROLITE (Mathlesen Tankers), May 4 Chairman, Vincent Kickirillo; Secre-tary, James R. Porter. Repair list will be given to captain for completion in Port Arthur, Texas. Ship's fund atands at \$126.08. All hands will donate \$1 to the fund. Records, magazines, books and games, and barber equipment will be purchased from the ship's fund.





GOLDEN CITY (Waterman), April 29— Chairman, Roy Will; Secretary, D. Pic-cerelli, Delegates reported no beefs. All hands were asked to maintain silence in the passageways while the watch is sleeping.

SALEM MARITIME (Cities Service), May 17—Cheirmen, A. H. Anderson; Secretary, Mike Michalik. Members who are habitually fouling up will be brought to the attention of the patrolman. Lack of blower in the engine room was discussed; members will see if an air-conditioner can be placed on board on a trial basis. Cooler in the engine room needs to be permanently repaired. Discussion was quarters due to heavy fumes from the deck. Pantry should be kept cleaner.

City OF ALMA (Weterman), May 14— Chairman, Harry Husten; Secretary, De-vine, Vote of thanks was given to the steward department. Chairs will be or-dered for the recreation room. Extra linen is to be turned in; the laundry should be kept cleaner.

DEL MAR (Mississippi), May 11—Chairman, Paul Baudraux; Secretary, C. A. Bradley. Repair lists should be made up and turned over to the ship's delegate who may bring them to the attention of the patrolman, due to the fact that certain repair items have been neglected in the past. Ship's delegate will have the Union representative check on the fumigation of the ship. He will also speak to company and Union efficials about keeping unauthorized persons out of the crew's quarters. Several beefs will be brought to the attention of the patrolman. \$30 from the ship's fund, and additional money to be collected at the payoff, will be donated to a brother wounded during

#### Quiz Answers

(1) The four parts of 45 are 8, 12, 5 and 20. Eight plus 2, 12 less 2, 5 times 2 and 20 divided by 2 all yield 10.

(2) Colorado, New Mexico, Utah, Wyoming.

(3) 180 degrees.

(4) Henry Stimson.

(5) 60 cents for tea, 20 for sugar.

two with the Cincinnati Reds and one each with the Cardinals and Pirates.

(7) Winter.

(8) Monitor was on Union side. Merrimac was Confederate ship. (9) 18,

(10) Radiation.

#### Puzzle Answer



195

a Union strike. Belance of \$124.58 was reported in the ship's fund.

May 15—Chairman, C. A. Bradley; Secretary, Max Fabricant, After a discussion on the new \$20 assessment for reconditioning union halls, crewmembers went on record as being unanimously in favor of this measure.

ROBIN KETTERING (Seas Shipping), May 3.—Chairman, Robert D. Phifer; Sec-retery, T. F. Faulkner. Ship's fund has a balance of \$33.67, A little more con-sideration was asked for the watches. Ball players were asked to give the cook sufficient notice when they want early meals. A laundry cleaning list will be posted.

STEEL DESIGNER (isthmian), May 11—Chairman, Richard J. Blake: Secretary, T. Magnusson. Discussion was held on the ice boxes, which are insufficient for this long a voyage, Motion was passed to have a Union representative from the steward department inspect these boxes so that, if the ship makes the same run again, the new crew can be informed about this situation in advance. Suggestion was made that the company install a washing machine, according to the agreement. The crew is beefing about the poor soap and the fact that most of the linen is worn out.

GREENSTAR (Traders), May 4 Chairman, Vasser Szymanski: Secretary, Arloe D. Hill: V. E. Wilkerson was elected ship's delegate. He will speak to the captain about painting all foc'sles. It was suggested that the laundry room be kept cleaner, that instructions be posted over the washing machine and that any crewmember who leaves the laundry or the machine dirty be fined. Ice boxes are not as cold as they should be. Chief engineer and the steward are doing what they can, but the steward says he will not accept the responsibility for a ny spoilage.

MOBILIAN (Weterman), May 18—Cheirman, E. Young: Secretary, F. Alvarez, New washing machine should be installed, and keys should be made for th bosun's locker. Chairs and fan in the crew's mess need to be repaired, as well as sinks and faucets in the gailey and both contribute.

HASTINGS (Waterman), April 26— Chairman, Stone; Secretary, H. Guenther, H. Wilson was elected ship's delegate, Discussion was held on the care of the new washing machine. Suggestion was made that the pantry be locked and the key held by the gangway watch while in port.

May 11—Chairman, J. Gilletter Secre-tary, G. R. Brown. Library books and magazines need to be changed. The deck delegate suggested that cleaning be done more thoroughly by sanitary men. Coffee cups should be returned to the pantry. Attention of the department heads should be brought to the matter of repairs.

ROBIN WENTLEY (Seas Shipping). ROBIN WENTLEY (Seas Shipping),
March 5—Chairman, not listed; Secretary,
R. Sadowski, Wright was unanimously
elected ship's delegate. Men were asked
to remove gear from lockers, as they
will be painted with the foc'sles. Washing machine should be cleaned after use.
Sanitary men were asked not to wash
swabs or buckets in the laundry room.
Cups should not be left out on deck.

May 4—Chairman, L. Wright: Secre-

May 4—Chairman, L. Wright; Secretary, G. Flavess. Motion was made to buy a record player from the ship's fund. Foc'sies should be cleaned for the new crew before leaving the ship. Laundry will be sougeed before arrival in port. All men were asked to be sober at payoff. Repair lists will be turned in to the ship's delegate.





PUERTO RICO (Bull), May 7—Chair-man, Simpson; Secretary, Jee Beres, Fire signals and procedures were explained, as well as action to be taken if a man

(6) McGraw and the NY Giants won ten pennants. Mack (Athletics) and McCarthy (Yankees) each won nine. McKechnie won four, two with the Cincinnati Reds and server was elected steward delegate work. New loud speaker does not work.

SEATRAIN LOUISIANA (Sectrein), May 15 Chairman, N. L. Collier, Secretary, P. Samuelsen. A total of \$15.23 was reported in the ship's fund. Crewmembers were asked to turn off the washing machine after using it and to keep the laundry room clean. Keya for foc'ales or lockers available for a 50 cent deposit from the chief mate.

SALEM MARITIME (Cities Service), April SALEM MARITIME (Cities Service), April 30—Chairman, Picketti Secretary, Leavens. Andy Anderson was elected ship's delegate. Suggestion was made that meals include more vegetables and a better grade of meat. Deck delegate explained the \$30 fine for not giving enough notice to the skipper on leaving the ship, for jumping ship or missing ship.

May 3—Chairman, Pickett; Secretary, Leavens. Beef between cook and steward was explained by the ship's delegate.

#### 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.

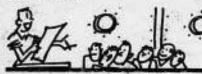
Failure to keep your draft board informed of your whereabouts can cause you to be listed as a delinquent and be drafted into the services without a hearing. The Union in such cases can do nothing to aid Seafarers who fail to com-

will see the sieward about towels and soap for the pantry and glasses for rooms. Request for additional faps will

DOROTHY (Buil), May 11—Cheirman, Mullins; Secretary, Lou Nihems. Wells was elected ship's delegate. A new washing machine and refrigerator parts will be ready to be taken aboard in Baltimore. \$25.75 in the ship's fund was turned over to ship's delegate. New ash trays for the mestroom and an extra can opener for the outside of the galley are needed.

JOHN MOSBY (Eastern), May 11—Chairman, Samuel E. A. Bayne; Secretary, Phillip J. Res. Deck, engine and galley repairs were listed. They included water proofing the dead light over the galley range, relipping the coal chute door, repairing the telephone on bow, the deck in bosuns' and carpenters' foc'sle and the fan in the crew's mess.

MARGARET BROWN (Bloomfield), no date Chairman, B. Owens: Secretary, A. Baque, G. Lawson was elected ship's delegate. The repair list was posted on the pulletin board.



STEEL TRAVELER (Isthmian), March STEEL TRAVELER (Isthmian), March 16—Chairman, John Straka; Secretary, Mark Oliver, Jr. The crew gave the steward department a vote of thanks for the good cooking and service. A new ship's delegate was elected. The deck department asked the crew to maintain quiet in the passageways at night, not to slam doors or ring bells.

May 8-Chairman, C. Allen: Secretary, Mark Oliver, Jr. All plumbing needs repairing. There are not enough seats in the messhall, and the foc'sle shared by bosun and carpenter is too small. Com-pany should provide a new washing ma-chine. All departments will contribute to the newly started ship's fund.

WESTERN RANCHER (Western), May 10—Chairman, Vernon Porter; Secretary, C. A. Newman. Guy Gage was elected ship's delegate. A new iron and magazines were purchased out of the ship's fund; a motion will be made at the final meeting of the voyage to rebuild the fund. It was agreed to have the steward department take care of the recreation room and the deck and engine room sanitary men rotate the cleaning of the laundry between them. Ship's delegate will see the chief engineer about installing fans in the recreation room, the after ing fans in the recreation room, the after foo'sle and the galley. Chief engineer will be asked to work on the washing

FREDERIC C. COLLINS (Dry Trans), May 11—Chairman, Jack E. Walker; Sec-retary, K. Anderson. One member missed ship deliberately in Yokohama. Repair lists will be made up by the delegates; members were asked to check for needed repairs. Steward department thanked the crew for their cooperation.

EDWARD W. SCRIPPS (Isthmian), May 18—Chairman, E. R. Van Nieuwenhuize; Secretary, F. D. Smith, Steward depart-ment was given a vote of thanks for the first-class food and service during the voyage. Suggestion was made that all hands cooperate in making this a clean payoff.

DEL ORO (Mississippi), March 2—Chair-man, Philip D. Mouton; Secretary, Philip D. Mouton. William Kumke was elected ship's delegate. Steward will consult the captain about moving the ice box out of the passageway.

April 5—Chairman, P. D. Mouton; Secretary, W. H. Kumke. Jack Lewis was elected ship's delegate: Galley crew will work together in the future. All hands will keep the messhall clean, cleaning up after card games and taking care of cigarette, butts. Less noise should be made while crewmembers are sheeping.

MARORE (Ore), April 36—Chairman, A. Nickle: Secretary, D. Nagy. O. Bell was elected ship's delegate. Discussion on cleaning the washing machine and care of the laundry was held.

May 7—Chairman, A. Nickle: Secretary, D. Nagy. Ship's fund has a balance of \$25; they will be taken off the ship after \$255. Fines will be imposed for leaving used cups in the recreation room, as well as for negligence in the care of cots is sued by the company. Ship's delegate to turn in repair lists. Request made that special attention be given to the matter of medical supplies. Motion was passed to have fresh fruit with the night lunch. All kitchen utensities suggested that crewmembers returns their coffee cups to the pantry.

MAR (Bull), May 11—Chairman, O. May 12—Chairman, There is a balance of \$27.75 in the ship's delegate reported that there was not company and leaving used cups in the recreation room, as well as for negligence in the care of cots is sued by the company. Ship's delegate to turn in repair lists. Request made that special attention be given to the matter of medical supplies. Motion was passed to have fresh fruit with the night lunch. All kitchen utensities suggested that crewmembers returns their coffee cups to the pantry.

MAR (Bull), May 11—Chairman, O. May 12—Chairman, There is a balance of \$27.75 in the ship's delegate. Notion was passed to furn in repair lists. Secretary is suggested that crewmembers returns their coffee cups to the matter of medical supplies. Motion was passed to have fresh fruit with the night lunch. All kitchen utensities suggested that crewmembers returns their coffee cups to the part lists. Motion was passed to turn in repair lists.

Matternal Properties. Secretary, 5. Evanchuck. J. BEATRICE (Buil), May 23—Chairman, Willie Oriti; Secretary, 5. Evanchuck. J. Reyes was elected ship's delegate. Notion was passed to four in the recreation room and the part lists. Secretary, 5. Evanchuck. J. Reyes was elected ship's delegate. Not have recreated that tree washing machine do that the recreation

ALCOA PARTNER (Alcoa), May 18— Chairman, Frank Hughes: Secretary, L. Kane. A few beefs will be taken up with the patrolman in New Orleans. All crew foc'sles will be painted—in New Orleans, if possible. If the refrigerator cannot be repaired, it should be replaced. No one will payoff until the ship's delegates say so. All crewmembers should be sober at the payoff.

April 1.—Chairman, Frank Hughes: Sec-retary, L. Kane. W. Holland was reelected ship's delegate by acclamation. Schedule for cleaning the laundry will be drawn

OMEGA (Omega), May 10—Chairman, R. M. Guild; Secretary, Carl Simpson, R. M. Guild was elected ship's delegate. Recreation room will be cleahed by each department in turn. Laundry will be cleaned by each man after use. More hot water for the showers and greater pressure in the drinking fountain were requested. Vote of thanks was given to the steward and his department for the fine food and the good job done.

SWEETWATER (Metro Petro), May 11-Chairman, Albert Pence; Secretary, R. P. Rawlinford, Ship's delegate reports that allen seamen are getting preference over U.S. seamen, and that this situation is worsening. A man needing medical at-tention was taken off the ship in Aden. A new coffee urn was ordered but has not yet arrived. Bosun reports that there are no tarpaulins available, although the weather is getting botter.

SEATRAIN TEXAS (Seatrain), May 25-Chairman. Arthur Collet: Secretary, N. A. Kirk. Arthur Collet was elected ship's delegate. Suggestion to change the location of the garbage can in port was made. Request was made that action be taken on the shower water situation. Discussion was held on cleaning the passageway outside the door on the poop deck.

STEEL CHEMIST (Isthmian). April 21—Chairman, J. C. Bernard: Secretary, A. Anderson. Departments will rotate the cleaning of the laundry: the new washing machine has arrived. Milk ordered in Halifax has not been dellyared. Bosun will take care of the painting of the laundry, Willi Walker was elected ship's delegate.

FAIRHOPE (Waterman), no date—Chair-man, Bob Porter; Secretary, R. P. Doran, Request was made that the ship's del-egate speak to the agent and patrolman about permit and alien situation. Every crewmember should help keep the laun-dry clean. Pantry should be kept a little cleaner and fresh dish towels supplied

cleaner and fresh dish towels supplied more frequently. Overtime beef will be taken up with the patrolman.

April 18—Chairman, Bob Porter: Secretary, R. P. Doran. Stanley was elected ship's delegate. Suggestion was made that each department take care of the laundry for a week, Suggestion was made that a longer hose be obtained for the washing machine.

STEEL DIRECTOR (Isthmian), May 6 Chairman, M. J. Raiph; Secretary, H. E. Rosencrans. Slopchest hours should be pasted and the laundry kept clean. Unauthorized persons should be kept out of crew quarters and passageways in over-

SEATRAIN NEW JERSEY (Seatrain).
May 21—Chairman, Bill Champlain: Secretary, Sir Charles. Balance of \$7.33 in
the ship's fund was reported. Jim Stickney was elected ship's delegate for the
next voyage. Each member will contribute \$.30 to the ships fund at the payoff.
Salt tablets should be provided. Longer
wind shutes are needed as well as fans
—cspecially in the crew's quarters and
the messhall. Steward will buy ash trays.
Mattress covers are available for any
members who want them.



GREENSTAR (Traders), May 18—Chairman, Vasser Stymanski; Sceretary, Manuel Jobo. Ship's delegate reported that crew quarters and passageways are already partly cleaned and will all be painted on the return voyage. There is a lot of unnecessary noise made at night while the watch is trying to sleep. Engine delegate reported that there was a good deal of work which would have to be done below on strival in Andia. Stew ard delegate reported complaints against one performer. Motion was passed to hand over any performer to a shoreside trial committee for action. Discussion was held on the large amount of vegetable spoilage.

DEL CAMPO (Mississippi), May 11— Chairman, L. B. Brown; Secretary, H. G. Harris. Brown was elected ship's del-egate by acclamation. Ship's fund stands at \$46.78. Unauthorized persons are not at \$46.78. Unauthorized persons are not allowed in midship house, and any crew members who bring any such person aboard will have disciplinary action taken against him by the membership.

DOROTHY (Bull), May 29—Chairman, Lee Koza; Secretary, R. C. Kienast, New-ly elected ship's delegate asked all de-partment delegates to turn in repair lists.

painted; wipers' bunks should be repaired and all mattresses changed.

ALCOA PARTNER (Alcoa), May 18—
Chairman, Frank Hushet: Secretary, L.

GOLDEN CITY (Waterman), May 18— Chairman, Swartzes Van; Secretary, John Singer. Ship's delegate reported a bal-ance of \$24.10 in the ship's fund. Vote of thanks was given to the steward de-partment. Steward asked that all extra linen be turned in for inventory. Crew linen be turned in for inventory. Crew decided to have padlocks put on meas-hall doors, with each member to be sup-plied with a key while the ship is in port, in order to keep unauthorized per-sons out of the messhall. New washing machine will be ordered. Pantryman is not to throw away leftover food, but put it in the ice-box.

FORT HOSKINS (Cities Service), May 17.—Chairman, Charles Gondwin; Secretary, A. Lemoine, Jr. Deck department delegate will be the last delegate to leave the ship in New York. It was decided that in the future the captain will be notified by each man who wishes to go ashore. Overtime for peing detained aboard ship, due to the lack of launch service, will be turned over to the patrolman.

Mo. data. Chairman, Edward Assaudt.

No date—Chairman, Edward Arrand; Secretary, Charles Goodwin, Kari Hell-man was elected ship's delegate. Request was made to have the foc'sle sougced and cleaned. Discussion was held on the lack of milk in Lake Charles, although a foreign ship received milk.

LAWRENCE VICTORY (Mississippl), March 27—Chairman, C. Aubert; Secretary, E. Celeman, E. Aubert was unanimounly elected ship's delegate. Motion was passed that coffee be made for the watch coming on and that the messroom be cleaned. Crewmembers must wear shirts in the messhall. Motion was passed to have crew members stop making noise in the passageways.

April 11—Chairman, C. Aubert; Secre-tary, E. Coleman, Disputed overtime will be settled in port. Repair list was dis-cussed and work done so far was re-ported on; the rest will be taken care of in port.

April 29—Chairman, C. Aubert; Secre-tary, E. Coleman. Washing machine is left dirty and is not turned off. Watchmen will use the washing machine during the week: daymen will use it on the week-ends. Coffee urn will be drained at



LONE JACK (Cities Service), May 11-Chairman, C. Crevier; Secretary, T. J. Meore. Balance of \$40 in the ship's fund was reported. Claim for launch service in Bridgeport has been taken to the captain, Crew was asked not to eat all the oranges put out at night but leave some for the men on watch. Washing machine has burned out; discussion was held on its proper use and care. Ship's delegate will see the chief engineer about repairwill see the chief engineer about repairing it. All hands were asked to turn in
repairs since the ship will be going to
the shipyard. Complaint was made
about the coffee, with a request that the
brand be changed. Steward department
was given a vote of thanks for service
and conceration. and ecoperation

CAPE HORN (Mississippl). May 4— Chairman, Whitey Lewis: Secretary, N. Cordes, Motion was passed that two messmen be stationed in the crew's ness at all times. Ship's delegate suggested that all departments take turns cleaning the laundry, that all members cooperate with delegates and help take care of the percolator Suggestion was made that the foc'sies be cleaned and painted and that the engine utility clean the scupper in lower starboard passageway so the mess-man can wash it down. These sugges-

STONEWALL JACKSON (Waterman), May 11—Chairman, Charles Norris; Secretary, H. F. Wedgeway. Men who miss the ship will be turned in to the patrolman by the ship's delegate. Discussion was held on one member's actions, and whether to turn him over to the patrolman. Ship's delegate warned the crew not to be drunk at the payoff.

iBERVILLE (Waterman), May 11— Chairman, D. Mitchell: Secretary, A. Servier, Motion was passed to let the fumigation of the ship be taken care of by the patrolman. Motion was carried to get porthole screens and oscillating fan for the messroom. Glasses for the fan for the messroom. Glasses for the night watch will be left out at night. Date of discharges at the last payoff was

PENMAR (Calmar), May 6—Chairman, Orville P. Mayhew: Secretary, Richard L. Taler. Any performers will be turned over to the patrolman at payoff. Ship's delegate will take care of the ship's fund: cach member will donate \$1. Each de-partment will take care of the washing machine for two days. All hands will do their washing off watch. Steward's dele-gate suggested that crewmembers return their coffee cups to the pantry.

YOL. XIV

# SEAFARERS & LOG

MAY 30 1952

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

# **SEAFARERS!**

When in New York . . .

yours. I. U. PORT O'CALL Bar...

> offers you the best in food and drink at our PORT O'CALL PRICES ... owned and operated by your Union . . . for YOUR enjoyment . . . relax in complete freedom in your own cafe . . .

MEET OUR ENTERTAINERS ENTERTAINING YOU ALL DAY -EVERY DAY -

AT THE ONE AND ONLY-

your 675 FOURTH AVE., BROOKLYN AT THE HOME OF THE SEAFARERS INTERNATIONAL UNION

STEAKS . CHOPS **SEAFOOD** 



PORT O'CALL PRICES



# FRANK FROBA

DECCA RECORDING ARTIST-HIS PIANO AND HIS TRIO

CAROLYN WOOD

SONG STYLIST

DARRELL TWINS

ACCORDIAN and GUITAR HARMONY

LUCILLE VINCENT

SONGS OF ALL LANDS



NO COVER - NO MINIMUM - NO TAX

OPEN 8 A. M. TO 4 A. M. DAILY