

# SEAFARERS LOG



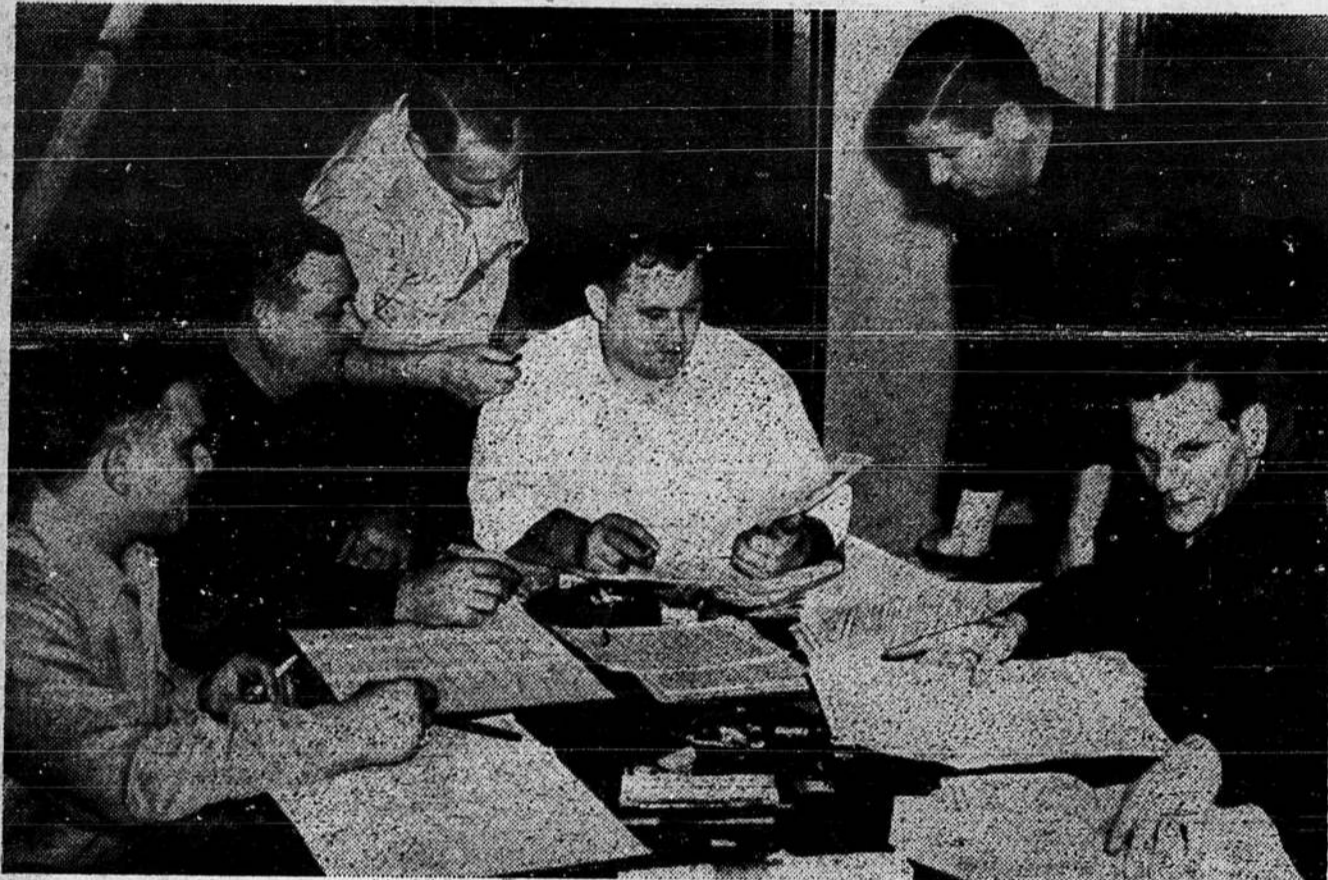
Official Organ, Atlantic & Gulf District, Seafarers International Union of NA

VOL. XII

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No. 1

## Tallying Committee Checks Votes



Members of the Tallying Committee, elected from the floor of the regular Headquarters membership meeting on January 4, as they checked over ballots in final tabulation of annual A&G District election results. Around the table from left to right: M. Colucci (Deck), Charles Kimball (Deck), Lars Hillertz (Engine), Donald Mease (Stewards), Edward Mooney (Stewards) and Frank Bose (Engine).

## A&G District Backs Annual Polio Drive

The SIU is again backing the annual March of Dimes drive of the National Foundation for Infantile Paralysis, and has joined AFL headquarters in calling for membership support of the Foundation's appeal for financial contributions.

A&G District Secretary-Treasurer Paul Hall is a member of the Foundation's Labor Committee, in the campaign which continues from January 6 to 13.

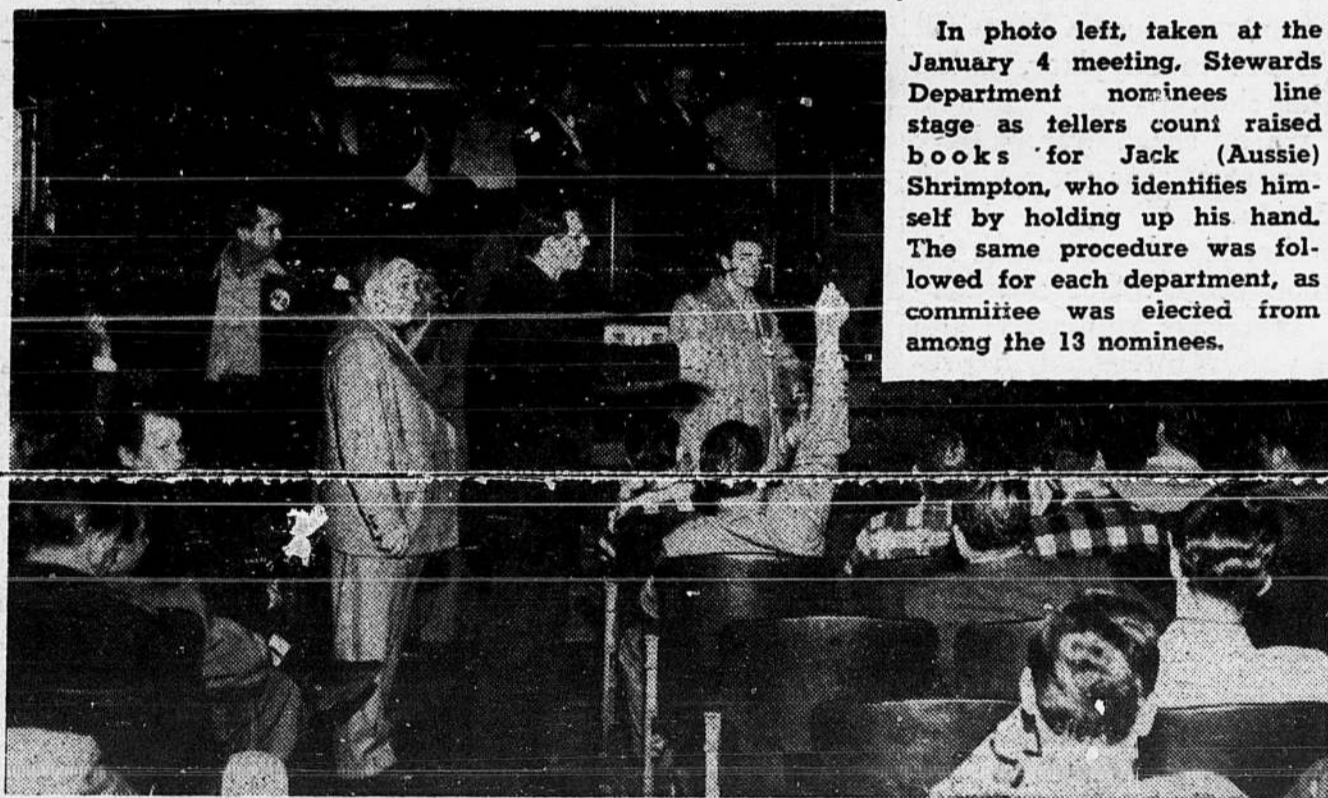
Last year's record epidemic has virtually exhausted the Foundation's funds in caring for infantile paralysis victims, and it is hoped that the drive will be sufficiently successful to enable the important work to be carried on.

The Foundation's Labor Division informed the SIU that it maintains a year-round service for members of organized labor and their families in the event polio strikes.

This service includes paying for hospital costs, transportation, purchase of equipment, medical treatment, wheelchairs and other orthopedic appliances.

Calling for increasing financial help for the Foundation, AFL President Green cited the fact that the number of polio victims had skyrocketed in the past year, with "many of the children of working people" among the afflicted.

He said "the need is very great" to help the victims of this disease.



In photo left, taken at the January 4 meeting, Stewards Department nominees line stage as tellers count raised books for Jack (Aussie) Shrimpton, who identifies himself by holding up his hand. The same procedure was followed for each department, as committee was elected from among the 13 nominees.

## Tally Committee Announces A&G Officials For 1950

NEW YORK, Jan. 11 — The elected officials who will administer the affairs of the SIU's Atlantic and Gulf District were announced today by the Tallying Committee in its report of results of the election concluded on December 31.

Of the 29 Union positions filled in the election, nine will be taken on by men who replace present officeholders.

The committee's report, which will be submitted to the membership at all Branch meetings on January 18, contains the complete vote tabulation.

Polling began on November 1, with the ballot listing 47 candidates for office. The ballot called for the election of one Secretary-Treasurer, three Assistant

Secretary-Treasurers, 10 Port Agents, and 15 Port Patrolmen.

Among the incoming officeholders are one new Assistant Secretary-Treasurer, three new Port Agents and five new Port Patrolmen.

(The complete list of successful candidates, the official vote tabulation and the Tally Committee's report begin on page 6.)

Serving on the Tally Committee were six rank and file Union members, two from each of the three departments — Deck, Engine and Stewards—who were elected by a "show-of-book vote" at the regular Headquarters

membership meeting of Jan. 4. Thirteen nominees competed for the six committee posts.

Committeemen and the departments they represented were Charles Kimball and M. Colucci, Deck; Lars Hillertz and Frank Bose, Engine, and Donald Mease and Edward Mooney, Stewards.

Continuing the practice started several years ago, the SEAFARERS LOG of October 21 printed the biographical sketches and photographs submitted by the candidates for office. This feature was adopted as a means of aiding the membership in acquainting themselves with the candidates and their qualifications, particularly those who were running for office for the first time and consequently may

not have been as widely known as others.

Preparation for the election of officers for 1950 got under way last September, with the adoption of the customary resolution calling for Union-wide nominations and designating the positions to be filled in the balloting.

Of the 54 men nominated before the deadline date, seven were disqualified by the Credentials Committee for failing to meet the Constitutional requirements for candidates.

Throughout the elections the SIU urged members to exercise their voting rights, so that the final results would, as near as possible, indicate the preferences of the majority of the active membership.

# 9 Operators Sign SIU Welfare Plan; Pattern Is Set

NEW YORK—The Atlantic and Gulf District of the Seafarers International Union became the first seamen's organization on the East and Gulf coasts to win a company-financed welfare plan for its members in an agreement signed with nine steamship companies on December 28.

Although Seafarers will not contribute to the welfare fund, the agreement calls for joint administration by a committee representing the Union and the operators.

Under terms of the contract, each operator will contribute into a common fund the sum of 25 cents per day for each man employed aboard its vessels. Payments to the fund became payable as of January 1 of this year.

Subcommittees representing the Union and the shipowners will meet within the next few days to work out details of the plan, including the types of benefits, method of administration and eligibility requirements for beneficiaries.

Companies which signed the welfare agreement are the Alcoa Steamship Company, A. H. Bull Steamship Company, Construction Aggregates Corporation, Cuba Distilling Company, Seas Shipping Company (Robin Line), South Atlantic Steamship Com-

pany, Seatrain Lines, Waterman Steamship Corporation and Seatraders, Incorporated.

After representatives of the nine companies had signed on the dotted line, the Union Negotiating Committee pointed out that the ice had been cracked

(Provisions of the recently signed welfare plan agreement and the SIU Negotiating Committee's analysis begins on page 3.)

and that the rest of the SIU's 52 contracted-companies could be expected to follow the pattern.

Arrangements have already been made with the remaining companies for further meetings on the Union's welfare plan demand. The Negotiating Committee will demand that all payments will have to be retroactive to January 1, so that operators will have no incentive to delay in agreeing to the plan.

Basing its estimate on the number of jobs now being filled by the SIU, Headquarters said that close to \$1,000,000 would be paid into the fund by the end of the current year.

The agreement signed by the nine companies stipulates that the welfare plan is to remain in effect for not less than five years.

In announcing the new agreement, members of the Negotiating Committee repeated a belief expressed earlier that the shipowners obviously were satisfied with the efficient handling of their ships by SIU crews and therefore offered no major opposition to the welfare proposal.

# SEAFARERS LOG

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 OF NORTH AMERICA**  
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## Building Together

No trade union can build a strong organization capable of paying off for its membership in terms of good wages, decent working conditions and increasing job security, unless these same members are interested and active in building a better future for themselves.

Sure, a union can muddle along from year to year, picking up a gain here and one there without the active help of its members. Maybe that kind of "progress" suits some but it is an injustice to the membership, and most certainly not in strict accordance with the needs and purposes of a labor organization. Under such policies, a union membership must eventually say: "Just where are we going—if we're going anywhere?"

When a union membership reaches that state of bewilderment, they're stagnating, Brother.

In the Seafarers, our policies are based on the indisputable fact that, unless a union is alive and kicking, it's not going to be able to build anything in the shape of a better living for its members. In short, we Seafarers believe that a union should be dynamic. And we not only believe, we also know, that it is the membership that is ultimately responsible for building the dynamic machine a union should be.

Anybody knows that a Skipper can chart a beautiful course, but that's as far as he'll get to anyplace, unless he has a heads-up crew to move his ship.

Getting right down to it, we of the Seafarers have the kind of membership which sees to it that their Union goes ahead and in the right direction.

We are endowed with a membership that ranks at the top of any list of hep trade union people. Our membership is a smooth blend of alert, aggressive youngsters and seasoned, sharp oldtimers—both vitally interested in preserving and developing the Union that is their common bond.

And our guys believe in paying more than lip service to the principles of trade unionism. Day in and day out, they give evidence of the fact, that they don't want policies of the muddling kind that get you nowhere in a hurry. They want to move ahead themselves—and they want the rest of the trade union movement to move ahead so the sledding will be easier for all working men.

If you need any evidence of the Seafarers' conviction that they're hitched up with the destiny of organized labor everywhere, just take a look at their record of support of other unions in New York, Tampa, Mobile, New Orleans, on the West Coast, in Canada and elsewhere—unions whose affiliation they don't question, either, be they CIO, AFL or independent.

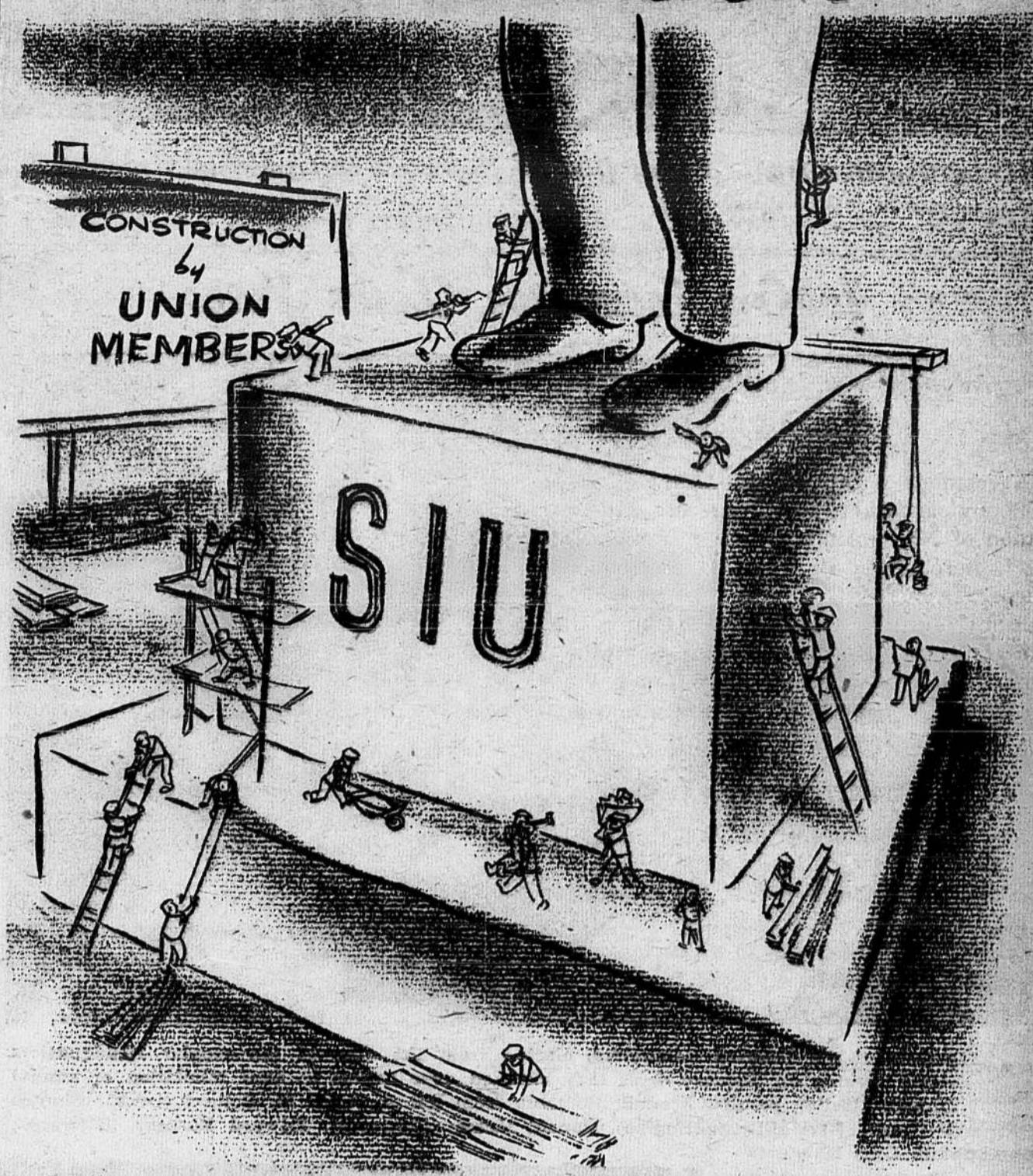
And if you need any evidence of Seafarers' penetrating interest in their own Union, just look at the way they have stepped up participation in all phases of the Union's affairs in the past few years. Look at the pages of the SEAFARERS LOG and see how members are discussing the issues affecting the general welfare, discussions that ultimately provide the base for many union policies.

Or observe an even more accurate indicator—the voting results, always a good barometer of membership interest. New Orleans, for instance, this year registered more Union voters in the recently-concluded election than were polled in the entire Atlantic and Gulf District back in 1944.

Maybe Seafarers are not always aware of it but, in the course of expressing their day-to-day interest on immediate issues, they have been building the kind of union that is strong enough to bring them the economic benefits that are tops in the maritime industry.

It's no wonder that Seafarers are moving ahead!

# "The Builders"



## Seafarers Members Now In The Marine Hospitals

### NEW ORLEANS HOSPITAL

- J. J. O'NEILL
- J. DENNIS
- F. LANDRY
- H. LAGAN
- L. LANG
- L. WILLIS
- P. ROBERTS
- A. MAUFFRAY
- N. I. WEST

- O. HOWELL
- J. JUSTUS
- F. HOLLAND
- L. LACHAPPELL
- H. MINKLER
- W. HUNT
- W. LAMB
- F. SHIMELFEING
- J. TASSIN
- S. L. GRICE
- K. LEE
- L. TICKEL
- L. DANTIN
- R. MORTON
- W. ROBERTS
- J. McELROY
- W. MAUTERSTOCK
- J. SYNNOTT
- J. P. PHUGH
- H. FLUENCE
- C. LYONS

### BALTIMORE HOSPITAL

- E. HARRISON
- W. A. BREWER
- G. W. VINER
- A. WRIGHT
- L. HIGHSMITH
- F. JUDAH, JR.
- W. D. WARMACK
- D. H. BRUNIE
- M. MATTSSON
- J. MALINOWSKI
- F. CHRISTY
- A. WATERMAN
- G. A. CARROLL
- A. L. MASTERS

- J. G. HARRIS
- C. BISCARL
- E. ACHILLES
- F. T. CAMPBELL
- E. F. MCGOWAN
- R. C. MELOY
- R. L. SOUZA
- C. W. GOODWIN
- P. E. DARROUGH
- G. L. HAND
- F. KORVATIN

- W. J. HACKETT
- E. F. PAUL
- R. C. PIERCE

### MOBILE HOSPITAL

- O. THOMPSON
- J. STEWART
- P. BURROUGHS
- R. FOSTER
- L. HOWARD
- H. WESTPHAL
- T. BURKE
- A. BRYANT
- M. J. DANZEY

### SAVANNAH HOSPITAL

- J. J. CERDA
- A. T. MOLAN
- W. GENTY
- CLYDE LASETER

### SAN FRANCISCO HOSPITAL

- J. KEENAN
- J. BARNHART
- A. CAUDRA
- T. ISAKSEN

### STATEN ISLAND HOSPITAL

- MOSES MORRIS
- H. E. LOGE
- J. J. O'CONNOR
- C. H. SANCHEZ
- SAMUEL JONAS
- L. F. BARNA
- D. P. GELINAS
- FRANK NEARING
- RICHARD GRALICKI

- CRIBCO ESOLAN
- C. MARTINEZ
- DUSAN DE DUISIN
- M. J. LUCAS
- JOSEPH F. GAMBlich
- NICHOLAS CORATTI
- L. F. ROZUM
- CHARLES HAWVER
- H. J. OUT
- V. J. RIZZUTO
- JAMES F. MARKET

- EUGENE LADRIERE
- HENRY WATSON
- HENRY JOHNSON
- JOSEPH ARRAS
- L. D. DIEUDONNE

### NEPONSIT HOSPITAL

- WILLIAM PADGETT
- MATHEW BRUNO
- JOSE DE JESUS
- J. M. LANCASTER
- R. E. LUFLIN
- ESTEBAN P. LOPEZ
- CHARLES L. MOATS
- PEDRO G. ORTIZ
- R. REDDEST
- R. A. RATCLIFF
- THOMAS WADSWORTH
- R. A. BLAKE
- L. BALLESTERO
- JOHN T. EDWARDS
- E. FERRER
- I. H. FRENCH
- JOSEPH SPAULDING
- JOSEPH SILLAK
- LUIS TORRES
- L. TULL
- FRED ZESIGER

### FORT STANTON

- MARTIN BLUM
- JOSEPH LIGHTFOOT
- WILLIAM H. ROBERTS
- CLARENCE D. SHIVELY
- P. SMITH
- GIDLOW WOODS
- DONALD McDONALD
- A. McGUIGAN

# Negotiating Committee's Report On, And Analysis Of, A&G Welfare Plan

**INTRODUCTION:** It is to be pointed out that the first stages of the Welfare Plan was originally discussed at our International Convention in Baltimore in March of 1949.

It was agreed by various Districts of our International that we would commence this drive as soon as feasible.

In line with this program, your Negotiating Committee

started work on this Welfare Plan and has finally negotiated the following contract.

For brevity, as well as for clarity, this report shall be dealt with seriatim, and each section of the contract itself shall be followed by an analysis by the committee.

The committee emphasizes the fact that the Welfare Plan is to be entirely paid for by the companies. Not one cent is contributed by the Union or the membership.

## CONTRACT

Agreement made this 28th day of December 1949 by and between Seafarers International Union of North America, Atlantic and Gulf District, hereinafter referred to as "Union," and Alcoa Steamship Co.; A. H. Bull Steamship Co.; Baltimore-Insular Line; Cuba Distilling Co.; Seas Shipping Co.; Seatraders, Inc.; Seatrain Lines; South Atlantic Steamship Co.; and Waterman Steamship Co.; hereinafter jointly and severally called "Company."

## COMMITTEE'S ANALYSIS

The membership will note that this agreement is signed with only nine SIU contracted companies, even though the Union has under contract approximately 50 off-shore steamship companies. The membership is to be made aware of the fact that, in line with previous Union action when negotiating with steamship companies, after the Union has secured the first group of companies under signature on matters of contractual and monetary matters, the rest of the SIU contracted operators generally follow the same pattern.

Your Negotiating Committee, after action by the membership on this report and Welfare Plan shall then present the same contract to other SIU operators for agreement.

## CONTRACT

WHEREAS, there is now in existence between the parties a valid collective bargaining agreement which is not due to expire until September 30, 1950, and

WHEREAS, the Union has formally notified the Company of its desire to open negotiations for a change in wages as permitted by the terms of the said agreement, and

WHEREAS, the Union has proposed that the Company grant a Welfare Plan in lieu of a wage increase, and

WHEREAS, the Company has consented to negotiate regarding a Welfare Plan in lieu of negotiating in regard to a change in wages,

## COMMITTEE'S ANALYSIS

As was previously reported by the Negotiating Committee, the Union, although desiring to open negotiations for a Welfare Fund, was restricted by the terms of our contract to wages and monetary matters only.

Therefore, in order to legally open negotiations for a Welfare Fund, your Committee complied with the terms of the contract by first presenting a wage demand and then upon meeting with the operators, informed them the Union preferred a Welfare Fund in preference to a wage increase. This plan worked, as the Welfare Agreement itself proves.

## CONTRACT

NOW, THEREFORE, IT IS MUTUALLY AGREED AS FOLLOWS:

1. That immediately upon ratification of this agreement negotiations will be started for the formulation of a mutually satisfactory Welfare Plan. Representatives of the Company and rep-

resentatives of the Union will meet at regular intervals at times and places mutually satisfactory to negotiate regarding eligibility of those participating in the Plan; how the Plan shall be administered, i.e., through a trust agreement, or a trust or insurance company; provisions for non-duplication of benefits; and such other matters which are necessary and appropriate for the formulation of a proper Welfare Plan.

## COMMITTEE'S ANALYSIS

It is to be pointed out once again to the membership that your Negotiating Committee's first objective in these negotiations was to have the shipowners agree to the actual payment of a Welfare Fund.

Your Committee felt that once we had established the principles of a Welfare Fund and the operators had actually commenced paying into it, that the details of the Welfare Fund, i.e., the administration of the Plan, the eligibility of those participating in the Plan, etc., will be worked out in detail at later negotiation periods.

## CONTRACT

2. The Welfare Plan shall be for a period of not less than five years and, subject to the limitations herein, shall contain provisions for increasing or decreasing the amount of any prescribed benefit. The Plan shall contain a provision for non-duplication of benefits for which the Company may directly or indirectly contribute, but non-duplication of benefits shall not be construed to mean any benefits which are or may be furnished solely by the Union.

## COMMITTEE'S ANALYSIS

To have a successful Welfare Plan, your Committee felt that the longer, within reason, the term the Welfare Plan itself ran, the greater the period of time to work it out to perfection. Therefore, it was decided that a five-year plan would provide such necessary time.

The non-duplication of benefits referred to in this clause should be interpreted to mean that inasmuch as the operators are now paying maintenance and cure of \$6.00 per day to a Union member who is injured aboard a vessel, the Welfare Plan would not either accept this responsibility of the payment of the \$6.00 per day maintenance and cure or, for that matter, duplicate the same payment. This, in effect, would prevent abuse of the Welfare Fund and provide for a greater protection of the money on hand in the Welfare Fund.

## CONTRACT

3. During the term of the collective bargaining agreement the per capita contribution of the Company to the Plan shall be a maximum of 25c per day per unlicensed seaman employed on vessels manned by the Company and actually working thereon. In formulating the Plan, negotiations shall include consideration of all benefits of all descriptions and, therefore, it is specifically agreed that during the existence of the Plan no demand shall be made upon the company for pensions or any other welfare benefits not contained in the said Plan.

## COMMITTEE'S ANALYSIS

This clause means that the 25c per man per day shall not be frozen for the five-year term of the Welfare Plan. It means, instead, that the 25c shall only remain frozen until Sept. 30, 1951. On that day, we shall be able to re-negotiate on the matter of the 25c if we at that time desire an increase in same. In any event, regardless of the fact we do have the right to re-negotiate the 25c on Sept. 30, 1951, the Welfare Plan itself and the benefits derived from it, shall remain in effect for the full 5-year term. The last sentence in this clause means that once the Union and operators have agreed that certain items, such as death benefits, etc., shall be paid from the Welfare Fund, that the Union will not in addition attempt to force the Company to pay other Welfare matters direct from the Company itself.

## CONTRACT

4. In the event a Welfare Plan is not agreed upon before April 30, 1950 the services of the Federal Mediation and Conciliation Service shall be requested. If a Welfare Plan is formulated prior to September 30, 1950, contributions thereto by the Company shall be retroactive to January 1, 1950. Within thirty (30) days of the signing of this agreement the Company shall post a bond for the payment of its obligations herein set forth.

## COMMITTEE'S ANALYSIS

This clause of the contract is to be interpreted as a guarantee to the Union. In other words, if the actual details of the Welfare Plan are not agreed to by Sept. 30, 1950, then the Union shall be in the position of being able to force the Welfare Plan to a successful conclusion by the use of economic action on and after Sept. 30, 1950.

The membership will note that under Section 6 of the Welfare Contract, as signed, there is a provision that once we sign a Welfare Fund, then the collective bargaining contract is extended to Sept. 30, 1951. In the event that we do not successfully complete the negotiations of this Welfare Fund, then the collective bargaining contract will expire Sept. 30, 1950. This would therefore in turn put us in the legal position, if necessary, to use strike action to force final settlement of the Welfare Plan itself.

Your Committee feels, however, that this will not be necessary. It is felt that the hardest part of this entire Welfare Plan was to get the operators to agree to the payment of the money. This they have done. The negotiations of detail to govern the fund should be simple.

## CONTRACT

5. The Welfare Plan herein contemplated shall, when formulated, be submitted to the Bureau of Internal Revenue and shall not become effective until the contributions thereto by the Company shall have been approved by the said Bureau as proper current deductions for tax purposes. The Company and Union agree to work out a Plan that will receive such approval.

(Continued on Page 4)

## Steady Shipping, Minor Beefs Mark 6-Week Period In New York

By JOE ALGINA

NEW YORK—This port swung into the New Year with shipping holding at a pretty even keel. In fact there has been little deviation in job activity here during the past four to six weeks.

Outside of a couple of minor beefs aboard two Calmar ships, which were subsequently squared away, there was nothing to mar the payoffs and sign-ons during the two-week period just ended.

These beefs involved disputed overtime for the Carpenters on the SS Yorkmar and the SS Seamar, but were settled on Thursday at a meeting between company representatives and Assistant Secretary-Treasurer Robert Matthews, Patrolman Carl (Red) Gibbs and myself, representing the Union.

### MONEY COMING

As a result of the successful session, the Carpenters of the two vessels may collect their money at the company's office, on the thirteenth floor of 25 Broadway, in this city.

The ships paying off in the past two weeks were the Claiborne, Bessemer Victory, Gateway City, Bienville and City of Alma, Waterman; Kathryn, Angelina, Elizabeth and Puerto Rico, Bull; Anniston City and Steel Ranger, Isthmian; Lilica, Dolphin; Mankato Victory, Victory Carriers; Seatrains New Jersey, New York and Texas, and the Robin Trent.

Signing on were the Steel Voyager, Steel Architect, Anniston City, Mankato Victory, Seamar, Calmar, Bienville, Steel Surveyor and the Robin Kettering, along with the Bull Line ships that had paid off.

### COFFEE TIME

One of the beefs among crewmembers that appears to be constantly brewing centers on the

question of who makes the coffee at 10 AM coffee time.

This is the Stewards Department's job and the honors generally go to the crew Messman. At 3 PM coffee time, the java is made alternately by a Wiper and an Ordinary Seaman.

At any rate, this should not be a difficult matter for the crewmen to get straightened out among themselves.

Talk about the radio giveaway shows, some of our nation's lawmakers don't do bad themselves. Senator Brewster, for instance, the other day suggested that ships in our layup fleet be given to Germany.

That may be all well and good, but while he's showing concern for that country's merchant marine, how about getting interested in our own.

The Arnold Bernstein Shipping Company has been trying for a couple of years now to get going with two passenger ships by purchasing two former army transports. We don't hear Senator Brewster, or anyone else for that matter, saying that Bernstein ought to be given some help in accomplishing his objective, which, by the way, would produce badly needed jobs for American seamen.

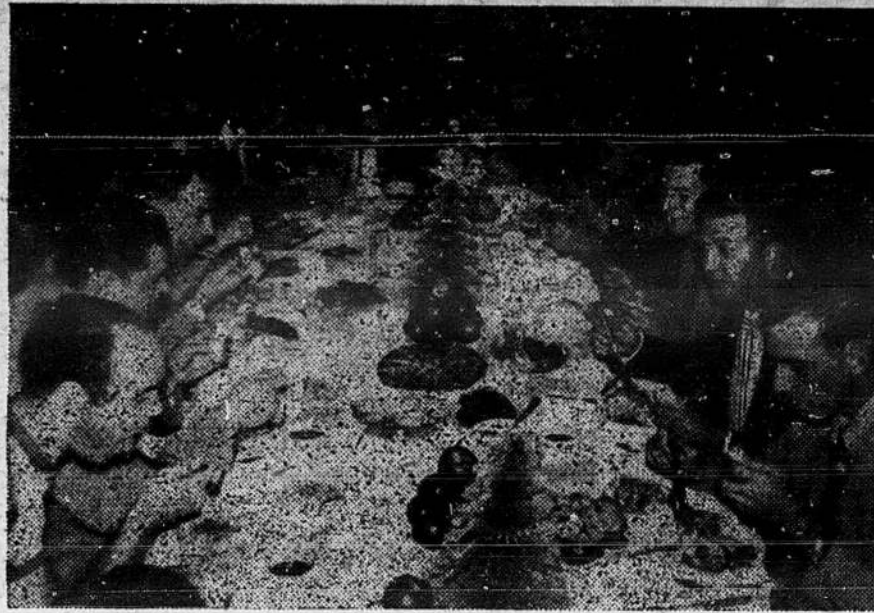
### WORTHY CAUSE

One word on the March of Dimes drive being conducted by the National Foundation of Infantile Paralysis. We don't go for any can-shaking, but this is one cause that rates our support.

The Foundation's Labor Division offers year-round service to members of organized labor and their families, including payment for hospital costs, medical services, wheelchairs, transportation and other aid needed in the event polio hits them.

Do whatever you can to keep this excellent service going.

## CHRISTMAS DINNER IN FRISCO



Seafarers dig into an enticing menu, topped off by turkey and all the trimmings, which graced a neatly set table on Christmas eve in the A&G District Hall in San Francisco.

## 2 Good Weeks For San Francisco

By JEFF MORRISON

SAN FRANCISCO—Although shipping has been fair here for the past two weeks, the best we can report for the coming period is that it looks lousy.

The SS Jeff Davis, a Waterman scow paid off here and the SS Young America, of the same company, signed on after paying off in Seattle.

In addition to this activity, we had calls from the Topa Topa, John B. Waterman and the Fairland, all of Waterman, and the Steel Designer, Isthmian.

What beefs existed on these ships were only of a routine nature.

### AROUND TOWN

Guys interested in knowing who among Seafarers is on the Frisco beach this week should cast on eye on this list: M. Burnstine, W. McCuiston, Pete Drevas, A. Hellmuth and C. Mize.

Of course, several of the lads are in the local Marine Hospital, they being J. Keenan, J. Barnhart, A. Caudra and T. Isaksen. Brothers interested in cheering them up would do well to drop

these hospitalized men a line now and then.

Christmas for the Seafarers on the beach was a gala event. A



fine holiday dinner was served in the Hall, and with the help of many of our friends on the beach and some of the Brothers the affair was something to be proud of.

President Lundberg came over and joined in wishing all hands a Merry Christmas and he gave out some spirits that were well-taken. It's an understatement to merely say that everyone had a good time.

## In-Transit Vessels Keep Port Savannah A Going Concern

By JIM DRAWDY

SAVANNAH—Thanks to a few in-transit ships during the past couple of weeks, shipping was saved from the dead slow bell. The few jobs that came in were from these vessels alone.

There were no beefs aboard any of these callers, which were the SS Jean, Bull; SS Strathcape, Strathmore, and SS Steel King and SS Steel Flyer, both of Isthmian.

### MATTER FOR PAYOFF

Several men aboard the Steel King had been logged, but this matter will be settled at the payoff in New Orleans.

Four of our men are in the Savannah Marine Hospital this week. They are Brothers J. J. Cerda, A. T. Molan, Clyde Laster, and W. Genty.

The weather here right now is what the Yankees call Indian summer. The hunting season is over and the men on the beach are looking for jobs to hold them over.

## New York Meeting

Because of previous commitment, Roosevelt Auditorium on East 17th Street will not be available to the SIU for the next regular New York membership meeting on January 18. The meeting will therefore be held in the Branch Hall, 51 Beaver Street.

All hands are urged to make a note of this change in meeting places. The time will be, as usual, 7 PM. The place, again, the New York Hall. And the date, Wednesday, January 18.

The following session, on February 1, will take place in Roosevelt Auditorium.

# Negotiating Committee's Analysis Of A&G Welfare Plan

(Continued from Page 3)

## COMMITTEE'S ANALYSIS

The reason your Negotiating Committee agreed to submit this negotiated Welfare Plan in its final draft to the Bureau of Internal Revenue is due to the fact that the funds, which are contributed by the steamship companies, should be handled in a manner so as to be tax-exempt. If this is not done, then the tax will be taken from the 25c contribution. This would result in less benefits for the members.

### CONTRACT

6. Upon the adoption of a Welfare Plan the existing collective bargaining agreement between

the parties hereto shall be extended to September 30, 1951.

### COMMITTEE'S ANALYSIS

Your Committee felt that by extending our present collective bargaining agreement to Sept. 30, 1951, it would allow for a period of contract stability in the industry, during which time the Union could use a greater part of its strength to iron out any beef arising from administration of the Welfare Fund. The administration of the Welfare Plan itself thus could be perfected more quickly.

It should be pointed out to the membership that the operators proposed to the Union at one

point during negotiations that the existing agreement be extended to Sept. 30, 1952. This, your Committee did not do, believing that by extending the contract to 1951, it will be of greater protection to the membership in the event the membership desires that date to change any part of the regular SIU contract.

Further, it is to be pointed out to the membership that although the collective bargaining agreement itself is extended to 1951, we still have our clause in effect in the contract to reopen wages at any time we desire during the life of the SIU contract. This, as all Seafarers are aware, is a clause in the maritime industry that only the SIU has.

Therefore, this Committee recommends to the membership that they concur in this report and all recommendations contained therein.

Fraternally submitted,

PAUL HALL, Secretary-Treasurer

LLOYD GARDNER, Assistant Secretary-Treasurer

ROBERT A. MATTHEWS, Assistant Secretary-Treasurer

JOSEPH VOLPIAN, Assistant Secretary-Treasurer

JOSEPH ALGINA, New York Agent

LINDSEY WILLIAMS, Director of Organization

**CONCLUSION:** The Committee feels that this Welfare Plan marks a big step forward for the membership of our Union. It marks a big step forward not so much as to what it will mean immediately for our membership, but what it will mean in the long run. Although we have gotten the shipowner to agree to the payment of the fund itself, there still remains the job of negotiating the details of how the funds are to be handled. There is still a lot of work to be done on this matter.

Once this report is acted on and concurred in, the bulk of the detail work is still left. Nevertheless, we can be sure that we have taken a step in the right direction—a step that will eventually mean the freedom of seamen from fear of insecurity to those of us who may get put out of action because of injuries, or of old age.

# Minutes Of A&G Branch Meetings In Brief

**SAN FRANCISCO**—Chairman, Jeff Morrison, 34213; Recording Secretary, P. M. Robertson, 30148; Reading Clerk, 2257.

Motion carried to concur in Headquarters report to membership as read. Minutes of Branch meetings read and approved. Agent reported that shipping hadn't been too bad for the past two weeks, as the Jeff Davis came in for an unexpected payoff. Several vessels are expected to call in-transit during the next two weeks, although on the whole shipping does not look too good anywhere on this coast, he said. Motions carried to accept Headquarters Reinstatement Committee's report and Branch Balloting Committee's report. Motion on Trotskyites and commie groups read for second time and was concurred in. Election of tallying committee to count ballots cast in port during A&G elections. Communication from Secretary-Treasurer on election of balloting committee was accepted as read. Meeting adjourned at 7:25 PM, with 31 members present.

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**NEW ORLEANS**—Chairman, James Tucker, 2209; Recording Secretary, George Allen, 114; Reading Clerk, Buck Stephens, 76.

Secretary-Treasurer's report and Branch minutes of previous meetings accepted as read. Agent reported that shipping had not been too bad since last meeting. There were 10 payoffs and six sign-ons, and the usual number of in-transit callers during the past two-week period. So far only five ships are scheduled to come into this port for payoffs, he said. However, the Alcoa Runner and the MV Del Viento will be crewing up sometime between now and the next meeting. Motion carried to suspend regular order of business to elect tallying committee to count ballots cast in elections for 1950 officials. Committee of six was elected, two men representing each department. Excuses from absence from meeting were referred to the Dispatcher. William E. Roberts, Book No. 51300, took the Union oath of obligation. Meeting adjourned at 8:10 PM, with 380 members in attendance.

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**MOBILE**—Chairman, D. L. Parker, 160; Recording Secretary, James L. Carroll, 50409; Reading Clerk, Harold Fischer, 59.

Minutes of previous meetings in all Branches read and accepted. Agent reported on the prospects of shipping in the coming two weeks. He informed members that Hall had been broken into on night of Jan. 1, 1950, and matter was reported to police the following morning. A careful survey showed that 200 letters had been stolen from the mail box and that nothing else had been tampered with. The burglars entered the building after throwing a brick through the glass door at the rear of the Hall. Postal authorities are working on the case with FBI as tampering with mail is a federal matter. The Agent urged all members who had mail or were expecting mail, especially with checks, money orders or other valuables to report to the Dispatcher, who would, in turn, notify the postal inspector. He concluded his report by advising all members

## A & G Shipping From Dec. 21 To Jan. 4

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	20	16	11	47	9	5	10	24
New York.....	127	107	101	335	96	69	85	250
Philadelphia.....	29	32	27	88	14	15	9	38
Baltimore.....	111	99	92	302	56	50	32	138
Norfolk.....	49	45	36	130	1	1	—	2
Savannah.....	11	6	5	22	7	4	—	11
Tampa.....	14	15	8	37	11	13	11	35
Mobile.....	49	34	30	119	17	26	12	55
New Orleans.....	76	76	89	241	81	88	102	271
Galveston.....	22	13	12	47	54	12	19	85
West Coast.....	39	40	34	113	35	42	31	108
<b>GRAND TOTAL.....</b>	<b>547</b>	<b>483</b>	<b>451</b>	<b>1,481</b>	<b>381</b>	<b>325</b>	<b>311</b>	<b>1,017</b>

to vote in their home communities during election time as this is a big year for congressional balloting and it is our duty to defeat anti-labor candidates. Motion carried to concur in Headquarters communication regarding election of tallying committee. A six-man committee — George Kelly, Louis Neira, D. L. Parker, Tom Gould, Charles Foster and James Naylor—was elected. Headquarters report to the



membership read and approved, as was Secretary-Treasurer's financial report. Meeting adjourned at 7:50 PM, with 314 members present.

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**SAVANNAH**—Chairman, Jim Drawdy, 28523; Recording Secretary, S. M. Lake, 51026; Reading Clerk, J. H. Babson, 31845.

Secretary-Treasurer's financial report accepted as read. Agent reported that since last meeting, the Southland payed off coast-wise articles and signed on foreign in Charleston. No beefs on the ship. Several vessels called in-transit. Shipping for the next two weeks, he said, looks bad. The charters for the Cape Race and Cape Nome have run out and they are being turned over to the Isbrandtsen company. Minutes of other Branch meetings read and approved. Motion carried to concur in Headquarters communication regarding election of tallying committee. Motion carried to accept negotiating committee's report on progress of welfare plan negotiations. Committee elected to count ballots cast in general election, with two men representing each department as follows: Deck—E. F. McGregor, W. R. Lee; Engine—A. Lawning, D. McDuffie; Steward—J. T. Moore, H. W. McMahon. There were 85 members present when meeting was adjourned at 7:49 PM.

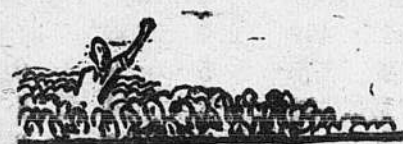
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**NORFOLK**—Chairman, J. S. White, 56; Recording Secretary, Ben Rees, 95; Reading Clerk, 4747.

Minutes of previous meetings in all Branches read and accepted. Agent discussed state of shipping in this port. Headquarters report to the membership read and approved. Motion carried to concur in communication from Headquarters recommending that tallying committee be elected at tonight's meeting. Excuses referred to Dispatcher. Motion carried that membership of

this port recommend to Headquarters Reinstatement Committee that Pat Van Millican, Book No. 28838, be reinstated and allowed to pay due assessments after making one trip. Motion (by Leslie Jackson, Book No. 912) that we extend time on shipping cards. Amendment to motion by A. J. Brown, Book No. 43364, that extension of 30 days be made on shipping cards. Amendment carried by vote of 39 to 28. Motion carried to elect tallying committee. Elected were Glennious Lawson, J. R. Wilson, J. W. Taylor, Dennis Cahoon, Cyril Newman and Allen Burke. Under Good and Welfare, it was recommended by Allen Burke that Headquarters be notified of the fact that Milliken, for whom reinstatement is recommended, went blind in Aug. 1948, but that he had been paid up to date and was in good union standing, and had been active in all strikes. Meeting adjourned at 8:45 PM with 140 members present.

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**BALTIMORE**—Chairman, William Rentz, 26445; Recording Secretary, G. A. Masterson, 20297; Reading Clerk, 652.

Charges were read and committee recommendations accepted. Minutes of Branch meetings in other ports read and approved. Communications from members seeking to be excused from meeting were turned over to the Dispatcher. Motion carried to accept Headquarters report to the membership and Negotiating Committee's report on the progress of talks on the welfare



plan. Port Hospital Committee's report accepted. Motion carried to elect tallying committee, with following members elected to serve: P. Lawrence, J. Kerrigan, J. E. Fisher, J. T. Morton, R. R. Wingert and M. W. Smith. Committee instructed to report to Hall tomorrow morning at 9:30 AM. Meeting was adjourned at 8:05 PM, with 357 members present.

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**TAMPA**—Chairman, R. W. Hall, 26060; Recording Secretary, Paul Carter, 48297; Reading Clerk, Ray White, 57.

Minutes of other Branches read and approved. Agent reported, saying that it was regrettable that Headquarters meeting recommended that Tampa's request for funds to alter Branch Hall be rejected. He said that if that was the membership's wishes then it is okay with us. However, the Agent

said he felt that at least the sum of \$1,900 should be allowed to take care of the termites in the top part of the building. Unless this is done, he said, we will have to spend more in the long run. The Agent added that all labor here is getting closer together as the days go by in pushing for the reelection of Senator Claude Pepper, the best friend of labor in the state. He



also said that the SIU is now an active part of the labor movement in the state and that it will be kept that way. Motion carried to accept and concur in Headquarters recommendation in regard to counting of ballots. Under Good and Welfare there was much discussion on the necessity of reelecting Senator Claude Pepper. Meeting adjourned with 87 members in attendance.

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**PHILADELPHIA**—Chairman, man, James Sheehan, 306; Recording Secretary, Paul Dayton, 43889; Reading Clerk, William Glick, 48741.

Minutes of previous meetings in other Branches read and accepted. Agent reported on the state of shipping. Negotiating Committee's report read and approved. Motion by John Bronson to elect tallying committee carried. The following were elected: Deck—Al Vandyke, Leo Gillis; Engine—John Shaffer, Bob Graff; Stewards—Dan Piccorelli, Bill Forney. Motions carried to concur in Secretary-Treasurer's report to membership and financial report. Andrew Flaherty and Raymond Cresiski took Union oath of obligation. Meeting adjourned at 8:30 PM, with 250 members present.

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**GALVESTON**—Chairman, Keith Alsop, 7311; Recording Secretary and Reading Clerk, Hugh Roughton, 51121.

Secretary-Treasurer's report and Headquarters report to the membership read and accepted. Minutes of other Branch meetings approved as read. Agent discussed shipping, which turned over to be pretty good during the past two-week period. Communications from Headquarters recommending election of tallying committees in all ports at tonight's meetings read and concurred in. Elected to committee were Bob Hunt, Whitehurst, J. Hammond, Sam Vin-

cent, R. Williams and R. Roughton. Motion to adjourn carried at 7:45 PM.

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**NEW YORK**—Chairman, Lindsey Williams, 21550; Recording Secretary, Freddie Stewart, 4935; Reading Clerk, Robert Matthews, 154.

Minutes of meetings in other Branches read and approved. Port Agent stated that shipping was fair in the port and that most ships were coming in shipshape. A Union committee, he said, would meet tomorrow with representatives of Calmar over a beef regarding Carpenters on a couple of the company's ships. Otherwise, he said, there were no beefs pending. He also spoke on the March of Dimes drive to aid victims of polio and mentioned that it was a worthy cause because every working man and his family would be taken care of by the foundation if polio should strike. He pointed out that the A&G Secretary-Treasurer is on the AFL committee of the fund. Secretary-Treasurer's financial report read and approved. The Secretary-Treasurer announced that nine contracted companies had agreed to the Union's demand for a welfare fund, paid for solely by the operators. He said the other companies were being lined up and that meetings would begin next week to work out details and discuss nature of benefits, etc., to be included in the plan. He said the time had come when Seafarers no longer need worry about being destitute when they were not physically able to work and that the welfare fund was a step in the direction of greater security. The Secretary-Treasurer added that the Union is continuing with its plans in connection with the Cities Service beef. He stated that the drive for funds now being conducted by the Labor Division of the Infantile Paralysis Foundation is the one worthy cause which the Union lends its name to. Although the SIU does not go in for can-shaking this polio fight is the concern of all, he said. Motion carried to accept Head-

quarters recommendation that tallying committee be elected at tonight's meeting to count ballots of 1950 election. Elected were Donald Mease, Lars Hillertz, Ed Mooney, Blackie Colucci, Frank Bose and Charles Kimball. Committee is to begin task tomorrow morning. Charges read and referred to trial committee. Meeting adjourned at 8:30 PM.

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**BOSTON**—Chairman, M. Norris, 5725; Recording Secretary, B. Lawson, 894; Reading Clerk, C. Dwyer, 46198.

Minutes of other Branch meetings read and approved. Port Agent discussed shipping which, during the past two weeks, kept about the same pace as previously. Headquarters report to the membership and Secretary-Treasurer's financial report concurred in. Motion carried to accept Headquarters recommendation that tallying committee be elected at this meeting. These men were elected: S. Greenridge, S. Bayne, J. Murphy, H. Isaac, R. Lee, D. Fitzpatrick. Charges read and motion carried to refer them to an elected trial committee. 123 members were present when motion carried to adjourn at 8 PM.







# SHIPS' MINUTES AND NEWS

## 1945 Salvage Claim. Nears Payoff For Plugging Crew

Perseverance pays off and the never-say-die Seafarers who salvaged a French freighter back in 1945 when they were crewmembers of the SS Willard, a Calmar scow, are the ones to prove it.

Beset by a maze of complications, a group of the Willard men have been doggedly pushing their salvage claim for more than four years, but it wasn't until last month that the prospect of reward began to look real.

The story of stick-to-it-iveness came to light without fanfare last week, when retired Seafarer William Lee, who has been working shoreside close by SIU Headquarters since 1946, came to the LOG office and asked that a notice be run, telling the old Willard crew that their claims will be paid shortly.

A few probing questions and Lee sketched the history of the claim this way:

In mid-September of 1945 the Willard sailed from Pensacola, Fla., bound for Algiers. En route, the Willard met the SS Samuel de Champlain, an American-owned ship operating under bareboat charter to the French. International code pennants were strung up on the de Champlain indicating that she needed assistance. The vessel had been completely disabled as a result of a broken shaft and was at the mercy of the seas.

The Willard towed the French ship to Ponta Delgada. The Skipper, Hugo Kotch, then filed a salvage claim for himself and the rest of the crew and in November 1945, the Willard sailed back to Philadelphia.

Meanwhile, the tug Blackmoor began towing the de Champlain back to France for overhaul. But she broke loose in a storm and it wasn't until another French flag ship came along that she was again put under tow for France. The crew of the rescue

## Wm. Dean Killed In New Orleans Motorcycle Crash

Seafarer William H. Dean, 24, died in Charity Hospital, New Orleans, on December 16, shortly after being admitted with injuries suffered when the motorcycle he was riding cracked up on one of the city's streets.

His body was sent to Galveston for burial in Memorial Park.

A native of New Orleans, Dean lived with his mother, Mrs. Una M. Dean at 2314 Avenue O, Galveston.

He joined the SIU in that port on March 29, 1948, and held Book No. 50587. He was first issued a permit in the Port of New York on June 2, 1947.

Brother Dean sailed as Ordinary Seaman, and was in good Union standing at the time of his death.

ship also filed a salvage claim, and that's where the complications began.

As Lee put it, that placed a salvage claim upon a salvage claim, although the Willard men had a prior claim by several months.

The Willard's claim was also complicated by the fact that the de Champlain was an American ship under French registry and since she was turned over in good shape, the US was not liable.

The Willard crew had filed its claim with the War Shipping Administration and the crew of the French rescue ship filed with the French government, in accordance with an agreement worked out by the US State Department.

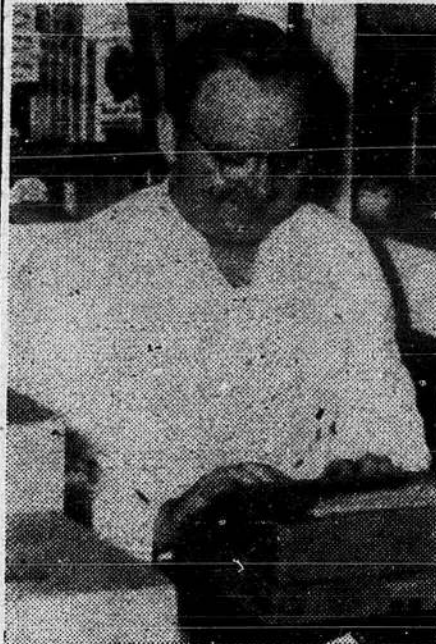
The case dragged on and it was not until early in last November that any heartening progress was made by Lee and the other Willard crewmen who had been pushing the claim for the four years that had elapsed. At that time Lee communicated with all the Willard hands from the skipper on down, telling them to get their Congressmen to appeal to the Maritime Commission to speed up the processing of their claim. Lee wrote to his Congressman, Rep. James Murphy, a member of the House Merchant Marine Committee.

Murphy got in touch with the Commission, which explained that only a limited personnel was available to process such applications and the delay was unavoidable.

Shortly after, however, John Webb of Lake Park, Fla., another Willard veteran, wrote to Lee and told him that Charles Marshall of the Maritime Commission recently informed him within a very short time they would receive payment of their claims.

So Lee, who retired his SIU book a few months after he paid off the Willard and later got a ticket as Third Assistant Engineer, asked the LOG to spread the good word to his former shipmates and co-claimants.

## PR Advocate Editor Gets Crew Award



Kenny Eckholm, SS Puerto Rico's Storekeeper and Editor of the Advocate, ship's publication, knocks out copy for a forthcoming issue.



Members of the SS Puerto Rico's Black Gang present pen and pencil set to Kenny Eckholm in appreciation of his services as editor of the shipboard newspaper. Left to right: Weaver Manning, Eckholm, Vic D'India, Harry Rowe and Ed Saul.

Photos by Jim Golder.

In a simple ceremony in the crew's messroom, the SS Puerto Rico's Black Gang presented Kenneth Eckholm with a pen and pencil set in appreciation of his untiring services as editor of the shipboard newspaper, the Advocate.

Presentation of the award was made during the last voyage by Vic D'India as spokesman for the Engine Department.

Eckholm, Storekeeper on the Bull Lines passenger-ship, took over the editor's job, when George Boney left the vessel last fall to resume

his studies at the University of Georgia.

Under the new editor's direction, the Advocate was expanded and the Christmas issue featured for the first time a full page of pictures taken by staff photographer Jim Golder. The Advocate also runs a page of advertisements.

Eckholm attributed much of the success of the shipboard publication to the assistance he has received from the staff. Hilda Revesz, Stewardess, is associate editor, and Jimmie DuBose and Jim Golder serve as managing editors.

## 'Voice Of The Sea'

By "SALTY DICK"

Herb Knowles has changed to the Black Gang after 20 years of sailing in the Stewards Department. By the time you read this, he'll be on his way to South America. . . Gary Myrick is not only helping Paul Warren on a

very important mission, he has started a band of his own at the Club Ballerina in New Orleans. . . Let's give credit to the New Orleans' Hall. I wouldn't hesitate to say it's about the most progressive one we have.

I understand some ships have the same delegates trip after trip. May I suggest the rotation of these jobs. Let everybody take a chance at shipboard responsibility. . . I'd like to state that I'm not anti-homesteaders, I'm pro-SIU.

A motion was passed recently

in New Orleans recommending a committee of six, two from each department, to study plans of ships to be built in the future. In other words to check the blueprints and suggest to the companies the advantages

of giving suitable quarters. Fred Edgett finally changed his mind about going to Iran. He missed his ship in Long Beach, Calif., and has returned to the Gulf. . . During the last war I sailed with an AB who came from Tahiti. He claimed there were no other ports but this "island of love." I'd like to get in touch with him again. . .

Reports are coming in of Brazilian customs men getting tough, especially in Santos. They have a habit of boarding a ves-

sel and shaking it down. . . J. Ayala, already the father of two, expects an addition to his family within a few months.

What well-known character (age 65) was found in the vegetable box eating carrots during the invasion of the Normandy beach? He's called Uncle. . . George Foley stayed on the beach for over a year but now he's going back to sea. He spent his time picking potatoes on his farm in Maine. He refuses to touch a spud, now.

Clyde Bernard having trouble with this stern and the doctors may have to operate. . . Brother Robertson lost his happy home and he's in the market for a long trip. His last ship was the Seatrain New Orleans. It has been suggested that all relief jobs should go to permit men. What do you think of this? Pete Hammel and Tony Alleman both in Lake Charles doing a good job for the SIU. . . A certain Bosun always plays "Mule Train" on the juke box. And he's ready to ship out. Wow!

The SS Monarch of the Sea, now known as the "Rockpile Special," seemed to be a good ship. I understand it is seldom that anyone quits this ship, which plies between New Orleans and Puerto Rico. . . Scotty Robertson going to Baltimore for a gall bladder operation. . . Every chance Kenny Eckholm gets to eat his favorite dish, pig's knuckles and sauerkraut, he goes to an eatery near 51 Beaver Street.

## Cape Nome Men Favor Compulsory Vacations

Crewmembers of the SS Cape Nome, South Atlantic, went on record in favor of compulsory vacations after one year of employment aboard a vessel, following a full discussion of the question at the Dec. 24 shipboard meeting at sea.

Opponents and backers of the proposed rule gave the reasons for their stand on the issue, which is being widely debated throughout the Union.

According to a report reaching the LOG this week from the Cape Nome, some crewmen expressed the view that making the acceptance of vacations compulsory would encourage men who now get off a ship after

one or two trips to stay on for the full year.

Others declared that the rule would prevent cliques from developing aboard ship. Both the advantages and the disadvantages of the rule to the family men and others with obligations were discussed fully.

The effect of the compulsory ruling on present job security came in for considerable discussion, the report stated.

Results of the voting were 22 for the rule, two against. One man abstained from voting.

The Cape Nome vote, however, has no bearing on the final disposition of the rule which would be made by the entire membership in referendum voting. The decision of the Cape Nome Seafarers merely indicates their sentiment in the current Union-wide debate on the compulsory vacation issue.



# Digested Minutes Of SIU Ship Meetings

**ANTINOUS, (no date)—E. S. Higdon, Chairman; Kenneth Lopez, Secretary.** Delegates reported all in good order. Eddie Higdon elected Ship's Delegate by acclamation. Motion carried to notify all Halls of inability to secure seamen in Baltimore, as company didn't give half enough time to get a new man. Motion carried to get waste baskets for foc'sles. Motion carried to have water fountain replaced so that output of water will be adequate. Under Good and Welfare the following suggestions were made: obtain sufficient lighting for after deck, have cots put into storage, keep washing machine clean.



ously endorsed plan whereby Brothers on 4-8 watches will be able to attend one of two ship-board meetings per trip.

**ELIZABETH, Nov. 27—Antonio Gonzalez, Chairman; Pedro Del Valle, Secretary.** Delegates reported everything smooth in all departments. Motion by Bonafant to change all mattresses. Motion by Ortiz to ask Patrolman to instruct Mate not to install chipping machine around house when watches are set and men below are sleeping. Motions carried: That Steward put in a requisition of new linen; that crew's messrooms, foc'sles and showers be painted and keys obtained for lockers.



**IBERVILLE, Oct. 26—Charles Halla, Chairman; Walter Grosvenor, Secretary.** Delegates reports accepted. Motion carried to request volunteers to look after ship's library in recreation room aft for one trip. Palmer and Peralta volunteered for job. Tom Crane elected Ship's Delegate; vote of thanks given to previous delegate for job well done. All hands requested to take good care of crew equipment which will make it easier for Union and representatives to negotiate improved conditions.

**DEL MONTE, Nov. 20—D. Korolia, Chairman; H. Gerdes, Secretary.** Motion carried to send air-mail letter to LOG Editor expressing appreciation for overseas news bulletin. Motion by E. deBautte carried to seek means of continuing ROU news. Suggestion by Brother C. Habighorst that in future any member found guilty of going topside with beefs, instead of taking them through proper channels, be asked to make a sizeable LOG donation. Crew was in favor of this proposal.

to instruct Brother Gullot to round up missing members; one man excused to work. Under Good and Welfare necessity of members keeping alleyway clean was discussed. Brother W. Higgs pointed out that annual SIU election is on and that every member should vote. Ball game and picnic were discussed. After one minute of silence in memory of departed Union Brothers, meeting was adjourned.

**DEL NORTE, Dec. 8—T. Banning, Chairman; C. Bradley, Secretary.** Ship's Delegate reported that there had been no loggings on current trip; he wished all hands a Merry Christmas. Sum of \$162.89 is in ship's fund. Hancock requested Brother Bradley to read minutes of special meeting held Friday night in connection with performance by crewmember. Motion by Peralta carried that charges be dropped as man is first offender. Bradley asked all men having ship's athletic gear to return them to locker where Dominicus will check them in. More recreation gear is to be purchased out of ship's fund for use on next trip. Men warned that no one is to leave ship unless properly relieved or excused by department head.



**CUBORE, Nov. 20—W. M. Fields, Chairman; W. A. House, Secretary.** Motion carried that new rules be drawn up and posted in lounge: feet to be kept off chairs, no spitting on deck, coffee shack to be kept clean, etc. Delegates' reports read and accepted—there were no beefs. Jack Denby elected Ship's Delegate. Crew went on record to inform LOG that this is the best feeding ship in the Ore Line. Motion carried to start ship's fund for purchase of washing machine. Delegates to collect two dollars from each man in their departments, with machine to become property of present and future crews.

**ALCOA PILGRIM, Nov. 27—Clyde Lewelyn, Chairman; Bill Mitchell, Secretary.** Motion carried to have Delegates check slopchest before sailing on next trip. Delegates reported everything okay in all departments. Under Good and Welfare, there was discussion on linen, sanitary work in messrooms and laundry.

**SEATRAN NEW JERSEY, Nov. 22—John Jellete, Chairman; H. V. Newberry, Secretary.** Ship's Delegate said he will check with New Orleans Agent to ascertain length of extension of Messman, as voted on at meeting in New Orleans. Discussion on Brother Matt Fields report from Seatrain Texas by telephone to Ship's Delegate Bill Gray that Fields had been overcharged at Spotlight Tavern in Belle Chasse. John Jellete read an excellent Thanksgiving Day message, which was well-received.

**MANKATO, VICTORY, Nov. 13—Bob Brock, Chairman; Mattie Lakan, Secretary.** Delegates reported that outside of some disputed overtime there were no beefs. Motion carried that copies of repair list be given to Patrolman, department heads and one posted on bulletin board. Suggested that books and magazines in ship's library be changed. Ship's Delegate O'Connell volunteered to make the arrangements. Suggested that one of the crew go to New York Hall to see if they have available a washing machine taken off another ship. Brother Brock volunteered to handle this assignment. Motion to purchase a washing machine was defeated.

Brother Lewelyn gave a short talk on the Union and asked all Brothers to perform their jobs to the best of their ability.



**STEEL EXECUTIVE, Nov. 20—L. Walberg, Chairman; A. D. Brodie, Secretary.** Minutes of last meeting read and approved. Beef about taking care of washing machine was reported settled. Delegates had no beefs to report. Brother Keely moved that repair list be started now in all departments so they can be ready for Patrolman on arrival in New York. Bosun will see Mate about having messhalls painted so that Stewards Department can take care of it if Deck Gang doesn't have time. One minute of silence in memory of departed Brothers.

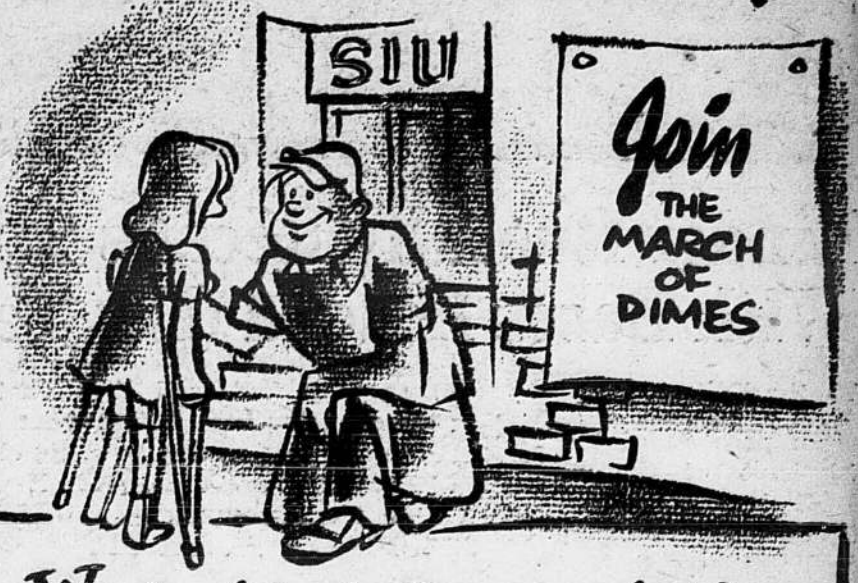
**YAKA, Nov. 14—Harold DuCloux, Chairman; G. L. Lonski, Secretary.** No beefs. Motion (by Lonski, seconded by J. Thompson) carried to go on record as opposed to seamen's anchorage as proposed by Brother in letter to LOG. Motion (by Storey, seconded by Myers) carried not to use laundry opposite Deck Maintenance foc'sle between 0000 hours and 0600—17 for, three against. Discussion on food, with Steward agreeing to try and remedy matters on potatoes and night lunch.

**CAPE MOHICAN, Nov. 27—J. Sellers, Chairman; Mel Brown, Secretary.** Ship's Delegate reported that conference with Mate proved favorable and Puerto Rican shore gang's coffee time beef had been settled satisfactorily. No beefs in any of the departments. Brother J. George volunteers to purchase parts to repair washing machine. Brother Stepanian will order a new library. After discussion by Brother J. Emerick, crew unani-

**ALCOA CORSAIR, Dec. 4—L. Clarke, Chairman; J. Roberts, Secretary.** All delegates made their reports. Motion carried to call roll. Motion carried

**ALEXANDRA, Dec. 4—A. W. Gowder, Chairman; Truman Patriquin, Secretary.** Minutes of last meeting read and posted on bulletin board. Disputed overtime in Engine Department; no beefs in other departments. Motion carried to instruct Ship's Delegate to see Captain about loggings. Brother Patriquin volunteered to try to get a library put aboard ship. Smith suggested that we all keep close watch when near other ships in port to see if we can trade books with them in event Patriquin is unable to get library in New York. Steward asked all men to cooperate by turning in all soiled linens.

# Seafarer Sam says:



*We don't go in for can-shaking, but the fight against polio does serve the support of every union man. The Labor Division of the National Foundation for Infantile Paralysis has a year-round program of full treatment for members of organized labor and their families. SUPPORT THE MARCH OF DIMES!*

# CUT and RUN

by Hank

Every now and then there's an SIU snip in the news. Recently it was a Seatrain ship and just last week it was the Antinous. However, no casualties . . . From Port Said, Egypt, Brother V. Perez, the oldtimer writes from the SS Petrolite, which is on a Persian Gulf shuttle and says he would like to write to a shipmate by the name of "Ropeyarn" Justice whom he remembers since 1926 . . . Bill Gray and others aboard the SS Seatrain New Jersey regret to see their happy ship lose a good man, Brother John Jellete, the Steward with a mustache who was aboard ten happy months and now is heading for the Oregon trail. Bill also mentions a hospitable place in Edgewater, New Jersey, called John's Bar and Grill which receives a bundle of LOGS and is a favorite rendezvous for all Seatrain crewmembers.

Here in New York Jack Duffy says he's heard from big Dutchy Bolz who is still aboard the SS Trinity and looking better than ever . . . George Metting is on the SS Del Norte and she too has a softball team, we're informed. Well, perhaps the twain shall meet between the SS Puerto Rico's softball gang and the one on the SS Del Norte . . . We're asking Kenneth Eckholm and P. San Miguel, who are aboard the SS Puerto Rico, to give us the name of the cook who cooks up all the fancy sauces and dressings. For example, making antipasta (oops, we mean antipasto) and other similar items. FLASH NEWS—We have been informed that none other than one of the best Cooks in the SIU, Pete Gonzales, makes the fancy stuff aboard the ship as Chief Cook.

Joe Prisament grabbed the Steward's job on the Waterman scow, SS LaSalle heading for Far East ports . . . When the SS Loyola Victory had Steward Frank Gardner aboard the crew had the following unusual items on their Thanksgiving menu—stuffed Utah celery (what in the world is that?), oyster dressing, cafe noir, poached Alaska black cod . . . Congratulations to Everisto and Filomena Jimenez who were married New Year's eve here in New York . . . Saying the crew is happy in continuously getting those air-mailed Overseas Bulletins, Eddie Eriksen aboard the SS Southland says they spent Christmas in Charleston and New Year's in Savannah and are bound for Glasgow, Liverpool, Hamburg, Bremen, Rotterdam and Antwerp.

Walter Gardner, who has a mustache and recently received a telephone call asking for thirty dollars, says the dredge, the Sandchief, has two excited treasure-hunters named Pat Coponiti and Bill Williams who are grabbing all those coins found in the sea bottoms. Although the coins are in such bad condition that they're not worth anything it seems George Harding still wishes he was getting some of those coins, anyway.

The SEAFARERS LOG will be sailing to the homes of the following Brothers: Albert Hellmuth of California, George Peterson of Texas, Anthony Guilliano of New Jersey, J. Taylor of Pennsylvania, Walter Conner of Virginia, Jack Brown of Florida, William Meyer of New York, William Mackin of Maryland, W. R. Wilkins of Texas, Thomas Hendricks of South Carolina, Thomas Hankins of Georgia . . . Brother Henry Bonk, who just shipped out, is plenty happy that his baby is just two months old and weighs over fourteen pounds already . . . "Red" Funk is here in town and his shipmate Red Starns is too since the Beatrice has been laid up.

# THE MEMBERSHIP SPEAKS



## Linder Ruefully Recalls 9th Inning Whiff With Bases Loaded (His Team Lost, 30-29)

To the Editor:

On page 11 of the December 16 issue of the SEAFARERS LOG is a letter from Brother Frank Teller claiming the Robin Hood crew to be the softball champs of the fleet. I'm not disputing this claim but Brother Teller's claim that the Robin Hood crew was the first to put a team on the field in formal competition is so much malarky and nothing else.

Brother Teller is so far behind the times that he qualifies as a claimant to the title "Full Astern." Leave me square him away!

### HERE'S HOW

He claims the Robin Hood first put a team in action in September 1948. In June 1947 I signed on the Robin Locksley and I made two trips, piling off in the middle of December 1947. On the first voyage, a team from the Locksley engaged the team from the Robin Goodfellow in Laurence Marques.

A memorable occasion it was, too. We were losing 30 to 29, two outs, last of the ninth, bases were loaded and yours truly was at bat.

The enemy pitcher threw three balls, then a fast one which was

### SIU Hospitalized In Fort Stanton Thank Ship's Crew

To the Editor:

The members of the SIU at Fort Stanton Hospital wish to thank the crew of the SS Twin Falls Victory for their Christmas donations.

At the same time we wish to extend to all hands our best wishes for a happy New Year and pleasant sailing.

A. McGuigan,  
Hosp. Del.  
J. B. Lightfoot

a long foul, and then another screaming strike. The next one came floating up like a big cloud and I couldn't have hit it with a tennis racket.

### THAT'S ALL

The ump, who happened to be Fred Latraverse, a Wiper from our crew, called it a strike and yours truly slunk back to the ship, the object of much ridicule and pointed remarks for many weeks after.

We next engaged a team in Mombasa which subsequently became the Mombasa Softball Club. That was in August 1947. We played a couple of games on the next trip, too. But wait, that's not all.

Previous to the Locksley, I was on the Robin Sherwood as an FWT, under "Terrible Tex" Young, the closest thing to Paddy Brennan that ever sailed.

Oh yes, we had a team on the Sherwood, too. Two Brothers who can verify this are Toby Torbick and Al Hammity, who are both probably homesteading on a Robin Line scow. More yet, don't go away.

### ANOTHER TEAM

I was on the Flying Arrow the last trip she made under the Robin Line flag back in the fall of 1946. We had one of the best crews I ever sailed with and they played softball also.

But the clincher in this argument goes way back to 1945, just after the war was over. I signed on an Alcoa ship, the Sea Tarpon. She made the South African run that trip, chartered to either the Robin Line or the American South African Line.

One day while we were in the tropical hole of Beira, we made up two teams, the crew versus the officers. Out we paraded to a field that was nothing but soft sand. In the broiling sun, before a crowd of enthusiastic but astounded natives, we pro-

ceeded to shellac the topside gang.

Now that's going back pretty far but I can still remember a few of the gang who played, namely Ken Ellsworth, a guy named Jones, both Oilers; Bill Churchill, AB; Third Engineer Pete Constas and First Engineer Matt McDonough. I met McDonough about two years ago in Capetown and he still remembered the game.

Am enclosing a photo of the Robin Locksley team. That's all for now, Ed.

Hope Brother Teller reads this and also hope you can get it all in. Incidentally, I'd like to hear from any of the fellows.

Don Linder  
202-06 42nd Ave.,  
Bayside, New York

## THE LOCKSLEY'S '47 SOFTBALL TEAM



Here are some of the Robin Line ship's players who shared Don Linder's grief when he fanned in the ninth, with bases loaded and two out, in memorable contest with Robin Goodfellow squad back in 1947. Goodfellow team thus squeaked through with a 30 to 29 victory. Linder says he and other Seafarers aboard the Sea Tarpon introduced softball in South Africa in 1945.

## Buckley Asserts 'Emancipators' Neglect To Follow Own Preachings On Free Speech

To the Editor:

It had been my hope that upon my public statement of my resignation from the Marine Transport Workers of the IWW (International Workers of the World), that these so-called defenders of individual rights would allow me the privilege.

The past few weeks has brought to light the fact that though many of these "emancipators" shout loudly for freedom they fail to permit the individual to enjoy such rights. When I carried a card in that outfit (IWW) and believed in its program as the only means whereby a worker could achieve solidarity, I could do no wrong in the eyes of these

people. But when I reached a decision wherein I felt that they were detriment to the welfare of the rank and file and openly proclaimed such, then these so-called defenders of free speech began denouncing me for daring to use that freedom.

So again I am telling these people: Clean your own house before you dare point the finger of scorn against the actions of the SIU and SUP. Tell your membership that workers' solidarity cannot be created by men who fill themselves with booze and insist upon forcing their ideas on workers who are not interested in the babble of a drunken man. Clean your ranks of those who scream about life, liberty and the pursuit of individual privileges and deny those principles to all workers who seek such privilege.

According to the constitution of your organization, it states that no one but a wage earner may be a member. To abide by the constitution why not remove from your ranks the petty cockroach businessmen who live off the earnings of the wage slave.

I took an oath of obligation to the Union and the membership that I would uphold the principles and the interests of

the SIU and it is my intention to live up to this obligation. You people claim that an oath of obligation is nothing but capitalistic trickery to snare the worker in a trap of exploitation.

I am surprised that union-conscious workers as you profess to be would involve yourselves in the snares of capitalism and permit yourselves to be exploited.

Must we workers of the SIU and SUP assume that when you entered our union ranks you perjured yourself in taking the Union oath of obligation and had no intention of defending

the principles of our trade union?

You "emancipators" should remember that no man can obey two masters. He must hate or destroy one. You claim that carrying a red card does not make you a dual unionist, but it will eventually give you a dual personality and, with time, make you a detriment to the Union whose purposes you promised to uphold.

In my personal opinion it would be a good idea to drop one or the other card before you find yourself biting your own tail.

Joseph Buckley

### Log-A-Rhythms

#### SEA BREEZE

by Raymond J. Marciniak, Book No: 28994

2651 W. Belden Avenue  
Chicago 47, Illinois

To the Editor:

As a retired seaman I look forward to getting the SEAFARERS LOG every week. Circumstances keep me ashore but I still take an active interest in the seamen and how things are going. It fills me with pride when I see the gains made in the past few years for the Union. I would like to express my thanks for receiving the LOG and enclose an original poem I wrote. If you think it is good enough to print in the LOG at some future date I shall be honored.

Where is adventure, Oh where can it be,  
if no where else than on the sea.  
When is life cheerfull and sad as can be,  
then 'round the point and out on the sea.  
Oh when do I miss you, my dearest heart,  
then when miles of ocean hold us apart.  
How much do I miss you while on foreign shore,  
as each passing day makes me want you more.  
At home once again I'll gaze out to sea,  
and it shall be waiting, out there for me.  
What is this power that takes me away,  
and breaks the promise I make every day.  
A sail once more far out on the sea,  
my heart is light, my soul is free.  
Why is it so since I long for home,  
that on this sea forever I'll roam.  
Is it because that on the sea,  
thou, O Lord, are closer to me?

### MIXING IT UP



Paying no heed to that caution sign on the bulkhead SIU Steward "Zygie" Zygarowski and the Chief Engineer prepare for a little workout. Back in his youth Zygie was a foot boxing champ in the US Navy. Zygie's on the right.

# Personals



**DOUGLAS (Smiley) CLAUSSEN**  
Your mother is about to go to the hospital, and asks that you write: Mrs. E. E. Smith, 1118 Gaiennie Street, New Orleans, Louisiana.

~ ~ ~  
**MRS. MARY RAKAS**  
This woman has moved and asks that her son get in touch with her at 250 Water Street, Brownsville, Texas.

~ ~ ~  
**JESS DAVIS**  
Get in touch with your lawyer, 38 Park Row, New York 7, New York.

~ ~ ~  
**ELWOOD BARNES**  
Contact Benjamin B. Sterling, 42 Broadway, New York City.

~ ~ ~  
**JOSEPH B. KIDD**  
Write to Norman A. Smykowski, in care of New York Hall, 51 Beaver Street.

~ ~ ~  
**JAMES P. CUNNINGHAM**  
Write to Mrs. C. Haussman, 1719 N. Lindenwood Street, West Philadelphia, Pennsylvania.

~ ~ ~  
**ROBERT L. MORGAN**  
Write your father, New Haven, Kentucky.

~ ~ ~  
**MICHAEL ZEGLEN**  
Write to your parents, 2639 Grand Street, NE, Minneapolis, Minnesota.

~ ~ ~  
**LAWRENCE E. BROWN**  
Write to M. H. Walker, Master, SS Longview Victory, c/o General Steamship Co., San Francisco, California.

~ ~ ~  
**WATSON W. STOCKMAN**  
Get in touch with Albert Michelson, 1650 Russ Bldg., 235 Montgomery Street, San Francisco, California. Phone: Yukon 6-6818.

~ ~ ~  
**DAVID SAUNDERS**  
Contact J. May, President, Morgan Plan, P.O. Box 394, Mobile, Alabama.

~ ~ ~  
**RENE WAUTERS**  
Get in touch with John A. Roach, Franklin Savings Bank, 8th Avenue and 42nd Street, New York, New York.

~ ~ ~  
**CHARLES G. PETERS**  
Write to your mother.

~ ~ ~  
**CLAYTON B. FROST, JR.**  
Your wife is at 216 King Street, Charleston, South Carolina, and asks that you write.

~ ~ ~  
**MARTIN SALVADOR**  
Mrs. Anna Collins, 1114 N. American Street, Rear 7, Philadelphia 23, Pennsylvania, wants you to get in touch with her.

## Notices

Crew, SS Daniel Willard  
See story page 8 of this issue.

Will holders of receipts numbers 34218, 34221 and 34233 issued by S. Garcia in Galveston, please send full names, book numbers and receipt numbers to Joe Algina, 51 Beaver Street, New York City, so that your records may be properly accredited with the dues you paid.

**JIMMY SANTELLO**  
Ray Needen of Durban would like you to get in touch with you concerning your gear. Write to him at 1610 Bushwick Ave., Brooklyn, New York.

~ ~ ~  
**WHITEY HARRIS**  
Harry Judson, your shipmate on the Fort Bridger, asks that you write him at James Street, Rosendale, New York, about the money that he owes you.

~ ~ ~  
**JOSEPH KOZLOWSKI**  
Contact the Cortina Academy, 105 West 40 Street, New York 18, New York.

~ ~ ~  
**J. CALDERON VIVAS**  
Write to Eduvigis Montanez Rexach, 43 Jorge Bird Leon Street, Fajardo, Puerto Rico.

~ ~ ~  
**WALTER ROBERTS**  
Get in touch with Mrs. Allen Miller, 50 Clark Street, Orchard Park, New York.

~ ~ ~  
**JOHN WESLEY PATERSON**  
Your father wants to hear from you at Roosevelt Hotel, Pittsburgh 22, Pennsylvania.

~ ~ ~  
**CHARLES A. J. GEDRA**  
Write to Joseph E. Gedra, Church of the Immaculate Conception, N Street at Eighth, NW, Washington 1, D.C.

~ ~ ~  
**JOSE GONZALES**  
Herbert H. Winston, 1214 Fulton Street, Brooklyn 16, New York, asks that you write him.

~ ~ ~  
**W. J. McNULTY**  
Contact S. L. Wilson, 1705 Belmont Avenue, Seattle 22, Washington.

~ ~ ~  
**JAMES ANTHONY DOODY**  
Will anyone knowing whereabouts of this Brother tell him to get in touch with his grandmother, 1543 Manor Road, Staten Island, New York.

~ ~ ~  
**BILL HOWELL**  
Melvin (Jack) Hartley, 311 South Main Street, Lexington, North Carolina, would like to hear from you.

~ ~ ~  
**FRANK BRUNSON**  
Your old shipmate on the Steel Advocate, Chris J. Clarke, asks that you write him—25 Gerard Street, Woodmont, Connecticut.

~ ~ ~  
**A. HANSEN**  
Mr. Merz, Triton SS Co., 80 Broad Street, New York City, asks that this Brother (Book number 34642) get in touch with him.

~ ~ ~  
**R. H. COOTE**  
Write to Joe Ventimiglia, 2052 Kendall, Detroit 6, Michigan.

~ ~ ~  
**THORES DICKENS**  
Get in touch with Irving Goldberg, Asst. case Supervisor, Special Unit, 630 9th Avenue, New York 19, New York.

~ ~ ~  
**RUSSEL LUND**  
Your mother asks that you write: 2082 Golden Gate Avenue, San Francisco, California.

~ ~ ~  
**KRISTIAN (Tom) THOMSEN**  
Write to your aunt, Dina Tobiassen, Vigen Spind Per Farsund, Nerway. Any of his shipmates knowing his whereabouts are asked to write to his aunt.

### Second Mate, Now



Like many oldtimers, Mike Ballestero, retired member of the SIU, still stops by the New York Hall every time he hits port. The one-time Quartermaster sails as Second Mate and holds a book in the MM&P.

## Says Homesteading Violates Intent Of Rotary Shipping

To the Editor:  
Rotary shipping, the basis of our Union, is predicated upon the assumption that seamen, unlike shoreside workers, will after a period of time get off a ship and take a well-earned vacation, permitting someone on the beach to ship.

If homesteading becomes the rule—anything being possible—rotary shipping will be a meaningless phrase; there being no jobs to rotate.

Today we are making good money and a man who works a year on a ship should be able to save enough, plus the vacation money he'll get, to rest awhile.

We realize of course that some of us have responsibilities, and the previous paragraph assumes that the present-day seaman has sufficient intelligence to avoid the pitfalls that would deprive

his dependents of the necessities of life.

I've heard some Brothers say that it is only "one-trip performers" who are opposed to homesteading. This is saying, in effect, that the Brothers in the ports of Mobile, Galveston and Savannah, who overwhelmingly favored anti-homesteading resolutions, and the hundreds of Brothers in the port of New Orleans who have recently signed a similar resolution, are all performers.

Brother Tex Suit believes this is a minor issue not worth the necessary referendum vote, which costs money. Brother Suit should talk to more of the membership, particularly key men, to understand how keenly they feel about shipping in their rating.

I know one key man on a passenger ship who is making his forty-fourth trip. That's right—forty-four (44)!

### RESOLUTION HAS MERIT

Any resolution sufficiently important to be accepted in three ports and which prompts the LOG to ask for pro and con discussion on it, has plenty of merit and should be brought to a vote.

The constitution represents the will of the membership and can be amended as the membership desires.

A vote to discontinue homesteading will actually strengthen the constitution by reinforcing rotary shipping which, in the final analysis, is the foundation of our entire Union structure, including the constitution.

Edwin Westphal

## Brother Bids Homesteaders Quit After Year On Vessel

To the Editor:  
I am one of the many Seafarers who seldom write to the LOG because we feel our pencils can't spell out the right words. However, for the past two months I have been reading many interesting articles (including some from oldtimers like "Ropeyarn," who I hope is the man who was my Bosun in 1927, Flynn and others) on the question of vacations.

Let's look back a few years and remember what we had then. Hardships, abuses and damned few dollars. Yet as little money as we made, how many stayed a year on one ship. Few, if any. During the years 1939-40 we used to make two or three trips of about 40-50 days and then get off, so another Brother could make a few dollars.

Then our Negotiating Committee sat down with the shipowners and dropped all anchors to get vacations with pay. We were happy that the committee got for us just what we wanted. Now a

few homesteaders are destroying that work. Homesteaders stay year in and year out because they are able to get a few days off in their home ports from the heads of their departments by saying "Yes sir" morning, noon and night. As long as they have a job and a pocket full of sea grass what the hell do they care about the Brother on the beach.

The word vacation means rest, get away from everything, and to do this one must get off the ship. I hope our next agreement will provide for vacations with pay every six months, even if it is only one week. And let everybody take that vacation and I am sure there will be plenty of jobs for all.

I know of many Brothers who have never had a vacation because they never cared to wait out the time. They always look to the guy on the beach and then get off. I am now on the Persian Gulf run, but if this ship would get back to the States now, you'd see Mr. Serang smiling as he walked down the gangplank looking for the Union Hall and home.

Yes, I too have a family, but having a family is no excuse for homesteading.

Here's wishing all hands in our Union a Happy New Year and a Happy Vacation with pay. Get off that ship, Brother and take the vacation you're entitled to.

(Ed. Note: The LOG would like all Seafarers to express their opinions on any subject of Union interest. The compulsory vacation issue is a timely one, so why not let the Brothers know how you think? We don't care whether you are for or against such a rule; we're just interested in enabling the rest of the membership to get as many viewpoints as possible.)

## LOG, Bulletin Give Conley Score At Home And At Sea

To the Editor:  
For about two months I have been receiving the LOG at my home. When I came home from a trip recently I found all the back issues waiting for me. I read them from cover to cover and enjoyed them very much.

In the latest LOG I noticed where the insurance companies and the shipowners are trying to get the war bonuses removed. I think if the shipowners and insurance brokers were to sail on the ships that go into the mined areas, they would quickly change their minds about the whole deal.

Another matter I noticed in

the LOG was the announcement that several ships notified the Union that they had received the air mail bulletins and enjoyed them a great deal. My last ship was the Del Aires, where we received the bulletins about three times during our voyage. They were posted on the bulkhead, where everyone got a chance to read them. Keep up the good work.

That's about all for now. I'll be waiting for the LOGs as they come off the press. Incidentally, I pass the LOG on to other Brothers around here and we have some great discussions.

Clayton Conley Jr.

## Christmas Party In New Orleans Was Big Success

To the Editor:  
Well, Christmas is over and I want to take this opportunity to express my deep appreciation to the members here in New Orleans who so readily volunteered their service in making the Christmas Dinner that was held here in the Hall such a great success.

As chairman of the Food and Refreshment Committee, I would like to report that we fed 500 members, their wives, and children. There was turkey, baked ham and all the trimmings. There was plenty beer for everyone, and everyone enjoyed themselves and there wasn't a gas-hound in the entire place. The Cooks did a wonderful job, and several members donated their time and autos for the tedious job of making all the ships in port.

My appreciation extends to two ex-SIU Brothers, Lionel and Joe Acy, who are now in the retail meat business. They gave us access to their deep-freeze box so that our turkeys and hams would not spoil.

It is heartwarming to see and realize the close concern expressed by the Brothers who were aboard ships in this port, for their less fortunate Brothers who were broke and away from home on this Christmas. It's brotherly love and understanding such as has been mentioned above, that makes the SIU what it is today—the true Brotherhood of the Sea.

G. H. McFall

# Use Of Sailing Ships As Training Vessels

By JOHN BUNKER

This is another of a series of articles on current maritime issues by John Bunker, retired Seafarer, who is presently maritime reporter for the "Christian Science Monitor," one of America's greatest papers. His next article will deal with the importance of coastal and intercoastal shipping to the American economy. Slated for early publication is a three- or four-part story dealing with the famous Fourth of July Convoy, something that all Brothers will want to read.

Incidentally, not all of us will at all times agree with Brother Bunkers' viewpoints on any one topic. But for that there is one solution: Take pencil in fist (a typewriter is even better) and a clean sheet of paper and tell us what you think! It's as easy as that—and how about starting off on this article—the value of sailing ships for training sailors?

The recent arrival in England of the Finnish barks Pamir and Passat, with the accompanying offer of their owner to sell them for any purpose other than scrapping, arouses the interesting possibility of these vessels being acquired for use as maritime training ships.

It also brings up the old argument whether or not the best way to train a young man for life at sea is by sail or by steam.

## IRON BARKS

Both the Pamir and the Passat are old ships but, being iron barks, they have plenty of years left in them, considering that the purchase price would probably be small. It would seem to be a good way of acquiring training ships at a reasonable price.

Many of the world's maritime nations before the war kept to the windjammer method of training merchant marine officers in fundamentals of seamanship, despite the virtual disappearance from the seas of the sailing ship as a cargo carrier.

Before the war, the booming Japanese merchant marine had three steel barks spreading 10 square sails, three jibs and 12 staysails.

These were really big ships and the writer well remembers seeing one outside New York harbor, standing to sea with a swarm of Nips on her yards spreading her canvas to the wind. Each of these ships carried 120 cadets.

## FAIRLY NEW

The Japs also had a big 2,500-ton steel barkentine called the Skintoku Maru. All of these vessels were built in the 1930s expressly for the purpose of training merchant marine men.

Germany was another nation with a big merchant fleet that gave its cadets extensive training in sail before they could sit for officer's licenses. Like the Jap ships, these training vessels were also relatively new. They were the Albert Leo Schalgeter, the Gorah Foch, the Schulschiff Deutschland and the Horst Wessel.

The 295-foot Horst Wessel is now the American training ship Eagle belonging to the United States Coast Guard and, of all ships under sail today, none presents a more stirring sight at sea than this fine vessel.

She has made several cruises, including two to the United Kingdom and northern Europe, since being acquired from the Germans as war reparations in 1946.

Captain Miles Imlay, master of the Eagle during her summer voyages and head of the Department of Seamanship, Aviation and Navigation at the Coast Guard Academy in New London, is enthusiastic about the Eagle as a training medium.

He maintains that a square-rigged ship develops the ability of future officers to think clearly in the face of danger. By going aloft on dark and windy nights, laying on to the thin, swinging ropes high above the deck, they get a sense of confidence and a feeling for the sea, he says, that no other kind of training can impart.

## NO BETTER WAY

Captain Imlay also claims that no better way can be found than aboard a sailing ship to develop the basic skills of seamanship, the innate instinct that a good sailor has about the winds and the weather, and a pride of profession—a pride in the seaman's calling.

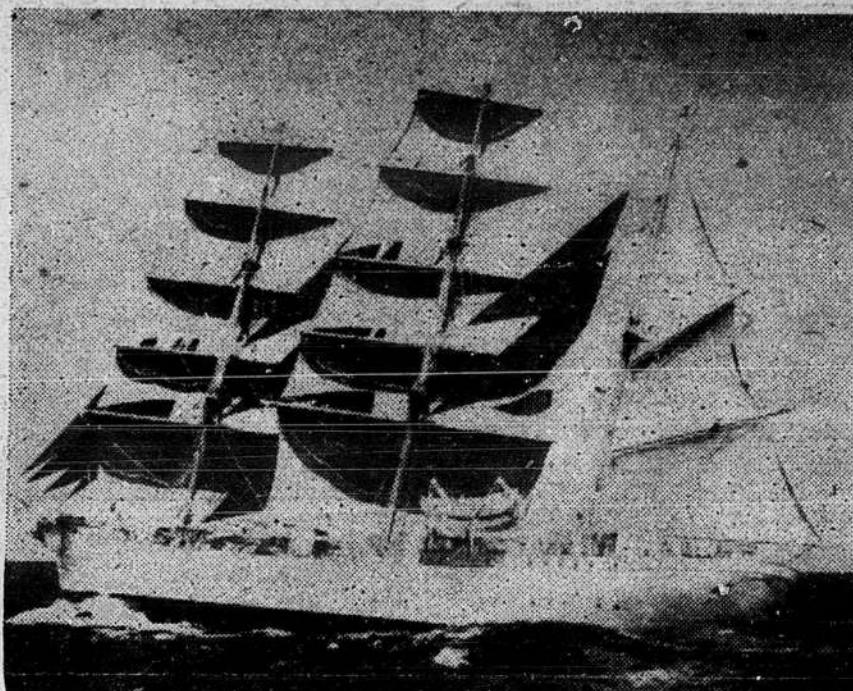
There are many, including officers in the Coast Guard, who argue that a man at sea these days does not have to know much about marlinespike seamanship; that science and mechanics have made all but a few phases of seamanship hopelessly outmoded.

However, it was found true time and again during World War II that men who had sailing ship experience, or at least a sound background of training in the elements of seamanship, came through "on top" when ships were torpedoed and ingenuity was required to take the place of engines and mechanical aids of one kind and another.

## IMPROVEMENT MARKED

The Eagle carries 200 cadets, and its officers say that even after a week of sea duty neophytes, who have never before trod the decks of a vessel, show an amazing improvement in their know-how about ships and the sea. Fore and main masts on the Eagle, incidentally, reach more than 150 feet above the deck.

Captain Malmberg of the Swedish training ship Abraham Ryd-



A stirring sight as she gets underway is the 295-foot Eagle, which is used by the US Coast Guard as a training ship. Formerly the German Horst Wessel, she was acquired by the government from the nazis as war reparations. The Eagle carries 200 cadets, and the Skipper claims that, after a week of sea duty, a tremendous improvement can be noted in the seamanship of the green cadets.

berg, was a great enthusiast for the value of training in sail. He was very right when he said, "You can't make sailors in a year."

## SCHOOL OF SAIL

All advocates of windjammer training for both licensed and unlicensed newcomers agree that the quickest way to turn out a sailor—a sailor who has an instinct for his job and is something more than a glorified deck hand—is through the school of sail.

It seems to this writer that a sailing ship like the Eagle or perhaps even two, with one stationed on each coast, could provide a fine basic training for all newcomers to the American merchant marine, whether they be unlicensed men seeking an AB license or future deck officers.

Any youngster seeking a certificate to work on deck, or any cadets entering the state and federal nautical schools, could well spend a six or eight-month course aboard one of these training ships, undergoing identical schooling in knot work, splicing, canvas work, smallboat handling and the other elements of "old fashioned" but, withal, still very effective windjammer training.

## TIME CREDIT

After this primary schooling, the future officers could go on to the nautical academies for their specialized training, and the unlicensed men could go out as ordinary seamen through their respective union halls, with the time they have spent at the school being credited toward their AB license.

A system could be worked out whereby the maritime unions could fill the unlicensed and part of the licensed quotas for such a training course.

Sailing ship training, it might be emphasized, accents discipline without the use of military drills and regimentation.

When men are at sea, dependent entirely on their own resources for the progress and navigation of the ship, with the maneuvering of sails and yards dependent on the skillful coor-

more than 1,500 future officers at the five state and federal maritime academies.

## LOST CHANCE

Sad to say, the Maritime Commission had an opportunity to make use of a good sailing ship for training purposes a few years ago when John A. Farrell, of the Farrell Lines, gave it the bark Tusitala, which he had kept running between New York and Honolulu with commercial cargoes out of a sentimental attachment for the age of sail.

This iron bark was scrapped, however. Many seamen will remember having seen this tall-masted ship during the "depression," when she lay at a berth near the ferry slips on Staten Island.

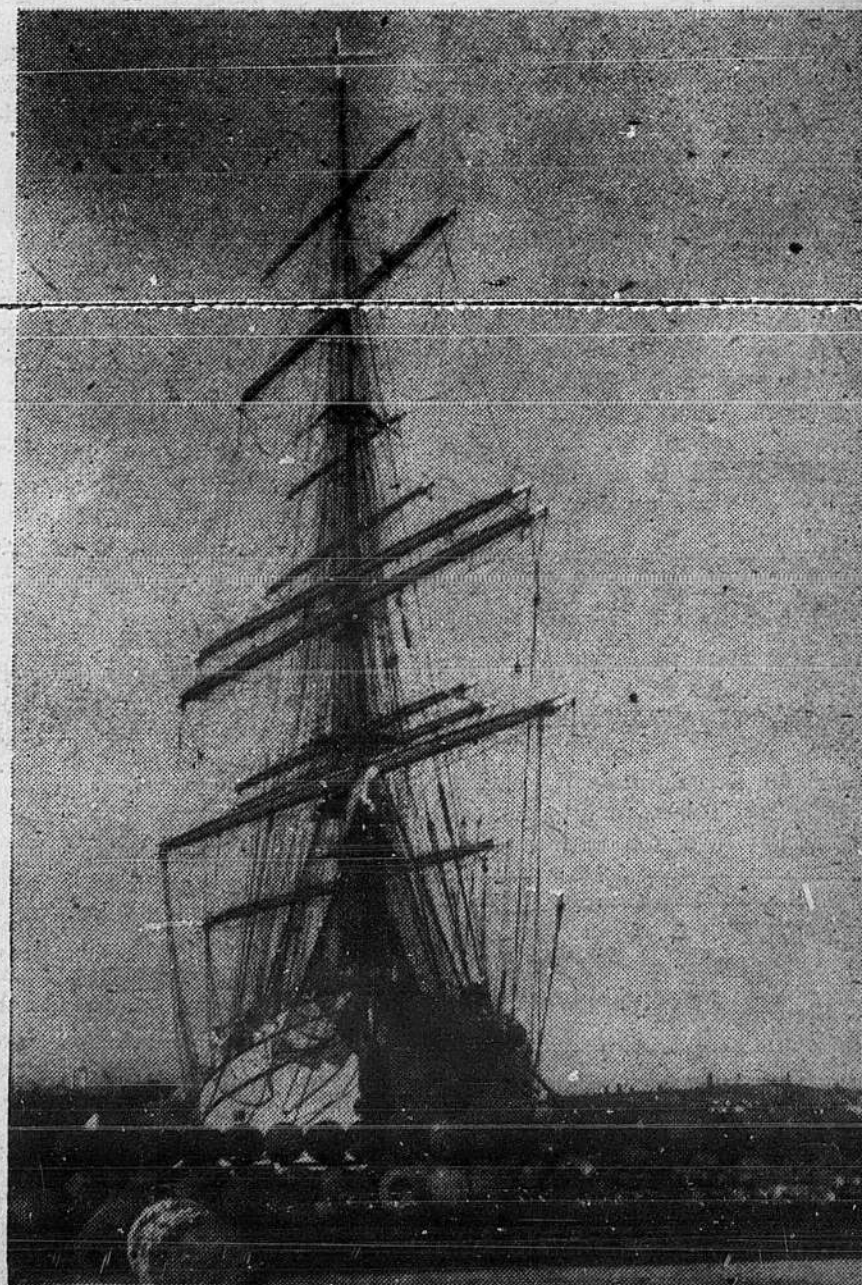
In addition to the Eagle, there are now a number of other sailing ships being used for training purposes.

## OTHER FLAGS

The Portuguese Navy has the bark Sagres, an impressive big ship that paid a visit to New York, Boston and other ports last year on a trans-Atlantic cruise with cadets.

The full-rigged ship Danmark, now back home after working for the United States during the war, is training men for the Danish Navy. She was built in 1933.

Back home, too, is the full-rigged Norwegian training ship Christian Radich, carrying a complement of 99 cadets. This 192-foot, all-steel training ship is only 12 years old, and she is the pride of the Norwegian merchant marine.



Her sails furled, the Eagle shows her graceful lines in silhouette against the sky. Whether or not one agrees that windjammers provide the best training for green seamen, there can be no question as to their beauty of form and motion.