

MEMORIAL DAY ISSUE

SECURITY
IN
UNITY

SEAFARERS LOG

OFFICIAL ORGAN OF THE ATLANTIC AND GULF DISTRICT,
SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA



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No. 13

AFL Demands MWEB Restore Bonus

!! Washington Flash!!

WASHINGTON, D. C., May 25—The Maritime War Emergency Board has wired all signatories to the Statement of Principle that the Seafarers International Union has challenged their authority and wants to call another meeting and leave it up to all signatories. The meeting is to convene at 2:30 on June 6, 1944.

In the wire which is printed below this text matter the MWEB attempts to make it appear that the Seafarers International Union is trying to create trouble. They set forth as an agenda for the meeting two points:

1. Shall the present Maritime War Emergency Board be continued?
2. If so, what shall be the jurisdiction and authority of the Board?

In the interests of keeping the record clear the SIU states its position as it has time and time again in past issues of the SEAFARERS LOG, in the WEST COAST SAILOR, and in countless briefs filed with the Maritime War Emergency Board and in the minutes of the Board itself.

The main reason that the representatives of the SIU have worked on the issue of the bonus and kept fighting, is because the seamen are involved. That is the reason that the SIU is still in there punching for a cut such as the MWEB recently pulled in the bonuses in the Pacific meant a cut in the round earnings to a seaman sailing there of some \$70.00 per month.

It is noticeable that the SIU took this position and carried it through without the cooperation of most of the other Unlicensed Unions in Marine; specifically without the officials of the NMU, the officials of the ACA, and the officials of the MFOW—which have been scheming under cover to sell the seamen down the river; for at the last meeting of the MWEB's Advisory Committee Myers and McKenzie of the NMU and their henchmen took the position that the bonus was "a dead issue and there was no use of beating a dead horse to death."

We further take the position:

1. That the bonus cuts must be restored to the pre-April 1st rates immediately.
2. We want assurance that the MWEB shall call not meetings as they have in the past without an agenda, and these proposals already submitted to all Unions' representatives in sufficient time for consideration. Further, that they shall take no such arbitrary actions as they have in the past, as exhibited in the recent bonus cuts.

Following is the text of the wire:

John Hawk, Seafarers International Union of North America
2 Stone Street, New York, N. Y.

To All Signatories to the Statement of Principles:

The authority and jurisdiction of the Maritime War Emergency Board under the Statement of Principles to make adjustments in war risk compensation have been challenged by representatives of the Seafarers' International Union of North America and Sailors' Union of the Pacific at a meeting of the Board held on May 23, 1944. The Board takes the position that all of its actions since its inception have been within its authority as prescribed in the Statement of Principles and as recognized by the signatories. The Board is unwilling to continue to exercise its functions unless and until its authority and jurisdiction are clarified to the satisfaction of all parties signatory and the members of the Board. The Board hereby calls a meeting of the parties signatory to be held at 2:30 P.M. on June 6, 1944, Commerce Building, Washington, D.C., for the purpose of discussing the following questions:

- (1) Shall the present Maritime War Emergency Board be Continued?
- (2) If so, what shall be the jurisdiction and authority of the Board?

MARITIME WAR EMERGENCY BOARD
EDWARD MACAULEY
JOHN R. STEELMAN
FRANK P. GRAHAM
Washington, D. C.

AFL President Wm. Green And Jos. Padway, Chief Counsel For Federation, Back SIU Demands For Bonus Increases

WASHINGTON, D. C., May 24—Biting comment was delivered before a specially called meeting of the Maritime War Emergency Board here last night by President Wm. Green of the American Federation of Labor, with Joseph Padway, chief counsel for the Federation, and Mr. Wilson of his staff, as well as Harry Lundeborg, President of the Seafarers International Union of North America and Sec'y-Treasurer of the SUP,

John Hawk, and Morris Weisberger, both Vice-Presidents of the SIU, together with Matthew Dushane, the Union's Washington Representative.

The members of the MWEB were challenged by the Union in a brief that outlined all the complaints that the seamen are now voicing on the issue of the recent bonus cuts.

The fallacy of the position taken by the Maritime War Emergency Board was shown and the right to make decisions was challenged—for it was charged, in essence, that they have usurped power to which they have no claim and are not entitled to under the statement of principles, which specifically provides that the Board shall make no decisions or call any meetings unless such are made on the basis of an existing dispute.

The Union flatly declares that no dispute between the shipowners existed on the question of the bonus and therefore the Board acted illegally in calling a meeting to cut the rates being paid prior to April 1st.

The meeting convened at 5 P.M. The full Board was present; Capt. E. Macauley, Dr. Frank P. Graham, and John R. Steelman.

Following is the statement of the Union and the Executive Board of the American Federation of Labor.

BEFORE THE MARITIME WAR EMERGENCY BOARD

In the Matter of WAR RISK COMPENSATION AND WAR RISK INSURANCE

Statement of Seafarers International Union in Protest Against the Maritime War Emergency Board's Reduction of Bonuses.

The Executive Council of the American Federation of Labor, after giving serious consideration to the April 1st decision of the Maritime War Emergency Board has directed me to appear before the Board to voice the protest of the Executive Council of the Am-



Joseph Padway, Chief Counsel for the American Federation of Labor, supported the Seafarers' International Union of NA before MWEB; they ask bonus cuts be restored to seamen.

Joe Squires Launching Reveals Story Of SIU Hero Under Hazards

At 12 noon on May 22 in the yards of the New England Shipbuilding Corporation at Portland, Maine, the widow of an SIU hero broke the traditional bottle of champagne across the bow of a new merchant ship, and with the simple benediction "I christen thee Joseph Squires," sent the freighter on its way to the seven seas.

The widow was Mrs. Joseph Squires of Brooklyn, New York, and just prior to the launching representative McGinnes of the Maritime Commission had made the posthumous award to her husband of the Merchant Marine Distinguished Service Medal.

Representing the SIU at the ceremony were James Coyne, an active seaman and special SIU Representative, and John Mogan, a Vice President of the SIU and

Boston Agent. Also participating was President Sides of the New England Shipbuilding Corporation.

Said Mr. Mogan: "This is the first ship named for one of the men who sail these ships . . . and this vessel will always carry the tributes of the seamen of the Seafarers International Union as well as the high praise of all American seamen sailing in the merchant marine."

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SEAFARERS LOG

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WHAT'S DOING

Around the Ports

NEW YORK

This Port is still busy as all hell. We have paid off 25 ships within the past 3 days alone. We ran into the usual amount of headaches to be expected, but everything has been squared up ship-shape.

It appears that some of our members do not know their contracts. Some fellows put in overtime claims that are absolutely uncollectable under the contracts, whereas, they did not put in for claims that were good.

This Port, in the last two weeks, has collected a total of \$1500 for members of this Organization on beefs that were not even put in for on some of the ships paying off in outports.

Remember, fellows, that the company crimps we run into on board ships who handle the company overtime beefs are not stupid; but on the other hand, are really sharp shooters. If you do

not know your contracts, they certainly will take advantage of you.

So, when shipping out, ask your union official for a contract with the particular company you are with, and study it, as it may mean a difference of quite a few bucks.

The Educational Committee of New York now has completed all of its leaflets, information, etc. They are being mailed to all Ports in a mimeographed form, and the Committee has recommended that it be put into a more permanent binding, in a small book, approximately the same size as a contract.

This material will go far towards educating our members and should eliminate a lot of unnecessary headaches.

Had a scow in the other day that had several free-loaders on her. These bums appeared willing enough to have representation, but didn't want to square

themselves away with the Union. In the past, we have had our share of these characters and we bear down on them every time. This Branch is doing its part towards eliminating these rats altogether. We notify each Branch weekly of their names, etc.

If any of them show up in any outport with a pitiful tale of how they were mistreated at their payoff time in New York, please disregard it, for as I mentioned before, we are doing our part to give the axe to the gashound and chiseling type of free-loaders from riding our ships, and look for co-operation from other Branches in doing so.

Yours for less free-loaders,
PAUL HALL, Agent

Hot Air Disgusts Gas-Bag; Takes Tour All Its Own

The hot air of the gas-bags blatting the wind about aboard the American Seaman, training ship of the U. S. Maritime Service, at Pier 1, North River, New York, Monday of this week, was responsible for tiring out a barrage balloon anchored some 300 feet above the vessel, seamen are asserting.

However, witnesses of the incident declare that the big gas bag didn't deflate when it got tired. It bucked about some more in a stirring wind during the Maritime Day ceremonies and ship-owners' speech-making and snapped its cable.

With typical disgust of a gas-bag for other gas-bags, the balloon, perhaps one of the biggest of them all, started on a tour of its own and stopped first over Battery Park, with some of the boys in their uniforms chasing it in a station wagon. When they tried to drag its cable down the big gas-bag tossed discretion to the winds and took off some more.

It then took a little jaunt along South Street, looking over the winos, with the station wagon in hot pursuit. It flirted around there a bit and then kicked its tail skirts around just as the boys in the wagon were about to catch it and headed out over the harbor.

Not being an amphibious jeep, (commonly and better known as a "duck"), the station-wagon group was foiled and they returned the commandeered vehicle to its owners and went back to their ship irritated.

With the contempt of its kind the balloon took a peek at the ferry boats at South Ferry and gleefully danced off toward Staten Island to see what was going on over there.

All aircraft were warned of its being on the loose and out for horse-play; the Army was asked to have some of its fliers take target practice on it if it couldn't be headed home.

All other gas-bags are warned that its is on the loose; perhaps they should be warned of the Army's instructions in case of mistaken identity.

Union Supports New War Bond Drive

With the fifth War Loan Drive getting into full swing throughout the nation, the Atlantic and Gulf District of the SIU has thrown its full support behind this important phase of the war effort in a determined drive for the sale of bonds among the Union's Membership.

Confident that the more than 25,000 members of the SIU of NA would move solidly behind the Union in its effort to go over the top in War Bond sales, Sec'y-Treas. John Hawk emphasized the vital need at this time for all-out support of the war effort. "We went all-out on the seas in the most critical period of the war. We've moved the ships. Now let's help to keep the money flowing behind the Big Push."

With the approval of the quarterly finance committee an additional \$11,000 from the Hospital and Burial Fund and \$5,900 from the General Fund has been used to purchase bonds with a matured value of \$23,000. This makes a grand total of bonds purchased this year of \$98,000.

During the Fourth War Loan drive \$75,000 worth of bonds pur-

chased during previous drives, gave the Union \$177,000 worth of bonds. The current purchase will boost this figure to \$200,000, matured value.

Mrs. William J. Dwyer, widow of an SUP seaman, whose ship has disappeared without a trace, will participate in the purchase of bonds made through the union itself.

NOTICE

ALEXANDER J. JANOWSKI

Please contact John Hawk for information regarding your repatriation wages and bonus and disability benefits at Room 213, 2 Stone Street, New York.

JOHN HAWK, Sec'y-Treas.
 Atlantic & Gulf District

MONEY DUE

Albanese, Night Cook, SS THOMAS REED, 1st trip, can collect 10 hours at the Calmar Office.

FRANCIS LEE: Les Teague, 21 hours; H. F. McCarthy, 23 hours—can be collected at Robin Line Office.

ROGER GRISWOLD: Leonard Lewis, 4 hours; the 12-4 Oiler, 3 hours; A. Martinis, 4 hours; C. Healy, 3 hours—can be collected at Waterman Office, New York.

SS JAMES WAYNE, paid off recently: \$476.25 to be divided

between the following men: L. Moore Lapiere, Samuel Cross, John Gabis.

SS JOSEPH HEWES, Voyage No. 5: The following men have the money due them which can be collected at the Bull Line Office: Geo. Jackson, Steward, 72 hours, \$71.55, 3 days subsistence; James Dick, Ch. Cook, 64 hours, \$57.60; R. Daniel, 87 hours, \$33.30; S. Cambridge, 38 hours, \$34.20; J. Hovat, \$36.47; Ed. Jones, 70 hours, 3 days, 3 days' subsistence, \$77.59; T. Dean, 3 days' pay, 8 hours overtime, and 3 days' subsistence, \$21.69; Charles Jones, \$3.95; T. Perkins, \$48.19.

Tribute To George W. Alther

AN EDITORIAL

It isn't strange that the George W. Alther should be named for a man who was a member of the Seafarers International Union of North America. For he did what he thought was the right thing to do under fire.

His deed was perhaps multifold that of some of the members of our Union who are day in and day out sailing the ships which deliver the goods, the arms, the ammunition and equipment necessary to win in a modern war—but his deed was a symbol of what all seamen today sailing the merchant marine go through to perform that mighty service for our armed forces.

Most of them are just ordinary men—just men by the common standards of the seamen themselves; but each one a man apart, a separate individual in his own right—yet all are ready to sacrifice their lives courageously for their fellow men.

George Alther was such a man!

Although George Alther was sailing as a Second Mate, he was still a member of the Seafarers International Union for he had just prior up-graded to become an officer.

And he not only proved that he was an officer, but a gentleman—even though it cost him his life!

Because, while aboard the SS "Timothy Pickering" he sped through a flaming hell to help a Naval gunnery officer after the ship had been bombed on July 13, 1943. That ship was loaded with TNT, munitions, and high octane gasoline.

Though he could have chosen safety, George Alther chose not—all that mattered to him was that a fellow human being's life was in danger in this war.

To such he surrendered his own life. In this act of courage, typical of the merchant seamen, the Seafarers International Union renders him high tribute in the spirit of a Brother—for he had what it takes.

He gave his all in the fight for Liberty for all the peoples of this World.

It is well that a ship is named for him!

AFL Demands MWEB Restore Bonus

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American Federation of Labor against the decision of April 1st. This decision of April 1st is not only arbitrary and unjust in that it denies to seamen the war risk compensation to which they are entitled, but it is unauthorized and goes beyond the purposes for which this Board was created.

The Maritime War Emergency Board was created for the purpose of insuring stable labor relations in the all-important shipping industry after this country had been treacherously attacked by the Japanese and had entered into war against the Axis nations. The President of the United States named its members and approved the principles defining the purposes and authority of the Board, which were drafted and unanimously signed by ship operators and representatives of the various seamen's unions. This statement of principles definitely established this Board to act in a mediatory capacity to settle labor disputes involving war risk compensation and limited its authority to the settlement of such disputes. This Board then was not established as a triumvirate to determine war risk compensation for seamen in such amounts and in such a manner as the members of the Board felt were proper, but was established for the sole purpose of settling labor disputes between seamen and ship operators involving questions of war risk compensation. Yet, over the protest of the Seafarers International Union, the Board has constantly assumed this authority to set war risk compensation.

Can Not Go Unchallenged

The Board's decision of April 1 ignores the statement of principles which created it and it is exercising authority that was never given to it. This decision goes further than any of the Board's previous enlargements of its authority and can not go unchallenged and free from protest.

In this decision of April 1, 1944 the Maritime War Emergency Board in the absence of any dispute between the Seafarers International Union of the American Federation of Labor and any ship owner, and without affording the Union so much as an opportunity to be heard, changed the war risks compensation for seamen in such a way that all seamen suffered a loss of war risk compensation payments, but particularly the seamen plying the Pacific and Indian Oceans. The American Federation of Labor protests this decision, not only because it is beyond the authority of the Board to issue, but also because of the drastic reductions it has made in the war risk compensation payable to all seamen and particularly seamen supplying the Far East theater of war.

Port Attack Bonus

First, the decision of April 1st changed the standard for paying bonuses in the event of enemy attack. Secondly, the decision unjustly lowered the rate of voyage war risk compensation, and, thirdly, the decision re-

bounds the combat areas in which additional or premium bonuses are paid in such a manner as to discriminate against the seamen of the Pacific.

I shall speak first of the manner in which the April 1st decision changes the standard for paying attack bonuses. Prior to the decision of April 1st seamen received additional bonus pay if their ship was in a port under enemy attack. This port attack bonus was paid to all seamen subjected to the attack, whether or not a particular vessel was hit and damaged, or a particular seaman was injured or killed. The compensation was paid because the seamen had been subjected to the hazards and risk of an enemy attack.

The decision of April 1st changes the payment of this attack bonus, so that it is payable only to those seamen on a ship that has been hit and damaged, or on which a seaman has been wounded or killed by enemy action. The basis for the payment of the attack bonus prior to April 1st was the risks and hazards of personal injury while under enemy attack. The basis subsequent to April 1st is the misfortune of a fellow seaman, or of a ship, and this is a false, absurd and unrealistic basis upon which to pay such a bonus.

Same Risk To All

Each seaman in port, while an enemy attack is going on, is subjected to the same risk of being hit. All are subjected to the same fear. Seamen on a vessel that has been hit underwent no greater risks than those seamen on a vessel lying nearby which, fortunately, was not hit. The purpose of the attack bonus was to compensate seamen for this risk they had been subjected to under enemy attack; not to compensate them because one of their fellow-seamen might meet with misfortune. How unsatisfactorily and unwanted the bonus when it is forthcoming only because a fellow shipmate has lost an arm, a leg, or a life. It is our desire that the attack bonus be re-established on its original basis of allowing men additional compensation when they have been under enemy attack while being in port.

In addition to changing the basis for paying attack bonuses in a manner which is completely unsatisfactory to the man involved, regardless of whether or not the change in basis might benefit them financially, the Board drastically cut the voyage war risk compensation for seamen without any sound basis for so doing. Prior to April 1st, seamen were paid a 100% bonus with a minimum of \$100. per month on all sea voyages with the exception of shipping along the West Coast. The April 1st decision cuts this voyage bonus by approximately 33 1/3% and extends the low bonus coast-wise shipping area of the West Coast to include about one half of the entire South Pacific. Perhaps this drastic cut in war risk compensation is the result of the drop in the rate of ship sinkings. However, to lower voyage bonuses because ship

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Ten Victory Ships Delivered In April

WASHINGTON — Ten of the 154 ships delivered during April were of the fast, new Victory cargo type, the Maritime Commission announces. The swing to fast ships is proceeding as fast as possible, the commission said, and it is anticipated that a ratio of 11 of the fast type to 8 of the slower type will make up the 1944 tonnage.

The 154 vessels delivered in April, totaling 1,593,691 deadweight tons, brings the year's total to 564 ships of 5,709,642 deadweight tons. This exceeds the first four months of 1943, the banner shipbuilding year, when 536 ships of 5,360,712 deadweight tons were delivered.

West Coast yards delivered 62 of the 154 ships, and East Coast yards delivered 55. Gulf Coast yards delivered 36 and the Great Lakes area delivered one. The West Coast yards built 639,823 deadweight tons, 40.1 percent of the total tonnage in April. Eastern yards built 606,511 deadweight tons, or 38.1 percent. The Gulf Coast yards produced 346,357 deadweight tons, 21.7 percent, and the Great Lakes area, 1,000 deadweight tons, 0.1 percent.

The largest number of ships, 22, was delivered by the Permanente Metals Corp., Richmond, Calif., (Metal Trades-AFL). The Bethlehem - Fairfield Shipyard, Inc., Baltimore, Md., (IUMSWA-CIO) delivered the next largest number, 15. The third largest number was delivered by the New England Shipbuilding Corp., South Portland, Maine, (IUMSWA-CIO), 10.

Joe Squires Launching Reveals Story Of SIU Hero Under Hazards

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Commemorating the heroism of an SIU seaman who died so that his crew mates might live, the SS Joseph Squires is now being launched as a new addition to America's great merchant fleet.

Squires and another seaman, Harold E. Whitney, volunteered to stay aboard the foundering Maiden Creek on New Year's Eve, 1942, to tend the falls and get the boats away. In so doing they were unable to get away themselves.

The end of the Maiden Creek and the heroism of these two seamen was witnessed by SIU Brother Aaron McAlpin, 54-year-old member of the vessel's steward department. McAlpin was one of the 31 survivors and one of three out of the steward's department to survive.

Bound for New York with a load of ore, the Maiden Creek ran into a severe Atlantic storm about 20 miles off Block Island. Fortytwo hours she was pounded by the seas and on the afternoon of January 31, after losing one of her boats and all of her rafts, she sent out an urgent SOS. Seas were breaking over her decks, according to McAlpin, and the ship was settling fast.

Another vessel hove near late in the afternoon and signalled, telling them to abandon ship. But the Captain delayed, hoping to bring the Maiden Creek in, and the other ship, after circling them

several times, departed. Later it was learned that officers of the ship thought the Maiden Creek had been torpedoed; it didn't want to endanger itself by "hanging around."

Says McAlpin: "Just about dark she started to go down by the head and the skipper gave the order to abandon ship. The waves were terrific, thudding against the deck houses and giving the ship a terrible pounding. Worst of all, it was cold and all of us were soaked by the spray.

"We used the starboard boats. Number one got away first. It hit a big sea but the crew knocked the blocks out in a hurry and pulled away without smashing. It was mighty good seamanship. We wondered if we could do as well.

"Our number three boat was next, but it was evident that someone would have to stay on board and handle the lines if we were to get away.

"Squires and Harold Whitney, the Deck Engineer, volunteered. They lowered us away very carefully, timing it so we'd hit the water at the right moment. No one seemed a bit nervous or excited. A wave broke over us but we didn't swamp.

"We had to fend the boat off to keep from being smashed against the hull and a few seconds later a sea carried us away from the side of the ship. When Squires and Whitney slid down the falls we were too far away and they had to drop into the water. Whitney disappeared.

Squires started swimming with all his might but he couldn't reach us. The Captain threw him a line and tried to maneuver the boat over to him, but the waves were too strong. After a few minutes we lost sight of him."

Besides paying tribute to the two men whose skill and sacrifice launched the boat, McAlpin also lauded the expert seamanship that kept them afloat in such heavy seas. "We had some mighty good sailors on that ship," he said. "They knew what to do and worked like a team."

The men, some of them nearly frozen, were picked up after four days. The other boat was never heard from again.

Destiny

Each Dawn, each Dusk,
Forever finds us trying
To reach our goal,
The dream of millions,
The talk of the wise, young and old,
America 'Freedom and Liberty'
Each day toward our unknown
destination we sail,
Not knowing what confronts us.
Nor do we fear or hesitate,
Or tremble of death in battle.
Each Dawn, each Dusk,
Our commander keeps thrusting
forward,
The Supreme Ruler,
King of all Kings,
Conquerer of all men,
God, Captain of our ship.

—Smokey Ball

Geo. W. Alther Launched In New Orleans; Cited For Courage Under Fire

NEW ORLEANS, La., May 22—One of the first two ships named for members of the Seafarers International Union of NA, slid down the ways of the Delta Shipbuilding Co. yards here precisely at noon today, in a tribute to the heroism of George W. Alther. Speeches lauding his

action when he gave his life aboard the SS Timothy Pickering

keynoted the launching. Present at the ceremony were Olden Banks, Mobile Agent, and L. J. "Baldy" Bollinger, New Orleans Agent, representing the SIU and Wm. L. Donnels, Editor of the Federationist, New Orleans Labor paper.

Although Alther was sailing as a second mate he was still a member of the SIU, having upgraded only recently before sailing on the Pickering.

Ceremonies at Delta shipyards this morning included the launching of the SS George W. Alther, as well as the citation and the presentation of a Merchant Marine Distinguished Service Medal to George W. Alther, Sr., father of the hero and the award of the maritime eagle pennant to Delta Shipbuilding Company as the 11th consecutive award for merit in ship construction.

Christens Ship

Sari Earlyn Berman, 4440 de Montluzin street, four-year-old daughter of the late First Officer Saul H. Berman, christened the

ship, being one of the youngest sponsors on record. Sari appeared on the platform with her mother, Mrs. Ethel Berman. She carried in her hand a single American Beauty rose.

Quite seriously she repeated the words, "I christen you George W. Alther." Then she clambered into the arms of Admiral Vickery, who held her as she handed the bottle of champagne to her mother who actually crashed it against the ship.

There were tears in the eyes of Alther's father as Admiral Vickery presented the father the Merchant Marine distinguished service medal and read the citation.

The citation stated that George W. Alther, Jr., second mate, was being awarded the medal posthumously for heroism above and beyond the call of duty.

Under Bombing

The vessel in which he was serving was being bombed by enemy planes when it was split in two and the ammunition began exploding in the holds. Then

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Widow Says Joe Squire's Name Will Live

Because he thought he would be more useful to his country in the merchant marine than in a shipyard, Joseph Squires gave up a safe defense job ashore and answered his country's call for experienced seamen.

That was in 1942. He wanted a Liberty, but he was so anxious to get to sea he took the first ship to come along—an old Hog Islander called the Maiden Creek.

On that voyage, his first trip to sea in nine years, Squires' ship ran into a terrific winter storm. Seas pounded her fore and aft and when it became evident she was going down, the skipper ordered her abandoned!

Chances of getting the boats away looked hopeless. But if any men were to get off the sinking ship volunteers would have to stay on board and tend the falls. Then it was that Joseph Squires found his much-desired chance to be useful to his country. With a shipmate, Harold E. Whitney, he stayed on the Maiden Creek to get the boats safely overside.

In doing so he gave his life—in the highest traditions of the sea, for when the boats got safely

away it was impossible for Squires and Whitney to be saved.

But it wasn't a death that Joe Squires would have minded.

In her home at Bay Ridge, Brooklyn, Mrs. Minnie Squires said, "Joe always said that when his time came to die he wanted it to be at sea. He was a real sailor."

Both from Newfoundland, they met and were married in Brooklyn in 1940. Since settling down ashore in 1937 Squires was a dock operator for the Bethlehem Shipyards and before that had spent ten years at sea in sail and steam. For a long time he was on the Queen of Bermuda; and had also spent some time on the well-known sailing yacht Intrepid.

Says Mrs. Squires: "I can't think of him as being gone. When you're the wife of a sailor you never say good-bye. Somehow I think he'll be strolling in the door again one of these days."

Ironically, Joseph Squires was a champion oarsman and won a medal in the Bermuda Lifeboat Races of 1937. But he gave up his place in the boats to less ex-

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AFL Demands MWEB Restore Bonus

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sinkings might have dropped, and therefore to tie voyage bonus rates into the ever changing rate of ship sinkings is a false basis upon which to determine such bonuses.

Danger At All Times

When a ship puts out to sea in these war times, it is hunted by the enemy. The hunt is no less vigorously pursued, now, than it was prior to April 1st. The hunter might not have been as successful in the past few months as he has been in some previous months, but, nevertheless, the hunt continues and there is just as great a desire on the part of the enemy to sink ships now as there ever was. Perhaps next month ship sinkings will increase, perhaps not, but, nevertheless, since April 1st the seaman is still subjected to the fears and the risk of enemy action. He does not assume only the ordinary risk of the sea and the elements merely because the rate of ship sinkings is down. His ship is still blacked out at night. He still wears his life preserver at all times and he is under as great a fear since April 1st of torpedoes crashing through the thin steel hull of the merchant vessel or of an aerial bomb diving through its thin decks as he was prior to April 1st. The kind and degree of risk is the same. The odds that the seaman will come through alive might be a little better now than they were formerly, but the lives of seamen are a poor thing to gamble on. The Board seems to reason that if formerly one ship out of 20 was sunk, and now only one ship out of 40 is being sunk, the war risk compensation should be cut. But such reasoning is not sound because the seamen, who are the principal parties involved, are interested in the particular ship upon which they are sailing and this ship might just as well be the one ship out of 40 that is sunk, as it might be the ship out of the 20 that was formerly sunk. The number of ships sunk has nothing to do with the risk taken. The only material fact is that a concerted and vigorous effort is being made by the enemy to sink ships and seamen must undergo the resulting risks and hazards.

Foreign Seamen Not Cut

This fact is evidently the controlling fact insofar as war risk is concerned, for all but American seamen. Seamen on ships sailing the flags of our allies and whose wages and war risk compensation are paid by lend-lease, have not had their war risk compensation reduced because the number of ship sinkings might have fallen off. Nor have payments by the Government to ship operators been reduced because the record of ship sinkings has improved for the Allies.

The war risk compensation for the seamen of the Pacific has been twice reduced because the April 1st decision, not only cuts the already low bonus rates for West Coast-wise shipping, but this low bonus area has been extended by the decision to include half of the South Pacific. There is no more justification for discrimination between the East

Coast and West Coast insofar as coast-wise shipping is concerned, as there is justification for the cutting of the bonuses on either Coast and there is even less justification for the extension of the low bonus area for West Coast shipping to include half of the South Pacific.

"Inexcusable Injustice"

As we stated heretofore, the hunt for American shipping continues and so long as it does so, the war risk of seamen shall continue on both coasts equally. The war risk compensation in effect prior to April 1st should continue in effect and the discrimination between shipping on the East Coast and West Coast should be eliminated.

In no way is the arbitrariness and inexcusable injustice of the April 1st decision more clearly demonstrated than in the manner in which the combat bonus areas have been changed by that decision. Insofar as the Asiatic combat theater of war is concerned, the decision cuts off but seven degrees from the southern boundary of the area and extends the area thirty degrees westward, ten degrees eastward and eighty degrees northward. On the face of the enlargement of this combat area, it would seem that seamen sailing into this theater of war have greatly benefited from this aspect of the decision. However, a glance at the map will reveal that this Asiatic combat bonus area has been rebounded in a deceptive manner. By moving the southern boundary northward seven degrees, the New Hebrides, the largest United States naval base in the South Pacific, and all of the important northern ports of Australia are excluded from the combat area. It is to the New Hebrides, and the Northern Australian ports that the great bulk of war materials, food, etc., is shipped, and by excluding these ports from the combat area bonus area, but a very few ports to which any appreciable amount of materials is shipped remain in the combat area. The southern boundary of this combat area should remain as it was prior to the April 1st decision.

Extended Areas Asked

Then consider the westward extension of the area by the April 1st decision; what benefit is that extension to the merchant seaman? The only area included within this extension is an area completely dominated by the Japanese and into which the Allied fleet has ventured but once. Merchant ships do not sail east of 90 degrees west longitude, the new western boundary of the combat area.

But consider the new western boundary a bit more extensively. It will be observed that Calcutta, a most important port, especially now that the campaign in Burma has been opened, lies but two degrees west of this western boundary and Ceylon, Mountbatten's headquarters is also excluded. What the decision does in fact is to place the western boundary of the combat area just at that point where all shipping to the India-Burma theater of war will be excluded from the combat

(Continued on Page 8)

Seamen Improvise Mattress Liferrafts

Resourcefulness in improvising liferafts from mattresses, hatch covers, tables and other furniture resulted in the rescue of 30 men from the Liberty Ship William B. Woods, operated for the War Shipping Administration by A. H. Bull & Co.

The ship was sunk by a torpedo a few weeks ago, the WSA has disclosed. Under the command of Capt. Edward A. Clark, of Baltimore, the ship was carrying military supplies in the Mediterranean when the attack was made.

The single exploding torpedo apparently tore off the propeller, because engines began racing. Three liferafts were lost in the explosion and a number of soldiers were lost or wounded.

By the time the ship was ordered abandoned, some of the wounded soliders were being lowered into lifeboats, according to the report.

The stern of the vessel was under water and officers and soldiers lashed mattresses together, three to a bundle. These bundles were then thrown overboard and four soldiers were allowed to cling to each until help could arrive.

One of the deck cadets told of running out on deck to find parts of a hatch and liferafts still falling after splintering by explosion. He helped lower a lifeboat and stow wounded soldiers in that and additional liferaft.

With other rescuers he cruised about in the master's power lifeboat, picking up survivors and transporting them to an Italian destroyer that was standing by. This was continued until no more life jacket lights could be seen.

Chief Mate Lauds SIU Crew Members

Proof that the SIU not only is moving the ships, but is manning the ships with men who know their business, is shown in many letters received by the Union from masters, mates, engineers and shipowners, lauding the work of Union brothers under their command.

Typical of many is this letter from Chief Mate Frank Torre. It was his first trip with an SIU crew and it appears they showed up well in comparison to the crews he had sailed with on other ships.

New York, May 22, 1944

Mr. John Hawk,
Secy-Treas.,
2 Stone Street
New York, N. Y.
Dear Mr. Hawk:

Now that I am out of the hospital I take this opportunity to thank the SIU for the fine deck crew sent me while I was Chief Mate on the SS William Sturgis.

I sailed for many years on tankers and NMU ships, but this was my first experience with an SIU crew and I can assure you that your men are A-1 quality.

From the Bos'n to the last OS, I never had the least bit of trouble in the entire trip. Keep up the good work.

Truly yours,

FRANK TORRE,
Chief Mate



Mrs. Minnie Squires is shown above with her late husband before he sailed on the MAIDEN CREEK.

Geo. W. Alther Launched Marine Awards For SIU Casualties In New Orleans, Cited For Courage Under Fire

(Continued from Page 3)
It was that Alther gave up his life to save a gunnery officer on the lower deck, which by that time was enveloped in flames.

Following presentation of the medal Admiral Vickery awarded the pennant to the Delta Company. In so doing he congratulated the men and women workers for a job well done.

Shortly after Pearl Harbor, Admiral Vickery said, the President handed the merchant shipyards of this country one of the greatest challenges in history — the construction of 8,000,000 tons of shipping during 1943 and 16,000,000 tons during 1944.

Transportation Vital

"There is no more vital part of war production than your assignment," the Admiral told the workmen. "For battles are won by men, equipment and supplies and yet all three of these would be of little use without transportation to deliver them to the battlefronts."

"American shipyards met the commander-in-chief's 1942 goal and his 1943 objective they exceeded by 20 per cent."

"The Delta yard has played an important part in the tremendous accomplishment."

"The award you are receiving today places you in a class with the leading yards in the country. Truly you have made the all-American team of merchant shipbuilding."

Urges Greater Efforts

E. B. Williams, vice-president of Delta, who served as master-of-ceremonies, said more than 5500 men lost their lives in the merchant marine during this war and he urged the workers to greater efforts.

Also making pleas for increased achievement were W. H. Gerhauser, president of Delta, who accepted the pennant and James Dalzell, general superintendent of the shipyards.

Others termed the shipbuilding program the "backbone of the whole war program."

Pointing out the impossibility of conducting a war "with the fleet we had at the end of 1941," one official said, "before Pearl Harbor the American people had a strange disregard for their merchant marine."

Although the United States was a leading maritime nation, during the days of the famous clipper-ships it began to turn its mind inland in later years," he

SIU MEMBER DIES FROM STAB WOUNDS

Just a few hours after the sea-going tug "Point Judith" arrived back in San Francisco, after a three months' trip, the body of Joseph Reha, 27, oiler, was found on deck, slashed by five deep stab wounds. He was dead when discovered.

Reha, police said, was one of a group of crew members that had gone ashore to "celebrate" immediately after the vessel docked.

He is survived by a sister, Mrs. Raymond Bateman, 15 Warren Road, Essex, Maryland.

declared, and "only suddenly have we become aware of the meaning of ships."

Victory Ships

Later Admiral Vickery contrasted the desperate marine transportation problem which confronted the United States just after Pearl Harbor with the situation today, when 34,000,000 tons have been added to the nation's merchant marine, Admiral Vickery stressed the issues which will arise in peacetime and said "we are endeavoring to make sure that our postwar merchant marine will be capable of doing its share in the job of making victory permanent."

Praising the shipyards for the record-breaking construction jobs they have turned out, Admiral Vickery said:

"I am sure, that as taxpayers, you will be pleased to know that they have kept costs far below those of the last war's program. And they have done this, notwithstanding that today's ships are larger and better and despite the fact that shipyard wage rates are much higher."

Admiral Vickery emphasized the accelerated production of Victory ships, larger and faster than the old Liberty vessels, as a definite contribution to post-war maritime progress.

"But the best ships in the world," Admiral Vickery said, "are no better than the men who sail them, and we can all be proud of the courageous performance of our merchant seamen at war. During the height of the U-boat campaign, when the merchant marine was suffering an even higher percentage of casualties than our armed forces proper, not a single American ship missed its sailing for want of a crew."

Others decorated posthumously include three SIU members from New Orleans who were aboard the same vessel as Alther.

They were awarded the Mariner's Medal which is said to be equivalent to the Purple Heart for members of the armed forces. Today's recipients are:

Saul Howard Berman, first officer, whose four-year-old daughter, Sari Earlyn Berman, will receive the medal. She is the daughter of Mrs. Ethel Berman.

Frank James Miller, SIU member, a boatswain, whose sister, Mrs. Agnes Grazala, 1027 St. Philip St., will receive his medal.

Wren Joseph Reagan, SIU member, an able seaman, whose mother, Mrs. F. Reagan, 913 Dublin St., will receive his medal.

Henry Peter Smith, master,

whose wife, Mrs. H. P. Smith, 668 First St., Orleans Parkway, will receive his medal.

Andrew Asp, SIU member, able seaman, whose wife, Mrs. Tule Asp, 2311 Baronne St., will receive his medal.

Lewis Dewayne Jarvis, first assistant engineer, whose wife, Mrs. Lewis Jarvis, 4422 S. Liberty St., will receive his medal.

GROWTH OF OUR MERCHANT FLEET



Building ships around the clock for the WSA cargo fleet: "Ships—more ships" to smash the Axis and to create the greatest merchant fleet in history! Graph shows the phenomenal growth of the WSA cargo fleet from 1941. The early months of 1942 were a very critical period when sinking exceeded construction. But thousands of ships now building will survive this war to carry our cargoes for peace.



Principals at launching—Admiral Howard L. Vickery, vice-chairman of the U. S. Maritime Commission, holds 4-year-old Sari Earlyn Berman, sponsor of the Liberty ship, "George W. Alther," launched at the Delta Shipbuilding Co. yard today. Little Miss Berman was assisted by her mother, Mrs. Ethel Berman, in smashing the bottle. At right, George W. Alther, Sr., the ship's namesake's father, holds the Merchant Marine Distinguished Service Medal and citation, presented to him by Admiral Vickery as a posthumous award to his dead hero son.

Liberty Ship Program Ending

Additional contracts for awards on construction of Liberty ships are not contemplated, but the future program calls for the production of standard type vessels, Rear Admiral Howard L. Vickery said last week.

The Maritime Commission vice chairman said that the production program was at present about evenly balanced between Liberty ship production and that of the standard types, with about 75 building ways producing the slow moving emergency vessel.

Although the Merchant Marine Act of 1936 called for the construction of 500 ships, 50 a year over a ten-year period, the most recent figures available reveal that American shipyards from 1938, up to and including the first three months of this year, have delivered into service 362 tankers and 366 standard C-type cargo vessels.

The increase in the long range program has been achieved exclusive of the 2,008 Liberty ships which have been constructed over the same period.

Our Brothers Lost At Sea

25,000 members of the Atlantic and Gulf District of the SIU, undaunted and still sailing their ships, pay tribute to these Brothers lost in the performance of their duty. These are the casualties from the Atlantic and Gulf District only; and do not include the full casualty list for the International Union; the lists for the International are considerably higher.

NAME	DEPT.
Abraham, Alex	Deck
Abraham, John	Deck
Ackerman, Kurt	Engine
Agero, Felipe	Engine
Ahlberg, Theobert	Engine
Aikens, C. V.	Stewards
Alderman, William	Deck
Alexander, Harry	Engine
Allison, Orin Charles	Engine
Almodovar, Ricardo	Engine
Anderson, Arnold K.	Deck
Anderson, James	Stewards
Anderson, Thomas	Deck
Anduze, Isaias	Deck
Arant, James C.	Stewards
Arbeiter, Jaan	Engine
Arcay, Emiliano	Deck
Arenas, Evaristo	Deck
Ash, John J.	Engine
Asp, Andrew	Deck
Avellar, John R.	Deck
Averett, Ernest	Engine

NAME	DEPT.
Cadenhead, Jackson	Engine
Caespo, Francisco	Engine
Calafato, Fillipo	Engine
Caldwell, Wm. M.	Engine
Caldwell, William M. G.	Deck
Callahan, Stanley	Engine
Camacho, Justo	Engine
Camacho, Santos	Engine
Camp, Willis E.	Engine
Cannon, William	Engine
Carney, Peter J.	Engine
Carney, George	Engine
Caronia, Paul	Engine
Carter, J. D.	Stewards
Carter, Wilmon R.	Stewards
Carpenter, Robert Earl	Engine
Carroll, Reuben Sanford	Stewards
Cassel, Clarence E.	Engine
Cassel, John	Engine
Castillo, Bernard	Deck
Casquecente, V	Engine
Cebula, Edward	Stewards
Cederholm, Sven G.	Deck
Centeno, Francis	Engine
Chadwick, Leonard	Stewards
Chambers, Andrew	Stewards
Chandler, Curtis	Stewards
Chapman, William	Engine
Charlebois, Edmond	Engine
Charles, Samuel	Stewards
Chase, Harry	Stewards
Chisholm, Amos	Stewards
Chisholm, Elmo	Stewards
Chisholm, Wm. B.	Stewards
Christian, Alex	Stewards
Christensen, Emil	Deck
Christenson, Soren	Deck
Christopherson, Ch.	Engine
Church, Emerson W	Stewards
Cipollone, Domenic	Deck
Clagett, Owen L.	Engine
Clark, John Scotty	Deck
Clark, Robert	Engine
Cleveland, Howard	Deck
Clifton, Fred	Engine
Collins, Albert	Engine
Collier, Perry	Deck
Coleman, Patrick	Deck
Colon, Adolph, Jr.	Stewards
Combs, Robert Boyd	Engine
Cook, Hayward	Engine
Corbin, Clarence	Stewards
Corey, Robert	Deck
Corkern, Sheldon	Engine
Cortez, Demetrio	Stewards
Coscarelli, John	Deck
Councilman, Carville	Engine
Covington, B.	Deck
Cox, Donald	Engine
Cox, Carl V.	Stewards
Cox, William	Engine
Crawford, Thomas	Deck
Crewlay, William	Deck
Cross, Milford A.	Engine
Crouse, Charles	Engine
Cuaresma, Fortunato	Engine
Cummings, James M.	Stewards
Cummings, Nesbeth	Engine
Curett, Hermingildo	Engine
Curma, George	Engine
Curran, James A.	Deck
Custer, Ode G.	Stewards

NAME	DEPT.
Daniels, Byrl	Engine
Danley, Carl	Engine
David, Geronino	Engine
David, S.	Engine
Davilla, Manuel	Engine
Davis, James E.	Engine
Davis, Leon	Stewards
Davis, William L.	Engine
De Bolle, Paul	Engine
Del Campo, Enrique	Deck
De Gennaro, Louis	Engine
De Jesus, Rufino	Deck
De Loach, B.	Deck
Deleon, Percival	Stewards
Dembofsky, Nathan	Stewards
Dembofsky, William	Stewards
Derricks, Valentin	Deck
Deutch, LeRoy F.	Engine
DeVito, Frank	Engine
De Vito, Michael	Engine
Dinger, Warner B.	Deck
Dion, Lewis J.	Engine
Di Lorenzo, Frank Salvatore	Deck
Dix, Danny	Engine
Dixon, Roy	Engine
Dixon, James	Stewards
Doherty, Alan L.	Deck
D'Olive, Scrip	Engine
Dominquez, Eugene	Deck
Dostic, Harold J.	Deck
Dover, Oliver	Stewards
Doxtation, Frank E.	Engine
Drumwright, K.	Engine
Duersel, Herbert	Engine
Duffy, Joseph	Stewards
Dunn, John Joseph	Engine
Dunning, Clyde A.	Engine

NAME	DEPT.
Free, Nelson	Engine
Freitag, Adam A.	Deck
Fuenter, Antonio	Stewards
Fuhrman, Byron	Engine
Funk, Leonard	Engine
Funk, Leonard Lewis	Engine
Funk, Russell C.	Engine

NAME	DEPT.
Gadson, William	Engine
Galbraith, Peter	Stewards
Gallwitzer, Kasper	Engine
Gallagher, Laurence	Deck
Galle, John	Stewards
Ganey, Riley	Deck
Gardiner, L. A.	Stewards
Gardner, Eugene John	Deck
Garrido, J.	Engine
Gearin, John F.	Engine
Gedman, Oliver	Deck
Gennaro, Louis De	Engine
Genth, Frederick E.	Engine
George, Jeter	Stewards
George, Peter	Stewards
Gerguson, Lionel	Stewards
Gerry, Wilburt	Engine
Gezak, Richard	Stewards
Gills, Odus	Engine
Girowed, A. J.	Engine
Glemby, Maurice M.	Engine
Goethe, William	Engine
Goldstein, Benjamin	Deck
Gonya, Leo	Engine
Goring, Chares E.	Stewards
Gott, Albert R.	Deck
Gourdier, John	Deck
Graham, Edward	Engine
Gray, Edward	Stewards
Grech, Paul	Engine
Green, Harvey	Deck
Green, Orville E.	Engine
Greene, William C.	Stewards
Grey, Winfred Miss	Stewards
Groover, Charles W.	Stewards
Gurry, James	Engine
Gvanill, Luis	Engine
Gwaltney, Warren	Deck

NAME	DEPT.
Healing, ...	Stewards
Healey, John	Engine
Helera, Dalmacio	Deck
Helleby, Louis	Stewards
Henderson, James	Deck
Hendricks, Wardel	Stewards
Hendy, Frederick Allan	Deck
Henning, Harry	Deck
Hernandez, Ricardo	Stewards
Hester, Steve D.	Engine
Hester, William G.	Deck
Heubner, Carl	Engine
Hewett, Ralph	Engine
Hiatt, Chester E.	Stewards
Hickey, Gerald Frederick	Deck
Hickman, A. J.	Stewards
Higbee, Harry	Deck
Hilliard, Robert H.	Engine
Hinton, Edward N.	Deck
Hodges, Harnert	Deck
Hofman, John	Engine
Hoffman, Carl J.	Engine
Hoffman, Christopher	Deck
Holder, Charles	Engine
Holland, Eugene	Engine
Holms, Barry	Engine
Holyoak, Arthur	Deck
Honigman, Louis	Stewards
Hooks, Joseph Francis	Engine
Horton, David A.	Deck
Houston, P. J.	Deck
Howard, Florin Harold	Engine
Howell, William T.	Engine
Hudgins, Shelbrow W.	Deck
Hudson, Carter	Deck
Huebner, Herman	Stewards
Huffmaster, Jude	Stewards
Huggins, Woodrow	Engine
Hughes, Joseph	Stewards
Hughes, Wm. L.	Engine
Huna, Raymond	Stewards
Hunte, James H.	Stewards
Hurd, Marion	Stewards
Hurd, Virgil James	Engine
Hurst, Harvey L.	Stewards
Hutchinson, Herman	Stewards
Hutson, J. W.	Engine
Hyde, Basil	Engine

NAME	DEPT.
Jackson, Joseph	Deck
Jaffe, Edwin N.	Deck
Jansen, Hjalmar	Deck
Jany, Bisari	Deck
Jenkins, John	Stewards
Jeremias, Chas.	Deck
Jernigan, LeRoy	Engine
Johansen, Harsten	Engine
Johnneee, Russell J.	Deck
Johnson, Frank	Stewards
Johnson, John	Stewards
Johnson, Kyle Vaughan	Deck
Johnson, William	Deck
Jones, A.	Engine
Jones, Charles	Engine
Jones, Lewis	Engine
Jordon, Harold S.	Engine
Josato, Tony E.	Deck
Judge, James J.	Engine

(Continued on Page 7)

(Continued from Page 6)

NAME	DEPT.
L	
Labiano, Louis	Deck
Laboy, David	Stewards
La Casse, Frank	Deck
Lane, H.	Engine
Lang, Charles	Stewards
Lang, Robert E.	Stewards
Lantz, Christian S.	Engine
Larsen, Wilhelm	Engine
Lauriano, Pedro	Deck
Lawman, A.	Engine
Lawson, George	Stewards
Lawson, Isaiah	Stewards
Lebron, E. T.	Deck
Lectora, Angie	Engine
Lee, Horace	Stewards
Lee, James Robert	Engine
Lee, William	Engine
Leguro, Vincent	Stewards
Lehr, Kenneth	Deck
Lehr, Kenneth Edward	Deck
Lesniak, Joseph	Deck
Lester, Otis	Stewards
Lewis, Charles E.	Deck
Lewis, Richard F.	Engine
Lima, Joseph Benhaim, Jr.	Deck
Lindberg, Thor A.	Stewards
Lindsey, Henry	Deck
Liskoys, Victor F.	Deck
Litch, Walter	Stewards
Lively, Thomas J.	Deck
Livingston, Alexander	Deck
Lockett, W. E.	Engine
Long, Grover C.	Engine
Lopez, Francisco	Deck
Lott, James Cassidy, Jr.	Engine
Lovitt, Jessie	Engine
Lowery, Clarence C.	Stewards
Ludwick, Martin J.	Engine
Lumbattis, Darwin	Stewards
Lupton, Bruce	Deck
Lussier, Joseph	Deck
Lynch, Julius	Deck
Lyon, Arthur	Engine

NAME	DEPT.
M	
MacCaskill, Charles M.	Deck
MacDonald, Mark	Engine
Mack, Harry	Deck
MacKenzie, Caytano	Deck
Macksey, Anthony	Engine
Maduro, Manuel	Stewards
Maffia, Alfred	Deck
Mahoney, Joseph E.	Deck
Malone, Thomas	Engine
Malone, William	Stewards
Martinez, Obdulio	Deck
Mann, Joseph P.	Stewards
Manuel, W. E.	Stewards
Marko, Edward W.	Engine
Marquess, Mitchel	Engine
Marshall, Linwood W.	Engine
Martel, Robert	Stewards
Martin, James	Stewards
Mason, Charles	Deck
Mason, E. G.	Engine
Mayer, Alfred E.	Deck
Mayo, Oscar K.	Engine
Meadows, F.	Stewards
Mell, William	Engine
Mendez, E. P.	Deck
Merryfield, William	Engine
Messick, William	Stewards
Miguez, Jose	Stewards
Millay, A. W.	Engine
Miller, Charles	Engine
Miller, F. J.	Deck
Miller, Joseph	Engine
Mills, Robert E.	Engine
Mishler, Clarence	Deck
Mitcham, Fillmore	Engine
Mixon, Jerry	Stewards
Monreal, Antonio	Deck
Moralis, Manuel	Stewards
Moran, A. C.	Engine
Morgan, Theo	Stewards
Moses, A. B.	Stewards
Muehle, Eric O.	Deck
Mulligan, John	Deck
Munez, Erasmo	Stewards
Mungins, Herbert	Engine
Murphy, Hugh	Stewards
Murphy, Joseph	Engine
Murphy, K. W.	Engine
Murray, Thomas F.	Stewards

Our Brothers Lost At Sea

NAME	DEPT.
Mc	
McCarley, John L.	Deck
McClelland, William	Deck
McCormack, Alexander	Stewards
McCull, James	Deck
McDaniel, Thomas J.	Stewards
McDonald, Albert	Stewards
McEvoy, William	Engine
McGee Fred	Deck
McGee, Frank	Engine
McGillicuddy, J.	Stewards
McGuire, Frank	Engine
McGuinnis, Merle	Stewards
McKee, William	Deck
McLaren, Joseph	Stewards
McNamera, Jeremiah	Engine
McNish, Roy	Deck
McWilliams, John G.	Stewards

NAME	DEPT.
N	
Nevette, St. Julian	Stewards
Nich, Anthony	Deck
Nickerson, Roy M.	Engine
Nielsen, Alfred K.	Engine
Nilsson, Karl	Deck
Noble, Charles	Stewards
Noble, Manuel	Stewards
Nobles, Eugene	Deck
North, James	Engine
Norwood, Isaac B.	Deck

NAME	DEPT.
O	
O'Berry, Alton	Deck
O'Brien, Edward	Deck
O'Brien, Thomas P.	Engine
O'Donoghue, Tim J.	Engine
Ogle, Cyril	Stewards
Olivero, Rafael	Deck
Olsen, Einar	Deck
Olson, Kenneth	Deck
Olszewski, John Benjamin	Deck
Olszewski, John	Deck
Oran, William	Deck
Osterman, Frank	Deck
Ostron, Marvin	Deck
Otremba, Frank Joseph Jr.	Deck

NAME	DEPT.
P	
Pabon, Juan	Stewards
Pacetti, William	Stewards
Padro, Cristobal	Deck
Pagan, Carlos	Engine
Pagan, Francesco	Stewards
Page, Don Dolphy	Engine
Painter, Thomas	Engine
Palmer, Frank	Deck
Papathamas, Vasil	Engine
Papineau, Victor J.	Stewards
Parker, Mose	Engine
Parks, Mack	Stewards
Pas, Herman	Stewards
Patrola, Victor J.	Deck
Patton, James E.	Stewards
Paul, Harry	Stewards
Pavilonis, John	Deck
Peck, Clarence F.	Engine
Pecot, Roderick	Engine
Pelayo, Demetro	Deck
Penada, Joao E.	Engine
Pentz, Theodore Von	Engine
Perez, German	Deck
Perez, Marcelino	Engine
Perkins, Dwight	Deck
Perkins, John	Engine
Perlis, Morris	Engine
Perry, Kaston F.	Engine
Perry, Richard	Deck
Peterson, Gilbert E.	Engine
Petitti, Charles	Deck
Pickett, Loreu	Stewards
Piedra, Charles A.	Stewards
Piehet, Ralph	Deck

NAME	DEPT.
R	
Radel, Robert F.	Stewards
Radigan, J.	Deck
Ramirez, Robert	Deck
Ramsey, Edward	Engine
Rank, Dean	Engine
Rapchak, Steve M.	Stewards
Ray, Louis	Deck
Ray, Louis Joseph	Deck
Rayco, Luciano	Deck
Rea, John A.	Engine
Reagan, Wren	Deck
Redden, Orville	Stewards
Reed, Clyde, Jr.	Engine
Reed, Halloway	Deck
Reid, W. M.	Deck
Reilly, Frank	Engine
Reilly, John	Deck
Reilly, Thomas Joseph	Engine
Reip, Charles	Deck
Rey, Antonio	Engine
Rhodes, Cecil	Deck
Rhodes, Herbert James	Stewards
Richardson, Elmer	Stewards
Riddle, William J.	Engine
Riley, Frank	Engine
Rivera, Joaquin	Engine
Rivera, Juan	Stewards
Rivera, Manuel	Stewards
Rivet, Howard S.	Engine
Rivet, Howard Stanley	Engine

NAME	DEPT.
S	
Sabio, Daniel	Deck
Sabo, Louis	Stewards
Salamo, Juan	Engine
Salus, Louis	Stewards
Salzman, Carl F.	Stewards
Samillano, Nicolas	Deck
Sanchez Juan	Deck
Sandova, John	Deck
Santana, Eugenio	Deck
Santiago, Matias	Engine
Santiago, Nick	Engine
Saunders, Dewey	Engine

NAME	DEPT.
S	
Schermers, Roy	Engine
Schermer, Douglas	Engine
Schuler, Emil	Deck
Schweters, H. W.	Engine
Searless, Kendrick	Deck
Self, B. R. Preston	Deck
Sellers, Sam	Deck
Shaw, Cecil	Engine
Shaw, Charles Howard	Deck
Shepher, R. C.	Stewards
Sherris, Elliot Ivan	Deck
Sherrod, J. H.	Stewards
Sierra, Louis	Engine
Smith, Henry	Deck
Smith, Jim	Stewards
Smith, Matthew	Engine
Soberberg, Edgar	Deck
Sousa, Manuel	Stewards
Spatharos, Emanuel	Engine
Spencer, Frank E.	Stewards
Spivey, Clayton	Engine
Sprague, Donald Eugene	Engine
Squires, Joseph	Deck
Squires, P. A.	Stewards
Stanley, James	Stewards
Starns, Wilmer	Engine
Statzell, Henry, Jr.	Stewards
Stebbins, Fred	Engine
Stephens, Charles	Stewards
Stevens, James	Deck
Stewart, Charles	Deck
Stewardt, John B.	Stewards
Stokes, Melvin	Engine
Stokes, Melvin William	Engine
Stough, Rufus	Stewards
Strachen, Stephen	Stewards
Strom, Henry	Deck
Styrczynski, Arthur	Deck
Sullivan, Dennis J.	Deck
Sullivan, Kokomo	Engine
Sullivan, Sydney	Stewards
Surles, Henry	Engine
Sutherland, Melvin	Stewards
Sutherland, William	Deck

NAME	DEPT.
T	
Tait, William Mearns	Deck
Tate, James	Stewards
Taylor, Alfred	Deck
Taylor, Fred	Engine
Taylor, James	Stewards
Taylor, Joseph	Engine
Taylor, Leslie	Stewards
Taylor, Richard	Engine
Taylor, Robert	Engine
Taylor, Stanley	Stewards
Tearse, Ronald J.	Engine
Tereza, John	Engine
Thomas, D. H.	Stewards
Thomas, John	Engine
Thomas, Thomas J.	Stewards
Thompson, Cecil	Stewards
Thornton, John	Engine
Tilley, F. H.	Stewards
Tingle, Thomas S.	Stewards
Tobiassen, Tobias	Deck
Tomm, Alexander	Engine
Torres, Gregorio	Engine
Torres, Pedro	Engine
Tralie, Joseph	Deck
Trymers, Louis	Deck
Tubens, Jules	Engine
Tubin, Rubin	Stewards
Tuohy, Robert	Engine
Turner, Lemuel	Stewards
Turner, George	Stewards
Twiss, Clifford B.	Stewards
Tyrell, Thomas	Deck
Tyszkowski, Micozyslaw	Deck

Salute To The Brave

Hail to the New freighters
Whom will wear these gallant names
Sail On! Sail On! to Victory
And to the heroes' fames
Their memories shall our vows renew,
Upon the lone sea lanes.

Two members of the SIU
Who knew not doubt nor fear,
Squires: who died in mountainous seas
The lifeboats' crew, to clear,
The wild winds sound his requiem,
The restless deep's his bier.

Alther: who faced the Nazi bombs,
The terror from the skies;
To save his ship and lives of crew
This hero had to die;
His face still turned towards the foe,
While he on deck did lie.

Thus died in line of duty
These sailors of the sea
Courageous, fighting merchantmen
Who keep our Nation free,
The selfless Souls of Courage
True to Man's Dignity.

No speech nor blare of trumpets,
Nor praise on printed page,
Nor witness of a spoken word
But only wild seas rage,
And hell of Nazi fury;
This was their lonely stage.

These ships shall live, in Seamen's hearts
Through the deeds that won their names,
The floating Shrines of our Golden Age,
To their eternal fames!
Proudly! Sail On! these SIU ships
Upon the world's sea lanes.

—Top 'n Lift

NAME	DEPT.
U	
Udell, David H.	Engine

(Continued on Page 8)

