

**SECURITY
IN
UNITY**

SEAFARERS LOG

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



Vol. VI

NEW YORK, N. Y., FRIDAY, OCTOBER 27, 1944

No. 35

Correction On Ballot Rule

On October 16, 1944, general instructions for conducting the balloting in the 1944-45 Official Election were sent to all Agents from the Secretary-Treasurer. In the footnote under Section 5, an error was made. The footnote under Section No. 5 should read:

"In order for a member to vote prior to December 1st, 1944, he must have paid all his assessments except the building assessment from the time of joining and all dues up to but not more than 3 months in arrears."

"Men holding probationary books are not to be permitted to vote."

"In order for a member to vote on December 1st, 1944 or thereafter, he must have paid all of his assessments from the time of joining including the building assessment and all dues up to but not more than 3 months in arrears."

The reason for this change is that the membership went on record to set November 30th, 1944 as the deadline for the payment of the building assessment. In other words, if the building assessment is not paid by November 30th, 1944, the member is considered in bad standing and is not entitled to vote.

Secretary-Treasurer
JOHN HAWK.

Water Everywhere — But Don't Take a Bath.

Do people hold their noses when you walk into the room? They probably do if you are aboard the SS Robert La Follette, for the skipper on that ship doesn't like men to take baths. Here is the notice he posted on the bulletin board:

"Water will be turned on during the hours 3:30 A.M. to 4:30 A.M., 7:30 A.M. to 8:30 A.M., 11:30 A.M. to 12:30 P.M., 3:30 P.M. to 5:30 P.M., 7:30 P.M. to 8:30 P.M., 11:30 P.M. to 12:30 A.M. The water will be on for showers and laundry on Saturday. Some common sense makes a little water go a long way. If a single case of waste is discovered, much stricter regulations will be put into effect."

The evaporators on the La Follette produce 25 tons of water per day—enough for the crew to be in the showers all day long. Must be that the skipper likes his ships to have that gamey atmosphere.

Special Services Department Education

The newly created Special Service Department of the New York Branch is the subject of the latest education leaflet published by the union. This leaflet is being inserted in the ship's kits which are placed on all ships signing on in New York.

The Special Services Department was created by the New York Branch at the time the union moved into the new and larger quarters on Beaver Street. The purpose of the Department is to give the members representation on Coast Guard beefs, Selective Service cross-ups, Immigration cases, and the myriad other small beefs which effect a man's peace of mind and ability to make a living. Headed by brother Joe Volpian, the Department has aided many a union brother in a jam; jams in which he previously had to fight his own way out alone—and often couldn't.

Here is the text of the new leaflet:

Maybe You Didn't Know
Maybe you didn't know how many different services your union is performing for its members. Here at headquarters we are often surprised ourselves.

Here are a few facts and figures to think about.

During the past six months the Special Services Department of

(Continued on Page 4)

A Trip Carder Praises The SIU Method

New York, Sept. 29, 1944
Dispatcher, New York

Dear Sir:

Before leaving this port I feel it my duty and pleasure to thank you for all your kindness and cooperation you showed me. I am very happy with my trip-card and will be proud to get a full book as soon as I come back from this trip. I noticed right away the difference between the SIU and the NMU. I only regret it that I have not changed long ago. I have met all the boys in my department and they seem swell. So I am all set and ready to sail. As soon as I am back I will look you up and say hello. I hope to meet you in the best of health.

Respectfully yours,

J. G. VAN LEEMAN

A full slate of candidates for 1945 office has been approved by the Credentials Committee, the ballots are being distributed and everything is set for a lively election throughout the months of November and December. Forty-six candidates have filed for the various Agent and Patrolman positions, the largest number of candidates to file in recent years. Considering the serious problems which face the union in the coming year,

Life Payments For Disabled

WASHINGTON — Permanently and totally disabled seamen will receive lifetime payments, by provisions of HR 4163, passed by the Senate recently.

Both houses of Congress accepted the bill after drastic revisions had been made in its benefit clauses by the Senate Commerce Committee. The benefits are now provided on the basis of schedules of the United States Employee Compensation Act.

Maimed seamen will be entitled to minimum benefits of \$58 a month and maximum benefits of \$116, depending on earnings.

The compensation for total disability has been increased to \$7,500, if taken in monthly payments.

Until HR 4163 was passed, merchant seamen were entitled to only \$5,000 war risk compensation for total disability. Seamen maimed early in the war found that the high cost of living had all but eaten up these cash reserves.

Two SIU Lines To Expand

The Waterman and Mississippi SS Lines, both contracted to the SIU, are to substantially increase the size of their fleets in the next month or so. C-type ships will be added to both lines, meaning many more jobs for SIU men.

Under provisions of the Merchant Marine Act of 1935, the Waterman Steamship Corporation was given permission to purchase five C-2 type dry cargo ships, now being built for the U. S. Maritime Commission. These ships are intended to replace others lost in enemy action and Waterman intends to operate them on already established runs to foreign ports.

The Mississippi Shipping Company, Inc., will acquire three C-3 type combination passenger and cargo vessels now under construction for their trade between U. S. Gulf ports and the east coast of South America.

all branches are urged to get out the vote. See that every man who registers in the next two months exercises his constitutional rights and responsibilities. Any man who fails to participate in the elections, has no beef coming if the man he supports fails to get into office.

The SIU is the most democratically run union on the waterfront. All power rest in the hands of the rank and file and now is the time for them to exercise that power. Keep the SIU a rank and file union—vote in November or December!

Here is the official list of candidates and the office for which they are running:

SECRETARY-TREASURER
John Hawk

ASSISTANT SEC'Y-TREAS.
Louis Goffin

BOSTON AGENT
John Mogan

BOSTON JOINT PATROLMAN
Stanley Greenridge
Joseph Lapham

NEW YORK AGENT
Paul Hall

**NEW YORK
DECK PATROLMEN**
(vote for two)
Joseph Algina
James Sheehan

**NEW YORK
ENGINE PATROLMEN**
(vote for two)
Howell "Jimmy" Hanners
Joe Volpian

**NEW YORK
STEWARDS PATROLMEN**
(vote for two)
Claude Fisher
Fred Hart

PHILADELPHIA AGENT
Harry Collins
James McCaulley

BALTIMORE AGENT
Joseph Flanagan
William McKay

BALTIMORE DECK PAT'LMAN
Rexford E. Dickey

**BALTIMORE
ENGINE PATROLMAN**
Wm. "Curley" Rentz
Flaye A. Stansbury
Ernest B. Tilley

**BALTIMORE
STEWARDS PATROLMAN**
Charlie Starling

NORFOLK AGENT
Carl M. Rogers
James L. Tucker
Ray White

NORFOLK JOINT PATROLMEN
(vote for two)
Keith Jim Alsop
D. E. "Casey" Jones

SAVANNAH AGENT
Arthur Thompson
Charles Waid

JACKSONVILLE AGENT
James Cobb
Robert Matthews

TAMPA AGENT
D. L. (Jack) Parker

MOBILE AGENT
George L. Bales
Olden Banks

MOBILE JOINT PAT'LMAN
(No candidate)

NEW ORLEANS AGENT
L. J. "Baldy" Bollinger
A. "Frenchy" Michelet

**NEW ORLEANS
JOINT PATROLMEN**
(vote for two)
Leroy L. Clark
L. S. "Johnnie" Johnston
G. A. "Curley" Masterson
C. J. "Buck" Stephens
Frank "Red Sully" Sullivan
Tedd Terrington

GALVESTON AGENT
D. Stone
R. W. Sweeney

PUERTO RICO AGENT
Daniel Butts
Andres Quinones
Bud Ray

The Credentials Committee was composed of brothers Alexander Kerr, Leon Johnson, Renfro Hall, Vincent Cook, William Harold and William Huber.

SEAFARERS LOG

Published by the
SEAFARERS' INTERNATIONAL UNION
 OF NORTH AMERICA
 Atlantic and Gulf District
 Affiliated with the American Federation of Labor

HARRY LUNDEBERG - - - - - President
 105 Market Street, San Francisco, Calif.

JOHN HAWK - - - - - Secy-Treas.
 P. O. Box 25, Station P., New York City

MATTHEW DUSHANE - - - Washington Rep.
 424 5th Street, N. W., Washington, D. C.

Directory of Branches

BRANCH	ADDRESS	PHONE
NEW YORK (4)	51 Beaver St.	HAnover 2-2784
BOSTON (10)	330 Atlantic Ave.	Liberty 4057
BALTIMORE (2)	14 North Gay St.	Calvert 4539
PHILADELPHIA	6 North 6th St.	Lombard 7651
NORFOLK	25 Commercial Pl.	Norfolk 4-1083
NEW ORLEANS (16)	339 Chartres St.	Canal 3336
CHARLESTON (9)	68 Society St.	Charleston 3-2930
SAVANNAH	220 East Bay St.	Savannah 3-1728
TAMPA	423 East Platt St.	Tampa MM-1323
JACKSONVILLE	920 Main St.	Jacksonville 5-1231
MOBILE	7 St. Michael St.	Dial 2-1392
SAN JUAN, P.R.	45 Ponce de Leon	San Juan 1885
PUERTO RICO	219 20th St.	Galveston 2-8043
GALVESTON		

PUBLICATION OFFICE:

51 BEAVER STREET
 New York, (4) N. Y. HAnover 2-2784



MONEY DUE

SS KING WOOSLEY
 S. Singleton, 8 hrs; A. White, 32 hrs; W. Nickols, 22 hrs; J. Welfing, 6 hrs; J. Manning, 5 hrs; T. Smith, 4 hrs. Collect at Bull Line Office.

SS DYNASTIC
 A Walters, Messman, 16 1/2 hrs. Collect at Waterman Steamship Company. See Capt. Perkins.

SS WILLIAM BRYANT
 O. J. Bell, \$33.62; W. C. Taylor, \$53.42; A. Lammon, \$34.75; C. Cortright, \$39.01; G. E. Boyce, \$28.22; R. L. Litgeb, \$28.22; H. Lammon, \$38.87; E. Koundourakis, \$35.72; E. J. Noonan, \$3.92; E. G. Schaeffer, \$3.92; M. Shuler, \$3.92. Collect at Alcoa Steamship Company, 17 Battery Place, New York. Minus 21% of above totals.

SS JONATHAN GROUT
 Godon Motwill, Engine Department, \$106.65. Collect at Mississippi Steamship Company.

SS CAPE MOHICAN
 Dispute Attacks—March 12, 13, 1944 North Shields, England, 3 a.m. to 5 a.m.
 March 21, 22, New Castle, England, Between August 23, 31, 1943, Malta. Attack Bonus Claim. Collect at Company Office.

SS JOHN GORRIE
 Joseph Kennedy, oiler, 37 hrs; Roy Bell, oiler, 26 hrs; Alfred Blickman, oiler, 59 hrs; Demitrior Yoamov, F-W-T, 28 hrs; James W. Brown, F-W-T, 61 hrs; James McKillip, F-W-T, 41 hrs. Collect at offices of South Atlantic SS Co., Savannah.

SS HOWARD E. COFFIN
 Anthony W. Demcyak, OS, 17 hrs; Clifton Coates, AB, 18 hrs; John Depietrantonio, 9 hrs; Peter Gellatly, AB, 22 hrs; Charles Abraham, OS, 6 hrs; Gerard F.

Hamahan, AB, 26 hrs; E. H. Eavada, oiler, 35 hrs. Collect at South Atlantic SS Co., Savannah.

SS JOHN LAWSON
 The following men can collect their overtime:
 P. Pedersen, AB, 7 hrs; R. Statham, AB, 10 hrs; G. Svallard, AB, 6 hrs; C. Vranich, AB, 5 hrs; A. Caram, OS, 10 hrs; F. Hudak, 6 hrs; H. Wilson, D-M, 5 hrs.

SS GEORGE PICKETT
 J. Fernandez, Chief Cook; R. R. McCallia, 2nd Cook; Harry Reiter, Charles Erisson, W. Reddinger, J. Gomes, M. Moor. Extra meal money now payable at Waterman Office.

SS COLLIN BRYAN
 Thomas Jarboe, 15 hrs. Payable at Alcoa Steamship Company Office, 17 Battery Place.

SS JOSHIA BARTLETT
 Members who had their names listed in Oct. 13th issue of the LOG please contact Eastern office in Boston or New York.

SS WM. RAWLES
 Crew collect disputed overtime at N. Y. office of Bull Line.

SS DAVID BURNETT
 Hyman Hornrich, oiler, has \$104.87 coming. Collect at Baltimore office of Waterman Co.

SS BENJ. ROBERTSON
 L. A. Brace and D. Pierce have overtime coming for relieving for supper in the engine and fire-room. Collect at Bull Line office in New York.

SS ABEL STEARNS
 G. Stanley, 67 hrs; F. Martin-korich, 16 hrs; W. Therault, 18 1/2 hrs; J. McPhillips, 4 hrs; C. Ponce, 1 hr; H. Frazier, 14 hrs. Collect at Bull Line office.

Editors Mail

Editor:

All seamen are interested in the proposed "Seaman's Bill of Rights," which includes the same security guaranteed the armed forces after the war, plus free marine hospitalization and low expense hospital care for his family. The chair warmers association find this too small to mention at this time, so in consequence this bill follows graceful second on the program.

When the seamen's struggles were extremely bad, the average seaman was identified by the solid citizen as the lowest specimen of humanity. Futile attempts were made to educate the populace that sailing ships is an occupation. This type of work was regarded as means of escape for shoreside workers; a complete failure; or terms of suicide, a last resort. Seamen's language was considered coarse; his social conduct rough and abusive.

The seamen being isolated and away from civilization for long periods assume that the bureaucrats would intercede in his behalf.

Social security was granted the seaman years after it was introduced to the general public. Although the seaman pay proportionally as much taxes as any one.

The seaman's importance was realized at the beginning of this universal crisis. They were honored galore in their successful efforts to deliver the goods. They weren't intimidated by the fact that they were targets or living on a bull's eye with inferior protection. Special services were set up to issue medals for their excellent performance at sea.

They were given the right to wear uniforms with all its trimmings; service centers; platforms erected for the greatest orators of the land to blow in his behalf.

The seamen appreciate all of these vast offerings by conditions of war, but what is realized that should be first on the blah-blah agenda, is a complete justice, "The Seaman Bill of Rights."

FREDDIE STEWART

Editor, Seafarers Log
 Dear Brother:

It has been sometime since I have taken time out to write to the LOG and the good brothers through the LOG. I also have been lax in keeping up with what has been going on, as I have been very busy here from one place to another, and have not been able to contact the branch of the union as I would like to.

I finally took time off, and was I surprised in what the good brothers had started to do. I am with them one hundred percent on the owning of our own union halls.

Also there is a movement to help bring up the Bos'n pay. We should have started that long ago.

If we continue to carry two grades of ABs we should have a difference in the grade of pay.

I am stationed about forty miles from San Juan and it is impossible to see about some of the union affairs that I would like to keep in touch with.

I am very glad to see where the good brother and agent Paul Hall is doing so much good in settling the beefs.

I have been down since June, 1942, and I have tried to get

(Continued on Page 4)

Michelet Proposes Ship's Cook Book

By FRENCH MICHELET

If the food isn't what it should be on your scow don't blow your top to the steward, just get to a phone and call us because, brother, we've got a brand new angle—and it's a honey! It seems that the WSA is getting a trifle worried about the future, what with the war in Europe almost

finito and the Japs taking such a shellacking in the Pacific. So they're commencing to make sheep eyes at the unions.

"If any port stewards are trying to stint on the food aboard ships under our control," they told the officers of this union some time ago, "why, just bring the matter to our attention and we will take action."

So, brother, if there's any meat on your scow that stinks on ice, or if the eggs are only fit to throw at politicians, or if some hungry port steward is trying to chisel on the food requisition, why just get to a phone and call us and we'll hustle down to the ship and investigate. We can promise you that we'll get the cooperation of the WSA when you give us a legitimate beef, because there's nothing on this good green earth more cooperative than a bureaucrat that's trying to keep himself in office. This applies to the linen and slop chest as well as the food.

We would like all brothers in the out ports to write to us about any complaints because we are trying to build up a file on the subject. When writing in to make a complaint please give us all the details—be specific about dates, the full name of the ship and the company operating her, the port she stored in, length of the voyage, etc. We would also like any detailed complaints from stew-

ards who find the new WSA directive regarding carcass beef working an undue hardship on them, and some concrete suggestions for getting around this sore spot. This last is a technical beef but stewards will appreciate its importance.

This whole thing started about ten days ago when the Food Control Division of the WSA called a meeting of the representatives of the various maritime unions. The SIU was represented by John Hawk for the deck department, Paul Hall for the engine department and this correspondent for the steward department.

Mr. Harold J. O'Connell, Director of the Food Control Division of the WSA, acted as chairman. He explained that the purpose of the meeting was to propose new plans for the handling of food aboard vessels under the board's control. Their proposals touched on just about every phase of food handling — from the establishment of a finky school for stewards to the publication of a ship's cook book.

Now the officers of this union know these birds well enough not to endorse any pig-in-the-poke proposals, and we certainly have no intention of helping anybody establish any more schools in the industry. We did agree, however, to name a liaison officer from this union (whatever the hell that is!) to attend the board's future deliberations to try to ferret out any constructive proposals that these double-talk artists might accidentally turn up. The writer has been named as the SIU representative and proposes to keep the membership informed of developments through these columns.

We all know that the WSA, like all bureaucratic bodies, is directing half its energies toward keeping itself in office. In their relentless fight for survival in the post war world these birds are seeking as many duties as possible in order to justify their existence in the peace time economy of the country. The SIU has no intention of becoming a party to the squandering of the people's money on an utterly useless school for stewards, simply because the WSA wants another monumental achievement to point with pride to. On the other hand, when they propose plans for the better packaging of food, the storing of ice boxes and the publication of a ship's cook book, then we are definitely interested, because we know that there is a crying need for these things.

The maritime industry is badly in need of a good cook book. Those few publications that pretend to fill this role today aren't worth a damn. The recipes almost invariably call for ingredients out of this world and about as obtainable on a ship as cold beer or a trim blonde hay bag. We want a cook book that in layout, in proportions, in ingredients, in the utilization of leftovers, in the spicing and dress-

(Continued on Page 4)

Paradeau Appeals For Dead Storage Pick-up

The baggage room in the new building at 51 Beaver Street in New York is one of the most efficiently laid out and run of any such service on the waterfront. Brother Leonard Paradeau is the chief mail clerk and baggage man, and he keeps the room in shipshape order so that the membership will receive the maximum service when checking their gear, and the utmost safety while the gear is in storage.

However, there is a situation developing which may force a curtailment of the baggage checking service. Many brothers have checked things with the union and left them for 9 or 10 months or a year. This week we received 28 pieces of baggage which had been left aboard various Calmar ships over the past months. If all this dead storage is left on the racks, there will be less space for the live storage. For this reason, brother Paradeau appeals to all members who have dead storage laying in the baggage room to come and collect it and free the space for a man just getting off a ship.

Turn now to the PERSONALS column on page four and see if you have baggage waiting to be picked up.

Reemployment Rights Set

WASHINGTON — The War Shipping Administration has announced new procedures to carry out provisions of Public Law 87 for the reemployment rights of persons who left their positions after May 1, 1940, to enter the Merchant Marine and who desire to return to those positions after the war.

Although WSA expects sufficient jobs to be available for all seamen and officers who desire to remain in the industry after the war, those who wish to return to their former jobs will be given every assistance, the agency said.

To be eligible for reemployment rights, the applicant must have left other than a temporary position to enter the Merchant Marine after May 1, 1940, and before termination of the unlimited national emergency; he must apply not later than 30 days after the date of his release from the Merchant Marine and receive a certificate of service showing he has completed substantially continuous service.

BALTIMORE

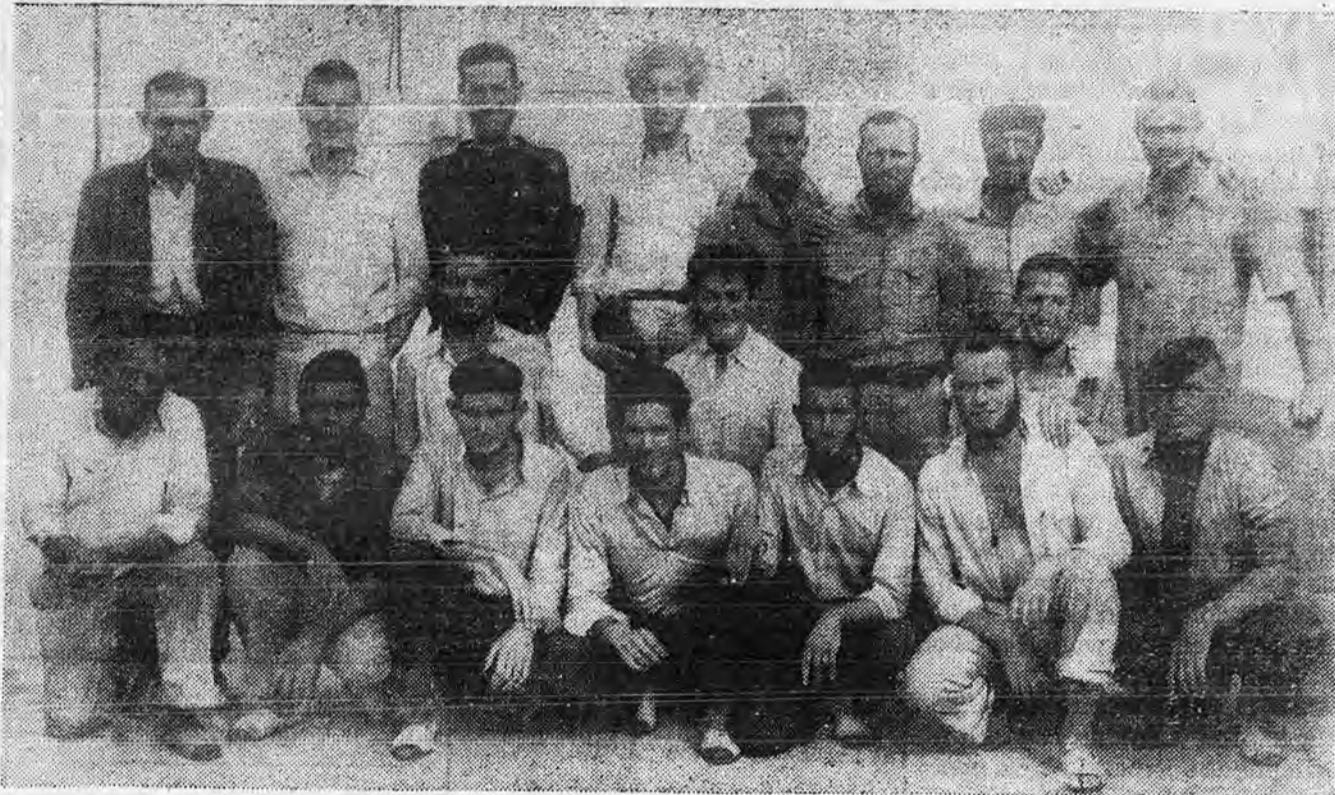
Shipping has been fair for the past week, and all beefs were settled to satisfaction of crews involved.

We have our first Victory ship coming out this week, and as this shall be the first occasion may of us will have to see this type of vessel, we are all rather anxious to have the opportunity to do so. We are anticipating a considerable improvement from the Liberty tin cans; particularly in regards to the crews accommodations, but we shall not be entirely disappointed if they turn out otherwise. For after being packed in Libertys like anchovies for almost four years, we naturally do not expect anything too spacious will be allocated to the crew. This would be entirely alien to the policy of the Maritime Commission.

Well, the local Coast Guard unit is at it again. Our SUP agent received a call from a ship requesting him to represent one of the men on an SUP ship who was being placed on several charges by the gestapo. Due to the necessity of the SUP agent being in Philadelphia the next day, he asked yours truly to act in behalf of the accused. The next morning the accused showed up with his head swathed in bandages, and who turned out to be a nineteen year old boy whom had just recently been honorably discharged from the U. S. Navy due to combat fatigue. His charges were, intoxication, using abusive language, and assault on the Chief Engineer.

Upon hearing the lad's story it became evident that the charges were trumped up, and only instituted in order to discredit any charge which may have been placed against the Chief Engineer who had very brutally assaulted the boy to such an extent that the lad required over twenty stitches to seal the numerous lacerations on his scalp. The condition of the boy was all too evident to the hearing officer who boarded the vessel the previous day and held a preliminary hear-

Crew Of SS James W Denver Spend 34 Days In Open Boat



SIU brothers from the SS James W. Denver who spent 34 days in an open life boat. These men finally were rescued by Spanish fishermen and landed on the Canary Islands, later to be taken to Cadiz. Brother Dolor Stone is second from the right in the back row.

When brother Dolor Stone (at present a New York picard, but previously deck engineer) signed on the Liberty ship James W. Denver, he didn't notice that the articles were dated March 13, 1943. It was a Friday, besides.

The Denver was a brand new ship making her maiden voyage, loaded deep below decks and with a load of army trucks topsides. From Baltimore she went to New York, picked up a convoy and promptly lost it in a heavy fog the first night out.

"If there is anything to this Friday the thirteenth stuff," says Dolar, "that's when the hard luck started. The fog held for several days and we didn't see the convoy any more after that. Not so much as a smell of it."

That was only the beginning. Every day—sometimes twice a day—they had engine trouble, sitting in the middle of the ocean like a nice big target in a shooting gallery.

On the 11th of April, with the Denver squatting placidly alone as usual, undergoing repairs, a German sub gave her the works.

At 5:05 p.m., without a periscope or a torpedo being seen, she got blasted squarely between one and two holds. She started to settle fast and the old man ordered her abandoned.

All boats except one got safely away and although number six got spilled in the excitement her crew was picked up, doused but safe. Stone's boat started out for their 34-day ocean odyssey with only two deck men (and them first-trippers) out of eighteen on board. The rest were engine and steward department men and navy gunners.

The skipper gave them a course to steer and they set out, laying to on a sea anchor the first night because of rough weather.

On the third night at dusk they sighted a vague shape ahead and the lookout yelled "Destroyer." Stone waved the boat's lantern and all hands turned on their lifebelt lights. But before they realized it the "destroyer" became a big Nazi sub—"a hell of a (Continued on Page 4)

collect it at a future date. Naturally, this only leads to the guy building up a lot of expectations and hope for something that he will absolutely be unable to collect. We know, however, that within the Seafarers we have a minimum amount of this type of beef, and it is up to the membership and the officials of this union to see to it that we eliminate the small percentage we do have. The only way to do this is to settle the beefs we have on the "Point of Production"—right on board the ship.

The picards up this way in their weekly rassing bout with the shipowners, have managed to settle overtime to the crew's favor on the following ships: SS King Woosley, Bull Steamship Company, 92 hours; SS Dynastic, 17 hours; SS William Bryant, \$290; SS John Lawson, 50 hours; SS George Pickett, division of meals and overtime. For all the data on the amount of money for each man, look in this week's Money Due List in the Seafarers Log.

PAUL HALL, Agent

WHAT'S DOING

Around the Ports

NEW YORK

ing on the ship. The basis on which they charged the accused with assault was the broken rim on the chief engineer's eye glasses.

I incidently have been toting a pair of eye glasses with a broken rim for quite some time, and certainly no one but myself broke the rim. However, this flimsy excuse seemed to offer sufficient grounds for the charge of assault with the Coast Guard inspector who ignored the fact that the chief engineer was unscathed, and had also admitted he struck the accused. The ship departed with the same chief engineer aboard, and with the boy he had so violently assaulted, facing the charge of assaulting him.

At the hearing the next morning I was presented with several statements which apparently were taken on the ship the previous day. A ten minute recess was ordered so I could study the contents of these lengthy statements. After the stipulated time the hearing was resumed, and I objected to the statements being allowed as evidence on the ground that they were full of contradictions, and that the defense had no opportunity to cross examine the witnesses who had submitted the statements. Of course, my exception was denied.

We again recessed about noon, so I availed myself of this opportunity to discuss the case with Attorney Sol Berenholtz who was so convinced of the boy's innocence that he voluntarily agreed to finish the case without fee. He was successful in having the accused exonerated of all but the intoxication charge.

Mr. Berenholtz has given this service to our members on many occasions and deserves the thanks of the entire membership.

JOSEPH FLANAGAN, Agent

We happened to be running through a bunch of old Seafarers Logs the other day and noticed where a few years ago that some of the Ports, including New York, were reporting UNUSUALLY heavy shipping, wherein they had shipped 75 men for the week. This is quite a contrast to what the conditions are today. For instance, last week alone, New York Branch shipped 1,000 men and this figure is no where near the highest amount of men this Branch has shipped, for a weekly period in the past year. As much can be said about business as well, because the amount of business done here has increased in the same proportion as shipping has.

These are only "signs of the times" and are significant of the growth the Seafarers has made, and what they will be making in the future.

There is a shortage of men up this way—what with the organizers still going to town putting lots of our book members into unorganized companies, and the steady flow of contracted jobs coming up on our dispatching boards. The fact is that it has become so bad, it is hardly safe to walk by Paul Gonsorchik or "Frenchy" Michelet as they do everything but hit you on the head and shanghai you right out—and from the last reports, they are even figuring on doing that! SO, to all of you guys who are not looking for a job, stay clear of the second deck!

Considering the amount of business and shipping done, the branch affairs are in fine shape and we attribute part of this to the fact of the adoption of the overtime dispute slips which our membership went on record to have rigged up in its entirety. It

has made a whole lot of difference in the handling of outport disputes. We intend, in the future, when receiving these out-of-port disputes, after action is taken on same, to publish the entire thing in the Seafarers Log for the members' benefit who made that particular trip. If the beef is a good beef and will be paid, then that shall be run in the Log. In the event the beef is a bum one, that also should be run in the Log. In this manner, the membership will know at all times as to just what disposition is made of their disputes.

D. Stone, one of our local picards who was formerly in Norfolk, tells us he had a bad attack of home sickness the other day. One of the famous Norfolk tugs, the Kalleen of the Southern Transportation Company, came in and called for a Patrolman. Stoney was dispatched to her and after shaping the crew's beefs up and getting everything squared away, he came back to the hall with a happy, dazed look in his eye. The thing that puzzles all the rest of the picards here is how in the living hell a man can get homesick for a port that is as rugged on picards as Norfolk is—but, wonders never cease!

Our membership in this Branch had a discussion at last Monday evening's meeting which would have proved of interest to the whole membership of the Seafarers, could they have heard it. The discussion had to do with the settlement of beefs on board the various ships. All hands were of the opinion that whenever a man presents a bad beef on board a ship, regardless of whether it is to the ship's delegate or one of the shoreside Patrolmen or Agents, the man should be told so immediately rather than lead him to believe he can be able to

FORE 'N AFT

By BUNKER

Of late there has been a rash of quarterdeck dictators, which makes us think that some of the gold braid must have been staying up late at night, reading about Captain Bligh of the Bounty.

Captain George Midgett of the M/S Sands Point, a Moran tug, tried the little Caesar act on a recent trip to the Pacific and made things unpleasant for all hands, according to several of the boys who rode this Diesel job down to the islands.

"Admiral" Midgett, says the crew, had the world's best vocabulary of sea-going, blue water profanity and he used it without stint. He had a yen for the dramatic, too, and at Panama he declared the ship in a state of mutiny, calling in the marines. The leather-neck delegation hurried on board with riot guns but couldn't find any mutiny and sadly departed, with the crew having a good laugh.

The month in transit from Panama to the South Seas was a holiday for the old man, who cut the water allowance to a bucket-a-day, reminiscent of the days when the square riggers made this run, and had a big time playing First Mate, Chief Engineer, and Steward.

He toured the galley and engine room every day, tasting the soup and telling the cooks how to mix the dough; and down below he took over for the Chief, supervising any engine work that had to be done.

Brothers Vincent Cook, messman, Charley Owens, mess, and Alex Valinski, oiler, also made a long trip on a Moran tug, with a skipper who broke the monotony by ringing the general alarm every time he wanted the Navy signalman on the bridge. Aside from the gong clanging at odd hours, however, they reported the trip pretty good, with food and quarters OK.

These Moran tugs carry two oilers on a watch and from all reports, they are good ships down below and on deck.

Perhaps some of you "old-timers" remember when a few of the bigger tankers went to sea with a barge tagging along behind. The barges carried stacks and were like small editions of the big tankers. From a distance it looked like two ships having a race, with the little one running a close second.

One SIU man who rode a manganese ship, got torpedoed and lived to tell about it, is brother Mohammed Elsayed, Bos'n.

Elsayed was Bos'n on an old crate that got hit off East Africa early in the war, and went down almost before they could get the boats away. Only five of the crew of 45 were saved and the survivors spent eighteen days adrift before being picked up.

Special Services Department

(Continued from Page 1)
the New York branch handled over 500 Coast Guard Cases, involving SIU members . . . cases in which seamen's papers had been taken away for infraction of rules. In all but one of these cases the union was successful in appealing and having these papers restored.

In addition, five thousand dollars held in back wages by the Coast Guard on "desertion" charges have been collected for SIU members after successful appeals.

More than 600 DRAFT BOARD CASES have been handled by the Special Service Department. In nearly all instances where the men were not intentionally at fault, the union contacted the draft boards and obtained deferrals.

Harder to handle were 51 IMMIGRATION CASES, but these too were successfully defended in nearly every instance and the men involved were allowed to continue sailing on ship under the American flag.

Services rendered to SIU members by the Special Services Department are too varied to fully describe. Sufficient to say, it has helped a lot of men out of tight spots; in situations where help would otherwise been slow, disinterested, or not available at all.

Added proof that **SIU MEMBERSHIP PAYS!**

Editor's Mail

(Continued from Page 2)
away and I get the same answer when I even want a leave of absence. They say "We need your service here more than you are needed elsewhere." So probably I am here for the duration.

Well this is about all the time I have on time off, so I will say to all of the good brothers:

Keep 'em Sailing.
To our trusted agents, keep up the good work.

For myself, I promise that I will keep doing all I can and what is required of me in the service which I am in.

I bid all the good brothers of the Seafarers International Union bon voyage till we meet again.

Fraternally yours,
CHARLES B. MARTIN. (Civ.)
Army Boat Det.
A.P.O. No. 854
c/o PM, Miami, Fla.

New York Shipping Is HOT!!

Any of the brothers in the out ports who find shipping slow and their bill-fold empty—head for New York. Agent Paul Hall has announced that he can ship all the men that show up, regardless of department or rating. Don't let the RMO fill your jobs—come to New York and fill them yourselves.

Crew's Farewell To A Gallant Ship



AL HOYLE



GENE CASASSA
"POS" HEDGES

Survivors Of SS James W. Denver

(Continued from Page 3)
a big one," says Stone—and a moment later they brought up close beside it, sheering off just in time to keep from smashing against the bow.

The sub's commander yelled from the conning tower and watched them bump across his after deck plates.

"Where are you from?" he asked.

"Brooklyn," they replied.
"Where they make the big guns," he said.

"What ship?"
The ship's name was painted on the boat's oars, so they told him "the James Denver."

"Well, well," said Herr Captain, "one of those new Liberties." He had a good laugh over it.

But the Herr Captain wasn't so bad, giving them cigarettes and a course to steer. Before the sub disappeared they saw two other big shapes nearby. "A wolfpack," said Stone.

Life in the boat was crowded with no room for exercise and nothing to do but talk about juicy steaks and filets mignon. Stone and two others took turns at the tiller, with one navy gunner taking a fourteen hour trick at the helm. All hands were intermittently seasick.

On the 19th they sighted a two-stack steamer, which immediately turned tail and ran when they set off flares.

During the last fourteen days in the boat their rations got low; the crackers gave out, water was rationed to three ounces per man a day, and they had nothing to eat but malted milk tablets. Three flying fish that landed in the boat were devoured raw.

On the night of May 11th they saw three blue lights signalling, but the lights disappeared when they waved their lantern and shot flares, so they decided they once again had stumbled on the Nazi wolf pack.

Rescue came on the 14th when Spanish fishermen picked them up, took them to La Aguera in the Canaries, and later to Las Palmas where they were quartered across from the swastika-bedecked Nazi consulate. They later got passage to Cadiz.

As has often happened with

Ship Cook Book

(Continued from Page 2)
ing-up of food is based on the peculiar needs and limited resources of a ship.

In outlining his proposals Mr. O'Connell lingered lovingly on the part his "experts" would play in the program. Frankly, we believe that if there's anything the contemplated program doesn't need, it's experts! We have seen what these experts have done with the Sheepshead Bay project. The minute quantity of cooking knowledge that these experts have taught the trainees between boat drills and out and out loafing has been taught them under ideal conditions — and, brother, you don't find ideal conditions on ships! The oil is watery, the draft won't draft, the ship rolls, the yeast won't yeast, the flour is lifeless, the dough ropes or the heat sours it and so on ad infinitum.

We think that the proposed cook book should be written by practical cooks and stewards. In fact, we will undertake to do it ourselves in collaboration with a couple of old line cooks and stewards like "Hungry" Schuler and "Fat Boy" Collins. In the event we should be taken up on this offer, we feel sure that the membership will understand that the stews, curries and hashes will be Schuler's and Collins'—the tastier dishes, of course, will be brother Michelet's!

torpedoed crews, they got better treatment from foreigners than from American representatives abroad. Packed into two pen trucks with a load of Polish and Czech refugees, they were hauled from Cadiz to Gibraltar. The truck swerved to avoid an overhanging limb en route and Virgil Hurd, one of the survivors was badly injured, later passing away at Gibraltar.

After sitting in the stream at Gibraltar on the ex-Seatrain New Jersey for thirty days, they finally got back to the States.

"Superstitious — me?" asks Stone. "Naw, I aint superstitious. But from now on I'm going to spend every Friday the 13th belying up to some bar, watching the suds go down."

Standing beneath the Nazi plane tally on the stack of the famous Virginia Dare are SIU brothers Al Hoyle, AB, of Upper Darby, Pa., Gene Casassa, Deck Maintainance, also of Upper Darby, and "Pos" Hedges, AB, of Paris, Tennessee. Visible over Al's left shoulder are five of the eight scores the Virginia Dare's gunners chalked up on North Atlantic runs to Russia.

Doyle, Casassa and Hedges were on the Dare when she made her fifth and final voyage, a trip to the Mediterranean.

At 8:12 a.m. in the morning of March 6, 1944 while in convoy en route to Suez, the Virginia Dare was hit by a torpedo or mine near the African coast. She filled but didn't go down and the crew beached her, saving most of the cargo.

Another ship in the same convoy suffered an explosion shortly after the Dare was hit and went down in a few minutes. "The escort ran around like mad," Hoyle said, "but no submarines were seen."

Brothers Casassa, Hedges and Hoyle are on ships now, and have been keeping them sailing throughout the war.

Personals

BILLIE L. PARKER:
The allotment checks you made out for your mother have been returned—apparently because of faulty address. Check this with Smith & Johnson SS Company, in New York City.

The following is a list of personal effects of various seamen, left with the Calmar Steamship Corporation and now waiting to be claimed at the union's baggage room:

- L. Rinaldo.....1 Box and 1 Paper bag
- Charles Daniels.....1 Carton
- Lucian Eli.....1 Gladstone bag
- Bernard Marcus.....1 Duffle bag
- E. Wattagny.....1 Suit case
- T. P. Dugan.....1 Sea bag
- John Castro.....1 Carton and 1 Suit case
- J. Armstrong.....1 Carton
- Joseph Powell.....1 Suit case
- Peter De Jongh.....1 Sea bag
- Clarence Jones.....1 Suit case
- T. J. Wickham.....1 Sea bag
- C. E. Specker.....1 Sea bag
- Jose Torres.....1 Suit case
- Clarence Listerman.....1 Suit case
- Norman C. Jennings.....1 Suit case
- George Nocoll.....1 Suit case and Burlap bag
- F. E. White.....1 Suit case and 1 pair Sea boots
- David Schwartz.....1 Sea bag and hand bag
- David Odell.....1 Paper bag
- Joseph Dube.....1 Suit case
- Lonni Jackson.....1 Duffle bag
- Richard Beckley.....1 Suit case
- Jose Caban.....1 Suit case
- John Petticord.....1 Suit case
- Frank Robinson.....1 Suit case
- L. Tornainen.....1 Suit case
- D. Laine, J. Hart, E. E. Bailey, J. P. Crows, F. Mitchell, R. Tharp, J. Wiscoviche, Young, Woodruff.

ROMAN GONZALES and MANFRED KEILITS:
Get in touch with attorney Richard M. Cantor, New York.