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Vol. VIII JANUARY, 1945 No. 1
LESS DANGEROUS

THAN CARELESS TALK

DON'T DISCUSS TROOP MOVEMENTS · SHIP SAILINGS · WAR EQUIPMENT
The Maritime Commission's 1945 program calls for the construction of 13,000,000 deadweight tons of shipping, with 9,000,000 tons of the total scheduled for completion in the first six months of the year, Vice Admiral Emory S. Land (retired), chairman of the commission and War Shipping Administrator announced. In 1944, he added, 16,343,136 tons of shipping were built.

After July 1, Admiral Land said, construction will be curtailed to the scale necessary to produce the remaining 4,000,000 of the scheduled tonnage in the last six months of the year.

Admiral Land's remarks were made in connection with his announcement of construction allocations for 226 new ships to 18 shipyards. The new ships include 186 authorized last month by James E. Eyrnes, director of the Office of War Mobilization, and 40 previously authorized vessels.

In order to reach its goals for the first half of the year, Admiral Land said, the shipyard labor force should be increased. However, it must be retained around the levels of 584,000 workers.

A breakdown of the allocations shows the following distribution of ship contracts to yards:

- Tankers (60) - 20 to be built by the Sun Shipbuilding and Dry Dock Company, Chester, Pa.; 17 by Kaiser Company, Inc. (Swan Island yard); 12 by the Alabama Dry Dock and Shipbuilding Company, Mobile, Ala.; 9 by Marinship Corporation, Sausalito, Calif.; and 2 by Welding Shipyards, Inc., Norfolk, Va.
- C-2's (22) - 15 to be built by Consolidated Steel Corporation, Los Angeles; 15 by North Carolina Shipbuilding Company, Wilmington, N. C.; and 2 by Gulf Shipbuilding Corporation, Chikasaw, Ala.
- C-3's (24 special military type) - 12 to be built by J. A. Jones Construction Company, Inc., Panama City, Fla.; and 12 by New England Shipbuilding Corporation, South Portland, Me.
- E-1's (2) - 25 to be built by Oregon Shipbuilding Corporation, Portland, Ore.; 20 by Bethlehem-Fairfield Shipyard, Inc., Baltimore; 16 by California Shipbuilding Corporation, Wilmington, Calif.
- C-5's (8) - 4 to be built by the Ingalls Shipbuilding Corporation, Mobile, Ala.; 3 by Sun Shipbuilding and Drydock Company, Chester, Pa., and 2 by Gulf Shipbuilding Corporation, Sausalito, Calif.

Although he refused to predict what post-war activity shipyards and the merchant marine could expect, he said that there was bound to be considerable work in operation and repair of vessels.

The delivery of 145 merchant ships of 1,356,898 deadweight tonnage in December brought the 1944 total to 1,677, with an aggregate deadweight tonnage of 16,843,436. This compares with 1,396 vessels of 19,238,626 tons built in 1943. Since January 1, 1942, 4,319 vessels have been built for a total tonnage of 43,671,794.

The course of the war affected not only the utilization of the American Merchant Marine in 1944 but the pattern of construction as well. More than 3,000 merchant ships built between the attack on Pearl Harbor and the invasion of France were performing the most complex feat of ocean transportation in history, according to Admiral Land. The Maritime Commission, basing its 1944 construction schedules increasingly on military requirements, shifted its emphasis from the emergency Liberty ship program of 1942-43 to the building of faster vessels, both as cargo carriers and as special types for the armed services.

Two of every three vessels delivered in 1943 were Liberty ships. By the last quarter of 1944 the pattern had changed so greatly that the vessels delivered in that period as transports, especially built combat ships and tankers—the latter one of the continuing needs of the war—constituted more than half the total of deliveries.

At the end of 1944 there were 3,300 vessels aggregating 40,800,000 deadweight tons under control of the War Shipping Administration, compared to 2,900 vessels at the end of 1943. In the months prior to the invasion of France these vessels were operated by more than 100 American shipping companies.

Sixty-two million long tons of cargo, left the United States in 1943, three-quarters of it in ships under control of WSA. In 1944 the total export of the United States was approximately 75,000,000 long tons.

The Training Organization of WSA, which directs the operations of the Merchant Marine Cadet Corps, and the United States Maritime Service, trained 87,136 men in 1944. Unlicensed personnel trained for deck, engine and steward departments numbered 49,762; officers graduated for the deck and engine departments were 11,692; the remainder
was in special ratings and the upgrading of 18,729 officers and men.

The Recruitment and Manning Organization, supplementing the efforts of operating companies, shipowners and maritime unions to procure ships' crews, was, at the end of the year conducting its most intensive nationwide and local campaigns to recruit experienced seamen.

Thirty thousand experienced men were recruited from shore employment by RMO in 1944, an average of 2,500 per month. During December, the rate of recruitment by RMO was 350 per cent greater than that of December, 1943. Ship delays for lack of crews were, in 1944, less than \( \frac{1}{2} \) of one per cent of outbound voyages from U. S. ports. RMO has representatives in all the principal ports under Allied control, to assist in manning problems, to repatriate seamen, and watch over their general welfare.

The hazards of sailing the merchant fleet were not so great in 1944 as in former years, because of better protection afforded convoys. The 1944 losses in personnel to December 1, were 67 killed, 444 missing and 43 prisoners of war, bringing the total number to 725 killed, 4,592 missing and 581 prisoners of war. Despite a lowered rate of losses and a greater number of men, the ratio of casualties was 1 in 3, a rate proportionately higher than the armed services.

**Only Two Survive Explosion Sinking Tanker Jacksonville**

A terrific explosion, believed to have been caused by torpedoing, resulted in the loss of the American tanker Jacksonville several weeks ago while carrying supplies to the European theater, the War Shipping Administration disclosed. One merchant seaman and one member of the Navy armed guard survived the flame-covered waters that soon surrounded the burning vessel.

Repatriated by airplane and still under treatment for the serious burns and other injuries suffered before rescue by a destroyer escort, Fireman-water-tender Frank B. Hodges, of 203 West Genesee Ave., Tampa, Fla., still regards his escape from death as miraculous. He was in the messroom when the disaster occurred in late afternoon. This is his description of events:

"When the explosion blasted the ship I ran out of the messroom and found our vessel enveloped in flames and smoke. I tried to reach the boat deck to get my lifejacket but flames and smoke soon engulfed me. However, I managed to reach the rail over the stern and jumped. By this time I was in a daze, but when I sank beneath the flames I revived somewhat.

"When I came to the surface I found flames enveloped me so I swam underwater again. I had to keep underwater intermittently until I found a break on the surface where there were no flames. Somehow I managed to reach the windward side of the ship. The flames were shooting high above it and covered the water in all directions."

"As I cleared the flames I saw many of the crew floating on the water, but I could not recognize any because their faces were charred. I recalled attempting to hold one man up, but it was impossible to do so. As I floated near the ship I saw quite a few life-jackets in seamen's hands—they had not had time to put them on. At the time we were hit there were about a dozen in the messroom; I never saw any of them after the explosion.

"I was told that I was picked up about an hour and a half after, in a delirious condition, by a U. S. destroyer escort."

Hodges and the gunner who survived, Marcellus Raymond Wegs, seaman first class, USNR, c/o Armed Guard Center, South Brooklyn, N. Y., were treated in British hospitals and the U. S. Army hospital in Belfast until they recovered sufficiently for transfer home.

The Jacksonville, 16,765 deadweight tons, was delivered from the Swan Island shipyard, Portland, Oreg., of the Kaiser Company, Inc., January 13, 1943. It was operated for the War Shipping Administration by the Dechill Shipping Co., San Francisco. The tanker was commanded by Capt. Edgar Winter, 3632 California Ave., Long Beach, Calif.

**$100,000 for Loss of SS Bering**

The Alaska Steamship Company has agreed to accept $100,000 as just compensation for all claims in connection with the requisition and loss of the SS Bering, the War Shipping Administration announced. The Bering, a wooden steam cargo vessel, under bareboat charter to the WSA, was declared a constructive total loss from damage sustained as a result of striking a reef.

Under the Rules of the Advisory Board on Just Compensation the $100,000 represents compensation for unpaid charter hire from June 5, 1942 to December 17, 1943; damage resulting from striking a submerged reef; title requisition, and loss due to delay in payment.

The vessel, built in 1913, and formerly known as the Arthur J. Baldwin, was requisitioned on bareboat charter under provision of the Merchant Marine Act of 1936, and was requisitioned for title on December 17, 1943.

The WSA has previously paid the Alaska Steamship Company $23,988.78 for charter hire from June 5, 1942 to December 17, 1943.

The $100,000 just compensation is being accepted by the Alaska Steamship Company as full settlement and satisfaction of all claims, excluding fuel, fresh water and unopened consumable stores on board the vessel at time of delivery under bareboat charter. These items will be settled for separately, a WSA spokesman stated.
An Open Letter to Members of NOMMP

DEAR SIRS AND BROTHERS:

For quite some time now the offshore members have been bringing many overtime “beefs” into the various Locals for settlement, because they were unable to settle them at the time of paying off. Many of the payoffs occur at ports away from the home port, and quite often the port captains scratch out legitimate overtime because the master refuses to O. K. it! Investigation of some of these “beefs” show that in most cases it has to do with overtime work performed at sea by the chief mate. Invariably the chief mate puts in overtime at sea and the master has full knowledge of the work performed in excess of eight hours, and yet when the vessel arrives back in port he refuses to approve it, claiming the chief mate had no orders to do the work, and in most cases the master disclaims any knowledge of the work being performed by the chief mate. This also holds true in the case of second and third mates.

It is hard to settle these disputes when it is impossible to bring together the master and the mates involved before the port captain by an official or delegate of a Local. Most of these disputes can be avoided, and with a little closer cooperation between the masters and the mates this type of overtime “beef” can be eliminated entirely, by having the master and the mates comply with Section 15 (e) of the new agreement.

This section reads: “When overtime work is to be performed, it shall be ordered by the master or deck officer in charge, and a time slip in duplicate shall be prepared by the officer performing the work immediately after the work is completed, and said time slip shall be certified by the master.”

If this procedure is followed, and the overtime work performed is certified by the master daily while at sea, it will be impossible for the master to disclaim any knowledge of the work being done when it comes to pay off. On the other hand, it will stop any mate from performing any work without orders to do so. If the chief mate orders the second or third mate to do work at sea in excess of eight hours the same procedure is to be followed.

I earnestly request the offshore members of all Locals to adopt this procedure immediately. By so doing it will prevent chiseling on the part of anyone who tries to do so. The “overtime rate of pay is a penalty imposed on steamship companies for having mates work while off watch, etc., while at sea, in excess of eight hours. Overtime is not a racket and we do not want our organization or its members accused of being racketeers.”

The above statements refer only to overtime work at sea. The overtime pay for work performed in port is not being questioned so much by the various general agents, although there seems to be a little confusion in the minds of most of them, as well as in the minds of both masters and mates.

This article is not written in the vein that it will cast reflection on all masters. In fact, it is quite the reverse. Many of our masters are good union men and do not try to chisel on the mates. It is written to prevent chiseling by those masters who seem to feel the mates should work day and night without any added compensation, and to prevent any mate who is overtime hungry from working without orders from the master. It is unfortunate that a small group of masters, approximately 22 out of over 3,500, feels that the mates are getting overtime for performing certain work and are jealous of that fact. These few men have complained that there is not much difference between the pay of the master and chief mate, and that it is not worth while for them to sail as master. To those men I say, if they don’t think they are getting enough pay for sailing as master, let them sail as chief mates, and work many extra hours a day, both at sea and in port, and see how they would like it.

In conclusion, I request that Section 15 (e) be observed by all masters and mates. I am bringing this matter to the attention of all general agents with whom our organization has contracts.

Fraternally submitted,

H. Martin, President,
N. O. M. M. & P. of A.

Navy to Fly Merchant Seaman To Ships at Panama Canal Zone

Arrangements have been concluded between War Shipping Administration and U. S. Navy Air Transport for the movement by plane of approximately 250 seamen and officers a month between Miami, Fla., and Panama Canal Zone, Captain Edward Macauley, Deputy War Shipping Administrator announced recently.

The 250 seamen and officers each month form emergency crew replacements in Panama for service aboard ships of the U. S. Merchant Marine.

The replacements are maintained in a pool in Panama for service aboard vessels on runs, frozen in trades which do not permit the vessels to return to the United States after each voyage.

The merchant seamen and officers transported to Panama replace other personnel who have become sick or have been injured, or who are lost through enemy action. The Navy will allocate sufficient aircraft to effect the transfer of the 250 personnel each month between Miami and the Canal Zone.

JANUARY, 1945
Merchant Seamen Respond
To Plea to Keep Ships Sailing

No merchant ship missed convoy during the holiday season as thousands of American merchant seamen and officers voluntarily returned to the sea to maintain the unbroken supply line of ships sailing to the fighting fronts, the War Shipping Administration announced. Men on shore leave responded to urgent appeals carried in the newspapers and broadcast over the radio and sacrificed opportunities to spend the holidays with their families. In previous years the departure of some ships was delayed by the shortage of experienced personnel during the holiday season, WSA said.

"The response of these men to the appeal that they return to duty immediately was magnificent," said Captain Macauley, Deputy War Shipping Administrator. "They are civilian volunteers and are not subject to compulsory curtailment of their leaves. Few, if any of them, spent Christmas Day with their families, though there was absolutely no means of compelling them to return. Many of these men had not seen their families in months. They realized that their return was necessary to avert a crisis in manning ships and they responded; they came from the Midwest, from the South, and from port cities. They acted in keeping with the traditions of the service."

Capt. McCarty Receives
Marine Service Medal

HOUSTON, Tex.—Capt. Van Rutherford McCarty, 6649 Avenue U, this city, received recently the Merchant Marine Distinguished Service Medal for heroism at sea. Chester H. Marshall, Gulf Coast director of the War Shipping Administration, presented the medal in ceremonies which were broadcast by Station KHT.

Captain McCarty is a past president and a member of Local No. 20. He has been a member of the Organization since 1919, first belonging to Local No. 16. He has three good conduct medals; Mediterranean, Victory and New York State; medals from World War I and Mexican campaign; also Atlantic, Mediterranean, Pacific and Combat Bar with Star from this war; 11 in all, including the Distinguished Service Medal.

Captain McCarty's heroic act is a veritable saga of the sea, according to the presidential citation. For six days and nights, with only six hours sleep, he sat at the helm of a steel lifeboat and steered it to land, while 19 men huddled in the boat.

The act took place in the Indian Ocean, the citation states, in the latter part of 1942. Captain McCarty was then chief officer of a small boat which was torpedoed; it sank quickly. One of the last to leave the boat, Captain McCarty swam to a raft and later was taken into the 20-foot lifeboat, in which were 15 seamen and 4 naval gunners. He immediately took the helm and with a small compass set a course for land. During the next six days save six hours for sleeping, he stayed there. One the boat was lashed by a gale for 63 hours, but Captain McCarty brought it through. Reports of the men in the boat were that Captain McCarty never let them lose courage and continually gave them words of comfort and hope.

It was the second torpedoing for Captain McCarty in two wars. In World War I his ship was torpedoed out of Liverpool. He also served 16 years in the Navy and holds four medals for that service. He has been going to sea for 33 years and is now in Houston serving as relief engineer on Liberty ships being constructed at the Houston Shipbuilding Company yards. His experience in the open boat left him with such a case of rheumatism that he is unable to go back to sea at present. Captain McCarty is 52 years old.

tanker Crew Praised by Navy
For Aid in Marshalls Capture

"Excellent service and outstanding cooperation," which the merchant officers and crew of the American tanker La Placentia gave the Navy in the conquest of the Marshall Islands, won for them an official citation by Admiral Chester W. Nimitz, Commander in Chief of the U. S. Pacific Fleet and Pacific Ocean Areas, the War Shipping Administration announced recently.

The communication from Admiral Nimitz said:
"The Commander in Chief, U. S. Pacific Fleet and Pacific Ocean Areas desires to commend the officers and crew of the SS. La Placentia at Majuro during the Marshall Islands operation. "Officers and crew of the SS La Placentia stood by to give prompt and efficient action to all vessels requiring their service regardless of the time of day or long hours at station."

"The Commander in Chief, U. S. Pacific Fleet and Pacific Ocean Areas desires to commend the officers and crew of the SS. La Placentia for the active spirit of cooperation evidenced by their earnest desire to extend the service facilities available to the utmost extent."

"The Commander in Chief, U. S. Pacific Fleet and Pacific Ocean Areas desires that a copy of this letter be supplied the master of the La Placentia via the vessel's operators or agents."

The cited tanker, 12,391 deadweight tons, was built at San Pedro, Calif., in 1921 and is owned by the Union Oil Company of California. Time chartered to the War Shipping Administration, she is operated in war service by the oil company. The master of the vessel is Capt. Maurice V. King, 62 South Washington Street, Dillon, Mont. He is 58 years old and formerly was in command of the tanker Victor H. Kelly, also operated for WSA by Union Oil.
Questions & Answers

Capt. D. McCarthy

Lieut. Commander, U.S.N.R.F. Retired

Instructor

For Chief Mate

Q. What are the signals for vessel not under command?
A. In daytime two black balls, at night two red lights, and, if she has headway, shall show the colored side lights.

Q. What are the lights on a steam trawler?
A. She shall carry a tri-colored lantern showing white from ahead to two points on each bow, the red to show from two points off the port bow to two points abaft the beam, and the green to show same arc on the starboard side and a bright light to show all around a little below or off from the masthead light.

Q. In hearing a bend in channel, what is the signal required on a steam vessel; after signal is given, what should be done?
A. I would blow one long blast, and, hearing no reply, I would close the vessel off, if it looks as if on a collision course, and if vessel whistle, I would slow down and navigate with caution.

Q. How can danger of collision be known?
A. By carefully watching the bearing of the other vessel.

Q. If two vessels were proceeding towards each other at right angles, how could danger of collision be known?
A. By bearings. If the bearing did not change, risk of collision was involved.

Q. If you saw another vessel you did not know whether you were overtaking, or not, what would you do?
A. At night, if I could not see her side lights, I would consider myself the overtaking vessel, and daytime I would consider myself the vessel in the general position of the other vessel, always giving him the benefit of the doubt.

Q. What role contains the following: Special Circumstances.
A. Rule 27. In obeying and construing these rules, due regard shall be had to all dangers of navigation and collision, and to any special circumstances which may render a departure from the above rules necessary in order to avoid collision or immediate danger.

Q. What instruments are found on the bridge necessary for navigation?
A. Compass, Parallel Rules, Dividers, Pelorii, and I would consider the Whistle Cord, or Pull, a very necessary implement.

Q. What is the cargo plan? What is shown?
A. It is a sketch of the holds of the ship; it shows the kind of cargo, quantity, and where it is to be discharged.

Q. What is the law of hurricanes?
A. In the Northern Hemisphere, face the wind, the center will be eight to ten points on the right hand side.

Q. What waters does the United States have jurisdiction over?
A. Inland waters.

Q. What are the duties of chief mate?
A. He is in general charge of the upkeep of the ship to know where and how the cargo is stowed; he is to see the crew are orderly and do the work properly as ordered, and look after the equipment.

5,878 on Merchant Marine Casualty List

The Navy Department made public recently the names of 24 additional seamen reported prisoners of war. Next of kin has been notified in each case. The prisoners of war on this list have not been previously carried as missing or in any other classification on merchant marine casualty lists heretofore released.

Merchant Marine Prisoner List No. 4 now gives the following breakdown of United States Merchant Marine casualties reported to next of kin during the period from September 27, 1941, to November 18, 1944, less those who have died in prison camps: Dead, 722; missing, 4,573; prisoners of war, 583; total, 5,878.

New Officers of Local No. 17

Local No. 17, Portland, Oreg., announces the following as newly elected officers for the ensuing year: C. R. Bell, president; James T. Floyd, first vice president; George McIntosh, second vice president; William Fischer, secretary-treasurer and business manager; Robert Williamson, J. L. Campbell and William A. Reed, Jr., trustees.

January, 1945
job of landing the goods. However, we would not be human if we did not reflect upon the time when the last pound of freight is landed and ponder upon what the wheel of chance will deal the men of the Merchant Marine.

At present the public acclaim is very gratifying, but public memory is short. War budgets will be slashed and unless we seafarers are vigilant the ships bought with America's dollars and built with America's sweat may be used to bolster the fleets of other maritime nations to underbid our trade. All maritime unions must form a bloc that will fight the dispersion of our merchant fleets.

Every man aboard ship must cling steadfastly to his union. He must keep his union solvent. The disruption of any national union will cause a crack in the armor of all the others. Just as we now fight for freedom, we must stay bonded together to fight for an American Merchant Marine to haul American products. We must and will support all legislation to this end. If we allow our membership to lapse, we are not in a position to demand anything as individuals. Keep that Union Card in your pocket now to fight for your post-war security!

Letter to the Editor

Dear Sir:

Since returning from our recent national convention held at Washington, D. C., October 23 to 28, 1944, at which time I was reelected to the Board of Trustees for a term of six years, I have been doing some looking back and thinking of our organization from the beginning of the century up to today.

I joined Local No. 1 at New York in 1902, shortly after obtaining my pilot's license at the age of 22, and about that time I took a job as pilot on one of the Long Island Sound passenger steamers, having spent several previous years as quartermaster of this class of steamers.

I combined membership in Local No. 1 until 1915, at which time I bought a home and established permanent residence in Providence, R. I. At about this time I became master of a Providence-owned and operated steam vessel. I then demitted from Local No. 1 to Providence Local No. 5 and began taking an active part in the business and management of that Local. In due time I became president of Local No. 5, serving for two terms in that capacity. Following this I served for 12 years as secretary of Local No. 5. In 1923 I was sent as a delegate from Local No. 5 to the national convention held at Philadelphia. I was elected to the Board of Trustees at that convention and have continued to hold that office up to the present time, never missing a convention nor a meeting of our

As We Look Ahead

As we start the fourth year of conflict, we can look back on the past three years and take stock. This New Year seems to put us much nearer to ultimate victory. Barring the unforeseen, there is still a long, hard pull to finish the job. No craft is nearer than ours to the reality of war. The old negro's saying that he wins a battle "who gets there fastest with the mostest" is a grim truth. Supplies in mountainous quantities must be on hand. We have to keep plugging away at our first

[6]
Let's Not Be Suckers Again And Give Our Ships Away, Says Senator

The United States shouldn't become too altruistic with her merchant marine and give ships when peace comes to the British, says Senator Owen Brewster who, in a signed article in the January issue of The American Magazine, favors Vice Admiral Emory S. Land's plan for keeping America in front in post-war shipping.

"Let's not be suckers again as we were at the end of World War I," writes the Republican Senator from Maine, who tells of the methods by which the British are endeavoring to gain an advantage in post-war world trade.

"We have spent $20,000,000,000 for ships. After the war only about half of the tonnage will be practical for world trade, but that half will amount to 20,000,000 tons, twice our pre-war tonnage and millions of tons more than the British will have available."

Executive Committee since first being elected a trustee in 1928.

It affords me much pleasure to reflect that I have met some of the finest, highminded gentlemen of our craft at those past conventions, men with whom it has been a pleasure and an honor to clasp hands and call brothers and friends. They have been men who deeply realized the value and the importance of unity in our aim for betterment in wages and working conditions for the licensed mariner. Men with a burning zeal to advance with the times; men who have realized how necessary it is to put aside bickering and petty jealousies and to unselfishly work with a will for the uplift and advancement of the members of our profession. In the face of many disappointments, with only half-hearted support, and in some cases hostility on the part of the licensed men whom they aim to benefit, these men doggedly have braved on and have raised the standard of living conditions within our craft in spite of the many obstacles placed in their path. We have all known of men who claim membership in our organization but who will not attend the meetings and give support and encouragement to those who are endeavoring to carry on: Men who prefer to stand on the street corners and blast those who give of their time and effort to build toward a better future. Unfortunately, we have too many of those short-sighted, narrow-minded, envious individuals in our profession who get delight in criticizing those who are trying to do things, but who themselves have nothing better to offer than foul criticism.

I suppose it is rather too much to hope for, but, nevertheless, it is heartening to look forward and envision the day when men will cast aside all rancor and petty bickerings and extend sincere and honest support to those who earnestly work to rebuild our craft and to give it the standing which it rightly deserves in the world scheme of things.

Fraternally yours,

GEO. W. McVAY.

100 Liberty Ships to Bear

Names of Marine Casualties

One hundred merchant seamen who lost their lives as a result of direct enemy action will be honored by having their names carried on Liberty ships, the United States Maritime Commission announced.

These names are being assigned to the last 100 ships in the Liberty construction program.

Names of the 100 selected from the 722 known dead on the official casualty list of the American Merchant Marine represent men of all grades and nearly every state and territory. Selection of these names was made not only to honor this group of men but, also, the more than 5,000 merchant seamen listed as missing or prisoners of war.

Previously the Commission had named Liberty ships for 20 merchant seamen posthumously awarded the Distinguished Service Medal.

Navigation Circular No. 53

Subj: Procedure for effecting waivers of navigation and vessel inspection laws relating to employment as watch officers of persons who are not citizens of the United States.

Refs: (a) Navigation and Vessel Inspection Circular No. 39.

1. Paragraph 2 of reference (a) is amended by striking therefrom the words "nor any citizen or national of Finland, Italy, Hungary, Roumania or Bulgaria."

2. Hereafter, HQ may include in the lists of approved alien officers referred to in reference (a) persons who are citizens or nationals of Finland, Italy, Hungary, Roumania, or Bulgaria. Such inclusions will be based on careful investigation by Coast Guard Headquarters into the background and loyalties of such persons.
3 More in Merchant Marine Get Highest Sea Awards

During November three Merchant Marine Distinguished Service Medals and 149 Mariner’s Medals were awarded to merchant seamen, the War Shipping Administration announced. This brings the number of Distinguished Service Medals presented during this war to 98. Some 2,500 Mariner’s Medals have been given for wounds, physical injuries, suffering from dangerous exposure or loss of life, suffered as a result of an act of an enemy of the United States.

The Seamen’s Service Awards Committee, WSA, responsible for giving proper recognition for war service to merchant seamen, has issued over 424,560 awards, including the Merchant Marine Emblem, indicating service in the United States Merchant Marine during war; the Combat Bar for having participated in direct enemy action; and the three war-zone bars for having sailed in a war area.

In November the Distinguished Service Medals, highest award which can be bestowed on a merchant seaman for very outstanding conduct or service in the line of duty, were presented to Capt. Albert P. Spaulding, P. O. Box 102, Kimberton, Pa.; Second Mate Dael Porter Baird, 977 S. W. Broadway Drive, Portland, Oreg.; and Oiler Paul David Jones, deceased, whose medal was presented to his father, Edgar A. Jones, 450 S. W. Thirty-fifth Street, Oklahoma City, Okla.

Captain Spaulding was master of an Army troop ship with a large number of men aboard when the ship was rammed by a tanker in the same convoy. The bow of the tanker left a gaping hole 75 feet wide and several soldiers were killed and more than 50 soldiers were trapped in the wreckage. Captain Spaulding and his first officer descended into the damaged area and succeeded in extricating and rescuing the injured and trapped men. This courageous action was accomplished with much danger of being washed overboard, injury from jagged edges of the torn hold, and electrocution from exposed wires.

Second Mate Baird’s ship operated for 18 months in the dangerous Southwest Pacific, unescorted and only lightly armed. In an attack on Port Darwin and for nine succeeding days, when most of the crew had left the ship, Baird, with his captain and four officers and men, manned two machine guns and defended the ship so that it was the only one of 12 merchant vessels in the harbor not destroyed. Each morning they took the ship out into the harbor and returned at night to discharge cargo, so as not to endanger the dock during daylight. This determination succeeded in delivering gasoline vitally necessary to Army operations.

P. D. Jones, oiler, was aboard the tanker Bostonian when a benzol leak developed in the pumproom. The captain refused to order any of his seamen to undertake the task of stopping the leak, and descended alone into the pumproom hatch. After his body became wedged between a cargo pump and valve wheel, he succumbed to the deadly gases. Jones and his brother volunteered to attempt his rescue, were turned back once by the50 charging gases, and descended again. Jones succeeded in reaching the unconscious captain, but in his valiant efforts to extricate the heavy body lost his own life.

One hundred and fourteen of the Mariner’s Medals were posthumously awarded to next of kin of deceased merchant seamen. The remaining 35 were awarded for wounds or injuries received as a result of direct enemy action.

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Warships of the World
Edited by Roger Kafko and Roy L. Petterburg

Here are scores of merchantmen you yourself may have sailed on. Here are American ships plus—converts of American, wartime merchant shipping. Hundreds of ships you may have seen in American and foreign ports, and 7,000 ships you’re sure to read about. 500 building stories of naval action in this war. Complete technical data on 62 navies of the world. 1,661 Pages, 500 photographs, 200 profile drawings. $15.00.

Lifeboat Manual
By Lt. Comdr. A. E. Rehfiger, U.S.N.M.S.

Tells in detail, with word and picture, how lifeboats, rafts and floats are built, equipped and handled. Equipment of each is described, with uses and abuses. Laminating, getting away from the ship, bailers, survival and first aid are fully explained. Covers all requirements for Lifeboat Certificate Examination. 145 Pages, Illustrated. $2.00.

At Your Local Bookseller or Direct

Cornell Maritime Press
241 West 53rd St., Dept. MEMP New York 19, N. Y.
Advice on Settling Overtime Disputes
By CAPT. HARRY MARTIN, President, N. O. M. M. P.

Many deck officers are paying off in various ports all over the country other than in the one they joined the vessel. Men are paying off in West Coast ports who joined vessels originally in East and Gulf Coast ports. The same holds true for men who pay off in East and Gulf Coast ports. As a result of these conditions, many overtime disputes are not settled at the time of paying off, because some members wait until they arrive home and bring it to the attention of the officials of the particular local to which they belong. Other members pay off and then send overtime disputes through the mail to officials of Locals to collect.

We have tried to bring to the attention of our members the fact that it is easier to settle overtime disputes at the time of paying off, no matter in which port. If there is a Local of the National Organization in that particular port, bring it to the attention of the officials there so that all parties concerned in the overtime dispute, such as the master, the mates, the port captain or other company officials, and the representative of the union, can get together and settle the issue. All of the officials of Locals are kept pretty busy and overtime disputes that have to be settled by mail take up a lot of unnecessary time, and invariably not much satisfaction is achieved because it is impossible to contact the master, who must sign and approve the overtime worked. If the master cannot be contacted a delay of many months elapses, and as a result the company stalls you off, because they claim they must take this up with the master.

This problem is getting to be quite serious now and it would be better for all members if they could settle all disputes at the time of paying off. Bring it to the attention of the officials of the union in the port of paying off. Nothing much can be accomplished by trying to settle disputes via mail. Either you have overtime coming or have not. Study the agreements so that you will be acquainted with all the provisions in it pertaining to overtime. Remember the conditions in your agreement may not be the same as in the agreements of some other organizations, so do not be governed by them. Put in for all legitimate overtime. If the master does not break watches in accordance with the provisions of the agreement in all safe ports, bring it to his attention. Study the provisions for overtime in convoy ports, etc., so that you will get all the weekend overtime due you regardless whether it is a three- or four-mate ship. Please try and cooperate with your officials.

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PLANTER'S PRIDE COFFEE

"PLANTER'S PRIDE" COFFEE is a SPECIALTY PRODUCT developed primarily to meet hardy shipboard requirements. This blend is the result of balancing carefully selected coffees against the influences of long-stored fresh water and canned milk additions to the end that ship's personnel would receive a

VIGOROUS—FLAVORFUL—SATISFYING COFFEE
equal to the best to be expected ashore.

This is truly a COFFEE FOR MEN OF ACTION

PREPARATORY COURSES FOR ALL LICENSES
U. S. STEAMBOAT INSPECTION SERVICE

Atlantic Merchant Marine Academy
LICENSED BY THE STATE OF NEW YORK

CAPT. A. J. SCHULTZ, Principal
Member Masters, Mates and Pilots

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JANUARY, 1945
President Roosevelt and Admiral Land Extend Greetings to Merchant Seamen

The heroic wartime achievements of the United States Merchant Marine were highly commended in Christmas greetings extended to the merchant seaman by President Franklin D. Roosevelt and Vice Admiral Emory S. Land, War Shipping Administrator.

"At the Christmas season particularly these men may feel that they are the forgotten men of the war," wrote the President in a letter to Admiral Land. "They are not. They deserve and receive from all of us thanks for the job they've done."

Admiral Land, in a special message to the seamen, urged them to continue their unrelenting efforts to finish the task so that in the future "Christmas may be celebrated in a world of peace among those we love."

President Roosevelt's letter follows:

VICE ADMIRAL EMORY S. LAND,
Administrator, War Shipping Administration,
Washington, D. C.

DEAR ADMIRAL LAND:

The men of our merchant marine form the essential link between the home front and the millions of men in the armed forces overseas. These men, although relatively few in number—around 180,000—have performed an heroic task in delivering the goods. I am informed that since their first casualties, three months before Pearl Harbor, more than 5,800 have died, are missing, or have become prisoners of war while carrying out their assigned duties.

Most of our merchant seamen will be on the job during the Christmas season. For many it will be the second, third, or fourth Christmas away from home on their wartime job.

At the Christmas season particularly these men may feel that they are the forgotten men of the war. They are not. They deserve, and receive from all of us, our thanks for the job they have done.

Very sincerely yours,

FRANKLIN D. ROOSEVELT.

Addressed "To the men of the United States Merchant Marine," Admiral Land's message was:

"For three years the mettle of the nation and the stamina of our fighting men have been tested in a ruthless war. Long months before our troops set foot on foreign soil, the men of the American Merchant Marine had been in the fight. The dark days to Murmansk, to the United Kingdom, to the Mediterranean and to the Pacific are not to be forgotten, nor are those whose lives were given to the cause of freedom. Words cannot express the gratitude that all of us feel for the magnitude and the success of your accomplishments.

"As we enter the fourth year of the war, we may hope that our armed forces, sustained by the labors of the 180,000 men of our fighting merchant marine, will bring victory to the United Nations.

"Let us pledge among ourselves on this anniversary of the birth of the Prince of Peace our unrelenting efforts to finish the task that in the future Christmas may be celebrated in a world of peace among those we love. May God be with you this Christmas and always."
Dramatic Story of First U.S. Merchant Vessel to Reach Philippines

LEYTE—When our ship put out from a New Guinea port to join the huge Philippine Islands invasion force, early in October, there was little to distinguish it from the other Liberty craft in the convoy. Yet we had been singled out for a hazardous undertaking that destiny grudgingly permitted us to fulfill. We were to be the first American merchant vessel to drop anchor at Leyte.

In our holds were instruments of war; vital to the success of the operation—ammunition, Piper Cubs, jeeps, trucks, tanks and high-test gasoline. On board were the men who would land and use them—to good effect—against the enemy. The deathless partnership of Army, Navy and Merchant Marine was never better demonstrated than on our Liberty. Each contingent—ship’s complement, Navy gun crew, Army pilots, ordnance team, anti-aircraft battery and truck drivers—had specific assignments for the zero hour yet their combined efforts had been welded into a cohesive, frictionless unit by the time the big test came.

Our skipper, Albion M. Burbank, a hardy veteran despite his 32 years wasn’t awed by the tremendous job ahead. Not with his experience. A commander in the United States Maritime Service he had weathered months of service in North Atlantic, Murmansk and Mediterranean convoys. His last ship had been attacked by 50 Nazi torpedo planes; another command had served as bait in the successful trapping of the Scharnhorst, while a third was bombed in the Thames Estuary.

As we steamed along in the midst of a wealth of allied shipping—baby flattops, destroyers, corvettes, LST’s, LSD’s, APA’s and other merchant ships—we soon became aware of the enormity of the task assigned us. We learned that we would have to crowd the beach to get our stuff off and functioning as quickly as possible. The waters were full of reefs and “typhoon season” which would add to the horrors of Jap bombardment, was a few scant days away. We could fool ourselves no longer. Simple oblivion might be lying ahead for this freighter.

Four days before Attack Day, Major Ernest F. Herman, 38-year-old former school teacher, briefed us. The captains, lieutenants, merchant marine officers and gunnery officer got their orders and information. They would communicate the details to every man under them; everyone must know, must realize the importance of this operation. The object was Leyte Island, eighth largest in the Philippines—right in the guts of them. We would land on the east coast.

As we drew closer to our objective the seamen and sailors had bull sessions about former enemy actions they had experienced. It added up to an imposing and terrifying array of bombings, torpedoes, strafings and shellings. It was one of those rare occasions when men talk freely of things they would otherwise withhold. Their tongues seemingly were loosened by the danger ahead.

We will not land tomorrow—Attack Day. The hot, stifling wardroom is filled with restless men. They would give a lot to be there at overture. Over the radio comes the softly irritating voice of “Tokyo Rose,” female Nip radio commentator. She tells us...
Halsey's Third Fleet has been wiped out. She goes off the air. The Nipponese idea of a morale shatterer comes next. The radio blares forth "Home, Sweet Home."

October 20 (Attack Day), Catholic Chaplain Reagan said Mass. He was the only representative of any denomination on the ship. At least one of the masses was attended by everyone on the ship. Mass was said on the lower deck. There was not enough space so men knelt in the broiling sun on trucks, hatches, jeeps, ducks and ammunition boxes. The lookout high up in the crow's nest went to his knees in prayer and rose without taking his eyes off the horizon. We did the only things we could do for those men on the beach. All of us really worked at it.

Despite efforts by Tokio radio to jam Allied newscasts, word came over the radio that the invasion had been initially successful. Everyone became very gay—almost hysterical.

The next day we hit a driving rain. Most of the ships in the convoy had slowed through their own volition, forcing the destroyers back, slowing the ships almost to a walk. Someone forgot about us. Unknowingly the captain felt his way through the squall. Other ships and escorts were still tied up in it.

Captain Burbank radioed: "I'm proceeding into Leyte unescorted on my own navigation." Then we started on the most dangerous leg of the trip.

A plus 2—We had seen two white guiding lights on the spit of land enclosing the passage into Leyte. Now we saw the land itself. The rain was tingling in our faces again.

Suddenly, seemingly out of the very land we saw a destroyer bearing down fast. She was dead ahead as she switched on her running lights in a late warning. Action and luck were needed. "Hard right" shouted the captain. Then we saw the destroyer turning hard left and right into us. The bow of our ship was pointed right at the destroyer's midships, at her torpedoes. Both ships and their crews would be blown to kingdom come. Both ships and their crews would be blown to kingdom come. Her stern missed our bow by less than five yards as she sped in front of us. As she passed we could look down and see every inch of her decks that the night's darkness did not shroud. The black swallowed her up. The third mate and this correspondent were so close their arms were touching. The third mate was shaking. Or was it I who was shaking? But the captain said jauntily, "that man was a swell sailor. We've still got those floating mines to worry about."

A few minutes later the engines stopped. We rolled a little in the waves. Around us were the dim shapes of landing craft; to port was a long dark shape—Leyte Island. We had a front row seat for history in the making.

Father Reagan again said Mass and again everyone attended. There was one subtle difference, however, between this Mass and the previous one. These men were praying for each other, but they were also praying for themselves. A little later an LCM pulled alongside. It was quickly filled with Bofors guns and ammunition. The first troops off the ship—some of the ack-ack men—followed this primary cargo, precariously descending by the cargo nets. The LCM chugged away towards the beach. Pretty soon the barge blended into the shell-torn and sun-drenched palms fringing the beach where other landing craft were drawn up. Almost backgrounding the entire length of it were puffs of smoke from our artillery fire.

The shadows were lengthening across the water as this correspondent and his driver and mechanic made their way toward the beach in a duck to spend the night on shore. The enlisted men were digging foxholes. It was getting dark and they were work-
ing fast. We moved up the beach and stumbled right into a camp that was completely blacked out. The men were having coffee. It tasted delicious. The major in charge told us we could bed down for the night wherever we could find a clear space of ground near a slit trench.

There was no sleep all night. The air vibrated with the shock of huge cannon, for a battleship in the harbor was shelling Jap positions ahead of us. There were 155 howitzers all around us. Their din was unceasing. There were alerts and high-flying enemy planes; the flak rocked our foxholes. Worse than this, the Japs had been infiltrating; our guards were very "trigger happy" and would shoot at anything or anybody if they were not properly forewarned.

We returned to the ship for breakfast and afterwards a duck was on the port side to take this correspondent to the front line at Palo. I had one foot over the rail when the alarm rang for approaching aircraft. There were about seven of them. The first 15 minutes things were all our way; two Jap aircraft were shot down without getting near enough to strafe or bomb any of the shipping. Everyone aboard our vessel cheered. Things were quiet for the next quarter hour as the Japs seemed to run away over the hills of Leyte.

Then five of them—two Zeros and three Bettys (a fast Jap bomber and strafer which carries a crew of three) were over us again. They dodged and weaved through the ack-ack trying to get in position for a run. One was hit. Out of control he dove straight on the deck of a nearby vessel. There was a big puff of smoke and the ship turned turtle and sank. Another Betty screamed down from 2,000 feet faster than the eye and ack-ack could follow. He pulled out neatly within a hundred feet of the water and headed straight for us. He was coming fast with all guns blazing. He was rising; he would drop his bomb amidships. That was my guess, but the Navy gunners and merchant marine loaders had other ideas. The plane, all except the pilot’s compartment was beginning to give off smoke and flame. A burst of 20-inch fire caught the compartment. The Jap lost control, dove for the side of the ship, zoomed up slightly and hit the flying bridge with only a wing, scraping across two gun tubs and the top deck and exploding in the water on the other side of the ship.

Practically every man in the tubs or near them received bullet wounds from exploding ammunition which had spewed forth from the plane or severe burns from molten plane fragments. This did not stop a 19-year-old seaman first class. He kept firing at the Jap even when he knew the son of Tokyo could not miss his gun tub. Luckily the plane’s wing hit the tub on the side and not squarely. Large scraps of hot metal were flung into the young hero’s torso and face. Despite the agony of the searing burns he walked to the gun crew’s salon where an Army doctor was treating the wounded. When his turn came he saw that a seaman, with a bullet wound in his kidney had just been carried in. The young gunner bit his swollen lip, “Take him first,” he urged.

I piled into a duck, got to the beach and made my way into Palo. Volcanic as the fighting was I was struck with the plight of the Filipino residents. Starving babies, their bellies swelling; older children begging food for their mothers. Thin, rickety bodies clad in rags; dogs with ribs almost bursting through drumhead-tight hides. These are the people—ragged but unconquered—who fought our battle when we were unable to carry on in these islands. It is edifying to see the children happily hugging their cans of C-ration of which we had grown so tired. Only their eyes can begin to tell the story.
of what they have paid for their patience, for their trust in us.

On A plus 5 we returned to the beachhead. Captain Burbank waved to us from the deck of the Liberty which had carved a deserved niche in the history of the Merchant Marine.

“We leave in 15 minutes,” he shouted. “We should be able to get out under cover of darkness with the help of God and that.” He pointed at the escort vessel alongside. “I'm glad you have come. I've some stuff I'd like taken ashore. Some of my men have been evacuated because of their wounds. We've had to unload a lot of this ship ourselves. I've not been able to get to the beach, but my men have heard from the port battalions that the civil population needs food in there. We were short on food before but I think the wounded would like their share of the ship's stores to go to Americans who have gone without food for such a long time.”

The duck was filled with cans of milk, fruits, vegetables and milk. I sat on the boxes which filled the floating truck. The anchor grated as it was drawn up. The Liberty, riding high in the water, had up steam. The food beside us would feed hungry mouths of liberated Filipinos. Ashore the ack-ack unit which had ridden with us helped defend the beach against incessant harassing raids by the Japanese. The mortar and howitzer shells which had been carried in the ship's hold were being fired at this moment. In the waning daylight the Piper Cubs could be seen getting in some last minute artillery spotting. Somewhere the ordnance unit was repairing vital equipment.

Did G-4 choose well in picking this Liberty ship to be the very vital ship in a most important convoy? The ship had brought the men and the cargo in with the careful navigation needed when one rides a floating bomb and the cargo is precious. She had helped to get those men and that cargo ashore with all the resources at her command. She had fought her way in and the enemy had lost at least one plane. If necessary, she would fight her way out. The manifestation of her job was before her. She was going back to get more and do it again.

As I write this in Leyte the typhoon season has arrived with a vengeance. The wind screams, beats against wooden walls. The rain pounds the house from all sides in a rackety deluge. There is the long, rolling roar of close thunder.

At sea the ship is riding out the storm. She should ride it out; she is, in seaman's parlance, “a lady,” however ugly and battered. And to them she will be a great vessel—not great in the individual sense of the Arc Royal, the Enterprise, the Boise, but in the new tradition of steel men on steel freighters which began when the U. S. Merchant Marine became the first American service to enter World War II.
Two Large Tankers Sold
To National Bulk Carriers

Sale of two large tankers now under construction to National Bulk Carriers, Inc., New York City, has been approved by the U. S. Maritime Commission. The tankers are being built under Commission contract.

The maximum estimated cost of the two vessels, exclusive of national defense features, will be $6,400,000, from which will be deducted $710,000 trade-in allowance on the obsolete S.S. Pan-Virginia.

A Ship's Husband

Possibly because a ship is traditionally referred to as a "she," the man in charge of a merchant ship at a foreign port is known as a "ship's husband." He acts as agent for the owner, looks to the proper equipping of the ship, makes repairs, procures and arranges freights and charters, and keeps accounts.

Insurance Rate Reduced

Effective September 20, 1944, the rate of $2 per $1,000 of war risk life insurance covering the lives of seamen for each month of coverage, regardless of the voyage involved, was reduced here to $1 per $1,000. This new rate is applicable to all new lines written as well as renewals after the above mentioned date.

Such a policy may be written for a minimum period of one month or for any multiple thereof not exceeding the maximum period of 12 months on one application.

ATTENTION

"Seamen and officers aged 18 to 37 serving in the Merchant Marine, but not now on ship's articles must register immediately with their unions or Recruitment and Manning Organization offices or face reclassification by Selective Service."

The above was issued by WSA RECRUITMENT AND MANNING

BUY BONDS
Local 25 Selected by Employees
Of Ohio Barge Line, Pittsburgh

The National Organization Masters, Mates and Pilots of America, Local No. 25, AFL, has been designated and selected by a majority of all masters, mates and all regular pilots employed by Ohio Barge Line, Inc., Pittsburgh, Pa., on its river boats, as their exclusive representatives for the purposes of collective bargaining with respect to rates of pay, wages, hours of employment and other conditions of employment.

An election was conducted and from the Tally of Ballots dated December 14, 1944, a collective bargaining representative was selected by a vote of 7 to 1.

Local No. 88 Officers

Local No. 88, New York, announces the election of officers for the years 1945-46 as follows: Albert E. Oliver, president (re-elected); C. Holtman, first vice president; J. T. O'Brien, second vice president (since deceased); H. Martin, secretary-business manager (re-elected); C. E. Olsen, trustee for three years (re-elected); M. Pesco, trustee for two years. G. F. Erickson, the third trustee for the Local will remain in office until January 1, 1946, at which time his term expires.

By decree of the national convention dues have been increased to thirty-six dollars ($36) per year at the rate of three dollars ($3) per month. Initiation fees have been increased to fifty dollars ($50) for all Locals. The re­statement fee for members suspended for non­payment of dues, etc., has been established as fifty dollars ($50) plus one year's back dues, making total reinstatement fee of eighty-six dollars ($86). These provisions are to be effective as of January 1, 1945.

DR. WILLIAM BELL
SURGEON DENTIST

Downtown Professional Bldg.
57 Whitehall St. at South Ferry, New York City
Office Hours—9 A.M. to 8:30 P.M.

Arnold Bernstein Shipping Co., Inc.

ORBIS STEAMSHIP CORPORATION

17 Battery Place

NEW YORK, N. Y.
**LIST OF EXECUTIVES**

With their Addresses—Connected with the National Organization Masters, Mates and Pilots of America

**PAST PRESIDENTS**

National Organization Masters, Mates and Pilots of America

<table>
<thead>
<tr>
<th>Name</th>
<th>Years</th>
<th>Address</th>
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<tbody>
<tr>
<td>CAPT. FRANK H. WARD (1887)</td>
<td>New York</td>
<td>117 Columbus Ave., New York, N. Y.</td>
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<tr>
<td>CAPT. GEORGE S. TUTTILL (1888)</td>
<td>Brooklyn, N. Y.</td>
<td>2815 Henry St., New York 4, N. Y.</td>
</tr>
<tr>
<td>CAPT. WM. S. VAN KUREN (1889-90)</td>
<td>Albany, N. Y.</td>
<td>301 Water St., New York 2, N. Y.</td>
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<tr>
<td>CAPT. WM. S. DIBBLE (1890 to 1901)</td>
<td>Boston, Mass.</td>
<td>117 Columbus Ave., New York, N. Y.</td>
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**SECRETARIES OF LOCALS**

National Organization Masters, Mates and Pilots of America

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<tr>
<td>CAPT. JOHN J. SCULLY</td>
<td>15 Moore St., New York 4, N. Y.</td>
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<td>CAPT. WM. F. MCDERMID</td>
<td>209 Water St., New York 2, N. Y.</td>
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<td>CAPT. JOHN H. PRUITT</td>
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**APPRENTICE LOCALS**

Apprentice Local No. 1

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Apprentice Local No. 7

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** Aloha!**

National Organization Masters, Mates and Pilots of America

National President, New York 2, N. Y.

National Vice President, New York 2, N. Y.

National Secretary-Treasurer, New York 2, N. Y.

National Trustee, New York 2, N. Y.

National Trustee, New York 2, N. Y.

National District Deputy, New York 2, N. Y.

National Vice President, New York 2, N. Y.

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