



SEAFARERS LOG

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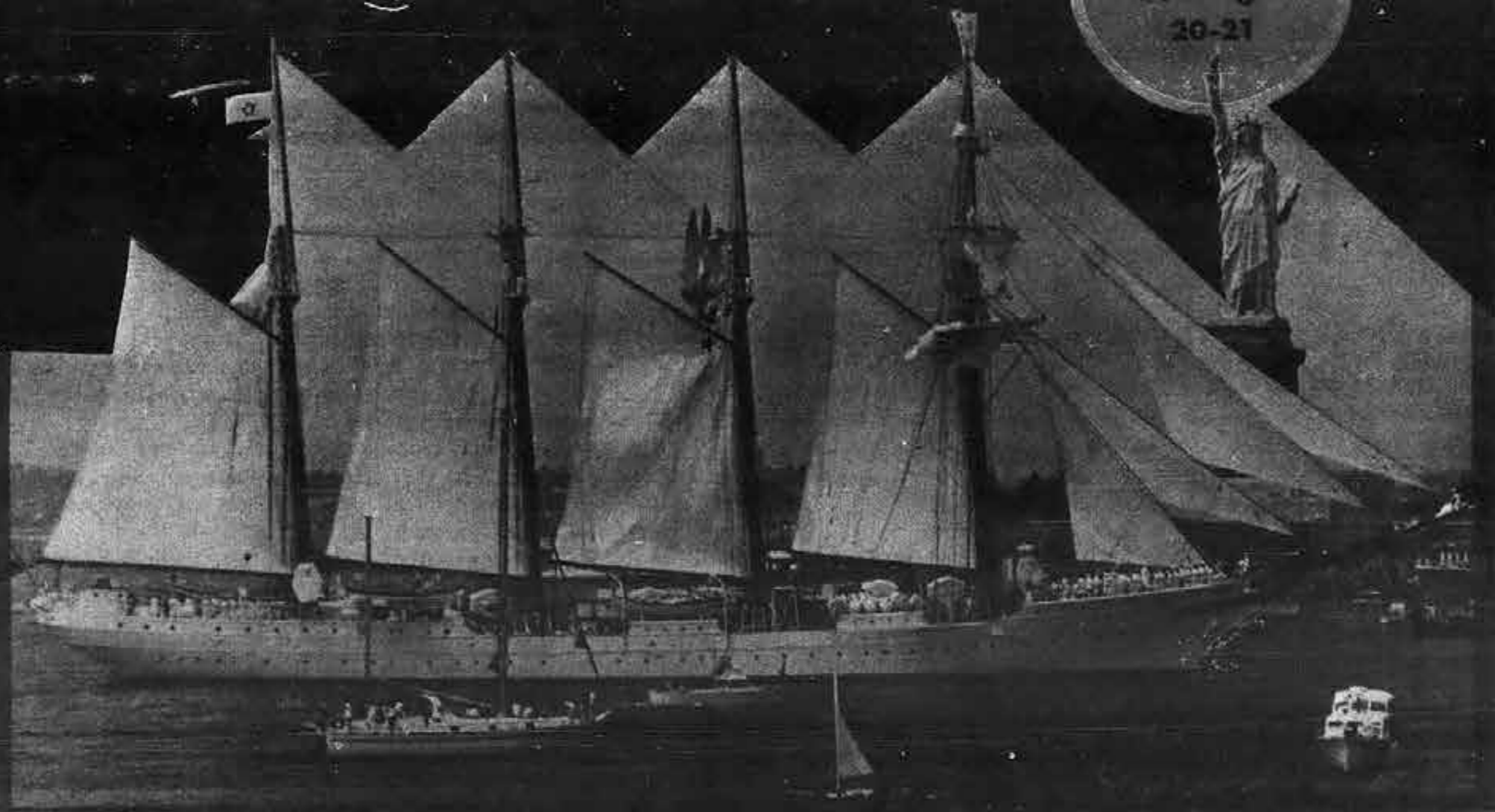
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Important

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Merger Election



WHAT IS SIUNA?

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Result of TI Study

Bill Introduced for Maritime Affairs Coordinator

A long sought-after bill that would create an office of Maritime Affairs Coordinator at the White House assistant level was introduced last month by Senator Robert Taft, Jr. (R-Ohio), who affirmed, "In the face of the growing Soviet threat at sea, we should take better advantage of all our maritime resources."

According to the Taft bill, the Maritime Affairs Coordinator would be appointed by the President and would serve as liaison between the executive level and all Departments, federal agencies and Congressional committees having anything to do with developing U.S. maritime policy.

Ideally, the Maritime Affairs Coordinator would have the responsibility of establishing and developing specific legislation for a national maritime strategy; coordinating U.S. maritime research programs; designing and coordinating an overall naval-merchant shipbuilding program, and ensuring adherence to the provisions of the various existing laws

relating to domestic and foreign trade and to increasing the U.S. merchant fleet's support of national defense objectives.

Result of TI Study

Senator Taft's bill, which the SIU fully endorses, was drawn up as a result of recommendations made in a study commissioned by the Transportation Institute, a Washington, D.C. based maritime research organization funded by 140 U.S.-flag deep sea, Great Lakes and inland waters operators.

The study criticized the fact that the U.S. possesses "no organizational mechanism through which maritime related efforts to accomplish political, economic, and military goals are coordinated." The study pointed out that this is in "stark contrast" to the Soviet Union, "which has a highly integrated maritime policy . . . openly employed to further national political as well as economic goals while providing direct support for Soviet military activities."

The study also criticized the fact that since 1947, when the Secretary of the Navy was removed from the cabinet level, there has been no effective liaison between the White House and executive level departments and agencies dealing with maritime such as the Defense Department, the State Department, the Commerce Department and the Coast Guard.

Herbert Brand, president of the Transportation Institute, praised Senator Taft's bill calling it "a critical first step in developing a realistic maritime policy for the U.S."

Brand affirmed, "By means of this legislation, every sector of U.S. maritime activity would for the first time be coordinated in a manner that would bring economic benefits and enhance national security as well."

9 Point Program

The call for an office of Maritime Affairs Coordinator was actually one part of a nine-point program outlined

in the study entitled "Analysis of the Direct Impact of the Merchant marine on National Security."

The study also focused on such other vital maritime issues as:

- Performing peacetime Navy auxiliary functions with the merchant marine.
- Employing container concepts for specialized military support in peace and war.
- Modifying merchant ships for military sealift during wartime.
- Converting merchant ships for combat roles.
- Employing merchant ships to enhance American political presence.
- Coordinating national maritime research activities.
- Comparing National policies affecting sea and air transportation and their impact on national defense.
- Maintaining a shipbuilding-industrial base adequate for national defense.

Unemployment Rises in June; Meany Says It's 10.2%

According to the U.S. Bureau of Labor Statistics, unemployment in June climbed back up to 7.5 percent, wiping out the minor gains made during the past few months. The Government figure of 7.5 percent tops the official jobless rates for the rest of the industrialized world, a BLS survey further revealed.

Japan, Britain, France, Canada, Germany, Italy and Sweden all had better employment outlooks back in April when the BLS survey was done and when the U.S. government estimated unemployment, as in June, at 7.5 per-

cent. In April, the rate was 4.8 percent in France, 3.8 percent in Germany, and 5.8 percent in the United Kingdom.

Latest figures available for Japan put that country's unemployment rate at 2.1 percent in February, while that month Sweden's unemployment rate remained low at 1.6 percent. In January, Italy's rate was 3.6 percent. Only Canada's 7.4 percent April rate came close to matching that of the United States.

These figures took account of the different methods the various governments have for collecting data. However, if the Bureau of Labor Statistics tech-

niques are an example, world-wide unemployment in the industrial countries is probably higher than the figures reveal.

The AFL-CIO has disputed the BLS June jobless figure as being too low. "The true unemployment rate is 10.2 percent," AFL-CIO President George Meany charged, "with 9.7 million still jobless." Workers who are employed part-time because they can't find full time jobs aren't counted in the BLS unemployment tally. Neither are people who have given up the job hunt because they consider it futile.

While discussing this new set-back in the economy's recovery, Meany noted that Chairman Arthur Burns of the Federal Reserve System continues to stress what he calls "the menace of inflation." Since Burns and the Federal Reserve directors control the nation's money supply, and indirectly the economy's rate of growth, they can use the threat of inflation as an excuse for keeping the economy in low gear.

"Isn't it about time Burns and the President paid some attention to the

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the PRESIDENT'S REPORT:



Paul Hall

Turn Promises Into Action

The process of electing a new President and many federal legislators is gathering momentum as we near the culmination of a major political year and we in the SIU must now move to make the most of the political groundwork we have laid so carefully in the past few years.

The Democratic Party has already adopted a maritime plank embodying all of the proposals worked out by a joint committee which included the SIU and over 60 other maritime organizations. And the Republican Party is considering a similar plank proposed by the same committee.

The maritime plank's inclusion is, of course, a major step forward for our industry but we must realize that a platform is only a policy statement made before an election.

In order to have that statement translated from promise to action, we will have to take on the difficult task of helping to elect those who will be in a position to keep the promise.

This means not only working for the election of a pro-maritime President, but also getting involved with the election or reelection of representatives and

senators who have proven themselves to be friends of the U.S. merchant marine.

Although the President wields great control over our federally regulated industry through his appointment of various officials and his veto power, Congress is responsible for initiating new legislation, such as, cargo preference for U.S.-flag ships, and third-flag regulation.

In November the entire House of Representatives and one-third of the Senate are up for reelection. Among those in close races to retain their seats will be 90 representatives and 10 senators, many of whom have in the past supported maritime legislation.

A three percent shift in the vote will mean victory or defeat for these friends of maritime. The voting record of these legislators proves that they support a strong U.S. merchant marine and it is important that we return that support now when they are most in need of it.

Reelected, these representatives and senators will be in a position to assure that the legislation needed to foster the continued growth of our industry is introduced.

Combined with the election of a president who has pledged his support to maritime, the chances are good that the maritime legislation we need will eventually become law.

Right now the SIU is enjoying good shipping as a direct result of our fight for a fair shake for the U.S. merchant fleet.

But this good shipping does not mean we can sit back and rest. We have worked too long and hard to rebuild this industry—to foster a sense of cooperation for the mutual benefit of all segments, to create a stable industry capable of taking advantage of new opportunities and to build an effective legislative program—to jeopardize it now by succumbing to a sense of false security.

Those who supported our programs in the past and those who pledge their future support are watching the SIU. We must, as we have done in the past, pitch in with all the aid and support we can muster because only through our own efforts can we protect what we have already won.

And more importantly, only by proving ourselves capable of supporting our allies in the upcoming elections will the SIU eventually realize the goal we have struggled so long to achieve—a strong, healthy and vital U.S. merchant marine.

Pottery Workers Affiliate With SIUNA

The International Brotherhood of Pottery and Allied Workers, a 20,000-member union founded in 1889, became an affiliate of the Seafarers International Union of North America last month.

SIUNA Vice-President Frank Drozak presented the affiliation charter to Pottery Workers' President Lester Null, highlighting a week-long business and educational convention sponsored by the Potters union in Denver, Colo.

Affiliation of the Pottery Workers, which immediately makes the SIUNA a larger and stronger union, puts the SIUNA's total membership over the 100,000 mark.

Under terms of the affiliation, the Pottery Workers, whose headquarters is located in East Liverpool, Ohio, will retain their identity, autonomy and constitutional structure. In addition, Pottery's President Lester Null becomes a vice president and executive board member of the SIUNA. He has been president of the Pottery Workers since 1969 and has served his union in the past as vice president, international representative and Local 220 president in New Orleans.

Null said that affiliation with the SIUNA was "essential to the survival of the Pottery Workers Union. In recent years, we have lost no less than 33 manufacturing plants due to the glut of foreign products flooding the American market."

Null further stated that "alone, the Pottery Workers Union is too small to wield the kind of clout necessary to push for the programs and legislation necessary to help the U.S. pottery in-



SIUNA Vice-President Frank Drozak, center, presents charter of affiliation with the SIUNA to Lester Null, president of the International Brotherhood of Pottery and Allied Workers at a business convention in Denver last month. The affiliation of the Potters Union with the SIUNA gives the Seafarers International a total membership of over 100,000 workers. George Barabée, left, secretary-treasurer of the Potters, looks on.

dustry. However, we believe that affiliation with the SIU, which we feel is one of the greatest labor organizations in the AFL-CIO, will give us the help and strength necessary to make our Union grow."

Null continued: "We had already been affiliated with the AFL-CIO Maritime Trades Department which gave us a chance to work with (SIUNA

President) Paul Hall and a number of other SIU people on many occasions. Paul and the SIU always proved very effective in helping us to achieve our goals."

In presenting the affiliation charter, Vice-President Drozak called the Pottery Workers Union "a fine organization with a long history of dedication to the principles of organized labor."

Drozak affirmed that by their affiliation, the Pottery Workers "will inherit the total strength and resources of SIU-affiliated unions throughout the U.S., Canada, Puerto Rico and the Virgin Islands, while the Seafarers International will acquire a strong, progressive, militant trade union, led by some of the most able labor officials in our movement today."

SIUNA President Paul Hall, although unable to attend the charter presentation because of his appearance before the Republican national platform committee, said that "the Seafarers International is happy to welcome the Pottery Workers into our fold. I believe that this affiliation will be of mutual benefit to both the International and the Pottery Workers union. On one hand, the International can turn its resources loose to help the Pottery Workers in their struggles, while at the same time, the Pottery Workers will lend strength to the International in working toward our overall goals for the betterment of all SIUNA members and all American workers in general. This affiliation is definitely an asset for all concerned."

Affiliation was first proposed at the Pottery Worker's 82nd annual convention last year when an overwhelming majority of the delegates voted for a resolution to affiliate with the Seafarers International.

A similar resolution was unanimously passed by the delegates to the SIUNA's 17th Biennial Convention in Sept. 1975, which set the wheels in motion to finalize the affiliation.

Sailors Snug Harbor Moves

Many Old Mariners Go Very Reluctantly



The mariners of the 143-year old Sailors Snug Harbor in Staten Island say good-bye to the staff, friends and relatives as they wait for ambulances which will take them to the airport. From the airport, the old sailors were flown to North Carolina and the new Snug Harbor in rural Sea Level which is 40 miles from the nearest town. When questioned about the isolated location of the new facility, Wilbur E. Dow, Jr., former president of the board of trustees of the Harbor said, "Seamen rarely have families and they have very few friends, very few visitors." (Left photo by Anthony Pujol)

Sailors Snug Harbor, the 143-year old Staten Island home for aged and destitute sailors, closed its gates on June 26 as the last of its old mariners, many leaving in ambulances, were sent down to Sea Level, N.C.

The Harbor has built new facilities

for aged seamen in Sea Level, but unlike the old Staten Island Harbor which had housed up to 350 "snuggies", the new Snug Harbor has only 80 private rooms and 40 infirmary beds.

Sailor's Snug Harbor was established in 1801 by Capt. Robert Randall, a

wealthy sailor. Specifying in his will that a home be built "for the purpose of maintaining and supporting aged . . . and worn out sailors," Capt. Randall left a 10 square block area in lower Manhattan to provide income for the home and set up a board of trustees to

run the Harbor.

These trustees obtained permission to move Snug Harbor in 1972 from the N.Y. Surrogate Court over the objections of many Harbor residents, the

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Retiree Bosun Alfonso A. Armada registers before the meeting with SIU Patrolman Tony Kastina (r.).



Before the meeting, FOWT F. Clarke (r.) gets his registration card stamped.

Baltimore Meeting: Discuss SIU-IBU Merger



On his way to the June meeting, Vern Greff, shoregang bosun (r.), stops to exchange greetings and a joke with Bob Pomerlane, SIU patrolman.

The port of Baltimore monthly membership meeting on June 9 heard Port Agent Ben Wilson discuss the proposed Atlantic and Gulf District constitutional resolution for the merger between the Seafarers International Union and the Inland Boatmen's Union.

Later, SIU Atlantic Coast Vice President Earl "Bull" Shepard explained to the assembled members the pro and cons of the proposed merger.

He also stressed the need to make sure that a quorum is maintained at the monthly membership meetings, which he said are very important in the day-to-day operation of the Union.

After Seafarers at the meeting had discussed the proposed merger of the SIU and IBU, Brother Wilson reported that shipping is picking up in the port of Baltimore.



SIU Atlantic Coast Vice President, Earl "Bull" Shepard, speaks to the Baltimore members.



Counting up for a quorum, full book members lean back, make themselves comfortable, and wait for the Baltimore meeting to begin.



Although she is not planning to ship out, Shirlee Dubbs, medical secretary at the Baltimore clinic, decides to get her blood pressure checked. Dr. Ethelred Carter takes the reading while nurse Margaret Evans looks on.

Carter Backs Strong American Merchant Marine

Jimmy Carter, land-slide first ballot convention victor for the Democratic presidential nomination, came out strongly for a U.S. merchant marine capable of hauling "a major portion of our own foreign cargo," at a jointly sponsored maritime union-industry fund raising reception for him held June 30 in Washington, D.C.

At the reception, whose chairman and master of ceremonies was National Marine Engineers Beneficial Association President Jesse Calhoun, the former Georgia Governor noted that "the status of our merchant marine has declined drastically, and I believe, dangerously."

He pointed out that the U.S. has to import substantial amounts of oil, bauxite, iron ore and a lot of other products "that are crucial to our peace-time or war-time economy."

He affirmed, "I want to be sure that this cargo can be carried in a time of peace or in a time of crisis . . . If we should ever have war, which I hope we won't and pray we won't, it may come because of weakness in this country. And if we should have that kind of challenge to our nation's security, the absence of an adequate U.S. merchant marine could be a major contributing factor to a disaster."

Carter recalled the commitment to a strong U.S. merchant marine as embodied in the Merchant Marine Act of 1936, and he noted that the 1970 Merchant Marine Act marked "a recommitment to build a fairly large number of American merchant ships."

However, he noted "we've not measured up to the 1970 commitment of Congress," and he said that as President, he would "want to see a return to that 1936 commitment that was realized in the early years, and the 1970 commitment that hasn't yet been realized."

Can Help Economy

Charging that the present administration has ignored the need for a strong U.S. merchant marine, Carter also af-

firmed that a viable, functioning U.S.-flag fleet "can contribute not only to better economic prosperity, better employment for our people, better prevention of war, better strength in time of crisis, but it can also have additional benefits in building up our fisheries which again have been unnecessarily challenged by foreign encroachment."

Rounding out his talk, Carter said that under his leadership, "American ships, built in American yards, designed by American engineers, built by American craftsmen and manned by American seamen, can once again be the envy of the maritime world."

He continued, "I believe that once again our nation can be a maritime nation, a seagoing nation that can compete for and win a right to haul a major portion of our own foreign cargo. I want to be sure that, as president, the American flag is returned to the seas again."

Reception Sponsors

In addition to Jesse Calhoun, reception chairman, the Carter fund raiser was co-sponsored by 12 other union and industry officials, including: SIU President Paul Hall; William Anderson, Carter for President Committee; James R. Barker of Moore-McCormack Resources; Leo Berger of Avon Steamship; Morris Feder, Maritime Overseas Corp.; Richard W. Kurrus, American Export Lines; Captain Robert Murray, Puerto Rico Management; Joseph Penot, Radio Officers Union; Paul Richardson of Sea-Land; Anthony Scott, president, Local 1814 of the ILA; William Steinberg of the American Radio Association, AFL-CIO, and J. C. Turner, of the International Union of Operating Engineers.

Basically, Jimmy Carter's speech at the maritime reception was a reiteration of his pledge to a strong U.S. merchant marine as outlined in a May 25th letter to Jesse Calhoun.

The letter contained the Democratic

presidential nominee's four-point program for rebuilding the U.S. merchant marine, as follows:

- Assure continuing presidential attention to the objective of having our nation achieve and maintain the desired U.S.-flag merchant marine.
- Dedicate ourselves to a program which would result in a U.S.-flag merchant marine with ships that are competitive with foreign-flag ships in original cost, operating cost and productivity.
- Enact and develop a national cargo policy which would assure our U.S.-flag merchant marine a fair share of all types of cargo.
- Continue to enforce our American cabotage laws, such as the Jones Act, which requires that U.S.-flag ships trade between our U.S. domestic ports.

Dem's Maritime Plank

Carter's pledge to a strong U.S. merchant fleet is backed up by the Democratic Party's decision to incorporate a maritime plank into its 1976 Democratic Platform.

This plank, which commits the Democratic Party "to a strong and competitive merchant fleet, built in the United States and manned by American seamen," was presented to the Platform Committee, on behalf of 60 major American maritime unions and operators, by SIU President Paul Hall and James R. Barker, chairman and chief executive officer of Moore-McCormack Resources.

The Democratic Platform was officially adopted at the Party's Convention held from July 12 to 15 in New York City.

Labor Delegates

Several hundred of the 3,000 Convention delegates from around the country were affiliated with organized labor, including: SIU Special Counsel Carolyn Gentile who also served on the Democratic Platform Committee; Ralph

Quinnonez, Atlantic Coast Area Director of the SIU-affiliated United Industrial Workers; SIU Philadelphia Port Agent John Fay; Steve Edney, SIUNA vice president and president of the United Cannery & Industrial Workers of the Pacific, Los Angeles & Vicinity District, and Dave Dolgen, representative of the UIW-SIU and executive director of the Maritime Trades Department's Port Council of New York.

Overwhelmingly endorsed by the Convention delegates for the vice-presidential spot on the Democratic ticket was Senator Walter F. Mondale of Minnesota, Carter's choice as a running mate.

Mondale was unanimously recommended as acceptable to organized labor.

AFL-CIO Endorses Carter

As the *Seafarers Log* goes to press, it was announced by AFL-CIO President George Meany that the 35-member Executive Council had unanimously endorsed Jimmy Carter for President and Walter F. Mondale for vice-president.

The Council had originally planned to make a recommendation on Aug. 31 when the 152-member AFL-CIO general board met but President Meany said there was no need to wait until after the Republican Convention next month since "We know who the candidates are, and it's Ford and Carter. I cannot find anyone in the American labor movement who is for Gerald Ford."

Meany continued, "I'm very happy with Carter. I think he's going to make an intelligent candidate, a wide-awake candidate."

Hall, Barker Present Maritime Plank to Republicans

Calling for a reaffirmation of the goals and objectives of the Merchant Marine Act of 1970, SIU President Paul

Rose City

As the *Log* goes to press, the SIU is preparing to crew another 90,000 dwt San Clemente class tanker, the *ST Rose City*, which will be operated by Westchester Marine, the operator of the *Rose City's* other SIU-contracted sisterships, *ST Beaver State*, *Worth*, *Golden Monarch*, *Golden Dolphin* and *Golden Endeavor*.

The 894-foot *Rose City* was built at the National Steel and Shipbuilding Co. yard in San Diego, Calif.

Capable of carrying 3.7 million cubic feet of oil, the *Rose City* will be loading crude oil in Indonesia and delivering it to a West Coast port on her maiden voyage.

Drawing 49 feet when fully loaded, her beam is 105 feet and she will be able to sustain a sea speed of 16 knots for 15,000 nautical miles.

The *Rose City* is the sixth tanker launched by Westchester Marine and crewed by the SIU in the past two years.

Hall and James R. Barker, chairman and chief executive officer of Moore-McCormack Resources, last month jointly presented a wide-ranging maritime plank for consideration by the Republican National Platform Committee.

The proposals contained in the plank were drawn up and endorsed by the Committee for a New Maritime Program, which is comprised of 60 major maritime unions, companies and associations.

Hall and Barker had appeared before the Democratic Platform Committee on May 20 to present the same maritime program. It was subsequently made part of the Democrats' maritime plank. However, as the *Log* goes to press, the Republicans have taken no action on the maritime proposals.

President Hall and Barker, in their presentation to the Republican Platform Committee, noted that "until the Republican initiative enacting the Merchant Marine Act of 1970, the American maritime industry was in the doldrums."

However, Hall and Barker affirmed that the U.S. maritime industry had "suffered from neglect of such severity that the passage of but one Act, how-

ever praiseworthy in intent and draftsmanship, cannot overcome the industry's problems."

"Rather, there must be an effective follow-up with the vigorous implementation of a unified national maritime program to meet the rapidly changing world conditions confronting our nation today."

Hall and Barker reminded the Platform Committee "that the Republican-sponsored Merchant Marine Act of 1970, while giving birth to new hope,

has not lived up to expectations. Our industry is floundering. It is beset by a tumultuous sea of problems, not of its own doings, but rather of international origin, requiring a strong and steady hand at the helm."

To remedy this situation, President Hall and Barker outlined a four-point program for adoption by the Republican party. It calls for:

- High level coordination of the di-

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Notice to Members On Shipping Procedure

When throwing in for work during a job call at any SIU Hiring Hall, members must produce the following:

- membership certificate
- registration card
- clinic card
- seaman's papers

In addition, when assigning a job the dispatcher will comply with the following Section 5, Sub-

section 7 of the SIU Shipping Rules:

"Within each class of seniority rating in every Department, priority for entry rating jobs shall be given to all seamen who possess Lifeboatman endorsement by the United States Coast Guard. The Seafarers Appeals Board may waive the preceding sentence when, in the sole judgment of the Board, undue hardship will result or extenuating circumstances warrant such waiver."

The Committee Page

Sea-Land Galloway Committee



At center rear in the dark glasses is Recertified Bosun George Burke, ship's chairman of the S-L 7 SS *Sea-Land Galloway* at a payoff on June 14 in Port Elizabeth, N.J. with the Ship's Committee of (l. to r.): Chief Steward Raymond P. Taylor, secretary-reporter; Steward Delegate B. O. Sierra; QMED John W. Penns, engine delegate, and Chief Electrician Charley Calahan, educational director.

St. Louis Committee



After the intercoastal run from the port of Houston to the port of New York the Ship's Committee of the SS *St. Louis* (Sea-Land) attends a payoff on June 17 in Port Elizabeth, N.J. Recertified Bosun Carl Olesen (2nd right), ship's chairman with (l. to r.): AB Paul McMahon, deck delegate; Educational Director Mike Noll; Engine Delegate Edward Matos; Steward Delegate Julius Kotan; and Chief Steward Paul Franco, secretary-reporter. After this trip the ship headed for foreign ports in the Med.

Stonewall Jackson Committee



SIU Headquarters Representative Leon Hall (seated left) discusses overtime beef with Steward Delegate Frank Pastrano (left) and Chief Steward Henry Donnelly, secretary-reporter of the SS *Stonewall Jackson* (Waterman) at a payoff and sign-on on June 17 at Pier 7 in the port of Brooklyn, N.Y. Looking on are the rest of the Ship's Committee of: (standing right) SIU Recertified Bosun Carl Lineberry, ship's chairman, and (seated r. to l.) Engine Delegate Anthony Garza enjoying his cigar and AB W. T. Roche, deck delegate. The vessel sailed on a run to the Persian Gulf and the Far East.

Jacksonville Committee



Recertified Bosun Luther Pate (2d right), ship's chairman of the SS *Jacksonville* (Sea-Land), with the Ship's Committee of (l. to r.): Steward Delegate William Jones; Engine Delegate Luis Serrano; and AB Joseph Korchak, deck delegate at a payoff in Port Elizabeth, N.J. on June 17 after a coastwise run.

Humacao Committee



Recertified Bosun Johannes Sorel (right) ship's chairman of the SS *Humacao* (PRMMI) poses on deck with the Ship's Committee recently at a payoff in the port of San Juan, Puerto Rico of (l. to r.): Steward Delegate Harold Gilder; Educational Director Pat Rogers; AB Charles Fox, deck delegate, and Engine Delegate Rafael Ramos.

Robert E. Lee Committee



Early this month, Recertified Bosun Ailred Hanstvedt (center) ship's chairman of the LASH SS *Robert E. Lee* (Waterman) is at a Pier 7 payoff in the port of Brooklyn, N.Y. with the Ship's Committee of (l. to r.): Chief Electrician Felix Diaz, educational director; Steward Delegate Ray Simms; Hanstvedt; Engine Delegate John McNeillage, and Deck Delegate Elmer Clark, Jr.



Headquarters Notes

by SIU Executive Vice President
Frank Drozak

Each month more and more of our old line Seafarers, men who for many years have filled key unlicensed positions aboard the SIU's contracted ships, are taking their well earned pensions and leaving the industry.

We regret their departure because these men, our long-time friends and shipmates, fought for and made the SIU what it is today, the strongest maritime union in the nation.

At the same time, though, their departure presents all active Seafarers with a great challenge as well as great opportunities for advancement. The challenge is an important one—to fill the manpower gap left by the growing ranks of men who retire from sailing each month. And for Seafarers, the only way to meet this challenge is through the training and upgrading programs at the Lundeberg School.

The SIU has provided courses at the Lundeberg School covering all shipboard ratings. However, it is still up to the individual Seafarer to take the time out to come to Piney Point to take advantage of these opportunities.

Presently, there are many Seafarers who meet the requirements to upgrade in their department but as yet have not done so. I strongly urge these men to delay no longer because by upgrading yourself to a higher rating, not only do you increase your wages and your grip on job security, but you are helping to fill the Union's manpower gap, which in turn guarantees our contractual commitments to the operators.

If you meet the necessary requirements for upgrading make it a point to get to the Lundeberg School as soon as possible for your own good and for the good of the Union.

In other areas involving upgrading, the 36th class of the Bosuns Recertifica-

tion Program graduated this month bringing to an end this phase of what has proven to be one of the most successful programs the SIU has ever conducted. In all, 402 SIU bosuns went through the program and many of these men are now out on the ships sailing bosun and serving the crew as ship's chairman.

The Bosuns Program has meant a lot to both the Union and the membership. Our Recertified Bosuns have greatly reduced minor beefs aboard the ships by handling them on the spot instead of waiting for a union official in port. This prevents little beefs from becoming big ones and makes for smoother voyages and quicker payoffs.

In addition, these bosuns, who have seen all phases of the Union's operations first hand are serving as a vital link in communications between the Union and its members. This is a critical factor because a Union cannot be effective for its members unless the membership knows what the Union's problems are and what is being done about them.

Next month the Log will run a special eight-page feature on a wrapup of the three-year long Bosuns Recertification Program.

The Seafarers Appeal Board, this month, okayed an increase in the number of Seafarers who may take the 'A' Seniority Upgrading Program from six to twelve each month. However, even with this increase, we are not able to keep up with the growing numbers of 'A' book men who are retiring or passing on.

I urge all those who are eligible for this course, but have not applied, to do so immediately because an 'A' book in the SIU means a lifetime of job security.

Work on establishing a curriculum for the Steward Department Recertification Program is coming along well, and the SIU should be ready to accept its first class within the next few months.

Also in regard to upgrading, I want to again emphasize the importance of taking the SIU's Firefighting course because the day is coming when the Coast Guard will require that all seamen have this endorsement as a prerequisite to getting a job aboard a U.S.-flag ship.

In addition, I suggest Seafarers arrange to take the LNG-LPG course offered periodically at the Lundeberg School because this definitely will be a requirement for getting a job aboard one of these highly complicated vessels. The first U.S.-flag LNG carrier should be out sometime next year.

I would also like to remind all Seafarers that if you plan to quit a ship give the proper 24-hour notice so that arrangements can be made for your replacement. I emphasize this because every ship that sails short a man is a threat to our job structure and job security.

Proper Documents Needed for Care at USPHS Facilities

We have been informed that a number of Seafarers have been applying for care at USPHS facilities without the proper documents. To be eligible for care at any PHS facility you must show one of the following:

A Masters Certificate of Service

or

A Continuous Discharge Book

or

A Certificate of Discharge

The following sea service requirements must have been fulfilled:

(1) A seaman must have completed

at least 60 days of sea service aboard a vessel. This service may consist of short periods provided that no break in service exceeds 60 days, unless a seaman is taken sick or is injured while actually employed on board a vessel. He is then eligible for treatment for the illness or injury without regard to length of sea service...

(2) The 60 days of service may also include time spent as...

(a) An active duty enrollee in the U.S. Maritime Service...

(b) a member of the Merchant Ma-

rine Cadet Corps or...

(c) a cadet on a State training ship...

(d) A seaman-trainee in a maritime training program...

(3) Application for medical care must be made within 90 days following the last day of sea service unless:

(a) a seaman can show that he has been unable to ship out because of economic conditions affecting the shipping industry and he has not changed his occupation.

(b) a seaman can show that he has not changed his occupation and has been under medical care since his last sea service.

For further information contact your port agent or write to SIU Headquarters, 675 Fourth Ave., Brooklyn, N.Y. 11232.

You can also receive information by

writing or calling the Admitting Office, USPHS Outpatient Clinic, 245 West Houston St., New York, N.Y. 10014, telephone (212) 620-3224.

Emergency Admission To A Private Hospital

It is absolutely imperative when a seaman has an emergency admission to a private hospital that a telegram be sent to the nearest U.S. Public Health Service facility within 48 hours advising of the admission. If this is not done, the member is liable for all expenses incurred.

A SPAD Donation



SIU Patrolman Teddy Babkowski (left) gives a SPAD receipt to first-tripper Seafarer Reece LaFollette, a HLSS grad, in the black gang of the SS Transindiana (Seatrain) at a payoff recently in Weekhawken, N.J.

Seafarer Gets High School Diploma Through GED Program

Seafarer Alan Kohajda, who ships from the Port of Houston, recently received his high school diploma through the General Educational Development Program at the HLSS.

Kohajda who dropped out of junior high school, became a Seafarer in 1975 after graduating from HLSS as a trainee. Brother Kohajda decided to come to the School to receive his diploma because he felt his education was important in life.

He stated that the teachers at the Lundeberg School helped him a great deal. "You get more individualized attention. The teachers have more time to sit down and explain things in depth." Seafarer Kohajda said that the individualized help was very important to his success in the program.

Brother Kohajda, who ships in the steward department as assistant cook, plans to come back to HLS for voca-



Alan Kohajda

tional upgrading in the future. He said that he would certainly recommend the School's high school equivalency program. "I have already recommended the school to my brother who is now planning to attend," he added.

New Election Ordered for Sabine Seamen

The SIU, which has been attempting to organize the unlicensed seamen aboard Sabine tankers, recently won round two against the company in the fight to insure the men a fair, legal, and free union certification election.

On June 16 the National Labor Relations Board handed down a decision that found the Texas-based company guilty of unfair labor practices during the tanker division organizing campaign. The results of the February 1974 election, in which the SIU lost by only nine votes, was overturned and a new election ordered.

This victory tops off two years of hearings in Houston, petitions and court suits during which the SIU sought a judgment against Sabine.

Sabine racked up a long list of outrageous offenses during the last campaign. When SIU organizers met the unlicensed crews aboard Sabine ships in NLRB-sanctioned gatherings, company officials, guards and licensed of-

ficers often decided to attend, creating uneasiness among the men. The captain of the Sabine *Pecos* had posted a warning notice threatening to fire employees who participated in union organizing activities. The SIU also accused Sabine of holding back the crew's mail that contained SIU literature.

Two Fired, Reinstated

Two unlicensed Sabine seamen, SIU supporters, were fired. As a result of the SIU suit, they were reinstated with back pay.

To correct these past abuses, in addition to ordering a new election and reinstating the men, the NLRB ordered Sabine to post notices of the decision in its Port Arthur, Tex. offices, on all its vessels, and to mail copies of the notice to all the eligible employees. This notice declares the rights of the men to organize freely and binds the company to refrain from interfering in the SIU organizing effort.

Whether the company will abide by the ruling is another matter. The February 1974 election was actually the second union certification election at Sabine and had been ordered by the NLRB in 1973 because Sabine had engaged in similar unfair labor practices during a prior SIU drive. When the SIU first attempted to organize Sabine tankers, the company illegally kept SIU men off their ships.

Now the SIU is gearing up for the third round. Two of the main issues are the lack of job security aboard Sabine tankers and the lack of uniform, fair and equal job advancement opportunity. At present, the unlicensed crew members are represented by the Sabine Independent Seamen's Association, a small company-controlled union that has neither the clout nor the desire to confront Sabine with beefs about these issues.

On the ballot in the new election, as before, a choice of three unions will be

listed: The Seafarers International Union, the National Maritime Union, and the Sabine Independent Seamen's Association. In the last election the tally was 91 for the company dominated SISA, 82 for the SIU, and no votes for the NMU. The final count revealed that between the first and second election, the SIU doubled its support.

The SIU organized the men working in Sabine's towing and barge division in 1963, defeating the company union at that time. Those jobs are under the jurisdiction of the SIU-affiliated Inland Boatmen's Union.

Because men aboard Sabine tankers remain enthusiastic about the SIU, the Union will continue its effort to get them SIU representation. SIU brothers are encouraged to speak to Sabine men when they meet them on shore and explain to them the benefits of belonging to a powerful union that actively protects and advances the interests of all its members.

On Controversial Ruling

Tuna Fishermen Await U.S. Appeals Court Decision

American tuna fishermen are anxiously awaiting a U.S. Court of Appeals decision on whether or not to overturn a controversial ruling handed down by District Court Judge Charles R. Richey ordering tuna fishermen to halt the "purse-seine" method of locating tuna.

Environmentalists claim that the "purse-seine" method which uses surface-swimming porpoises to locate schools of tuna running below, is endangering the survival of porpoise populations. The environmental groups, which will accept nothing less than a zero porpoise mortality rate, say that too many porpoises are being killed incidentally when fishermen lower their nets for a tuna catch.

Jim Bozzo, secretary-treasurer of the SIUNA-affiliated Fishermen's Union of the Atlantic, Pacific and Caribbean, disputes the environmentalists' claim, not-

ing that "incidents of porpoise mortality have been reduced by 60 percent over last year as a result of major improvements and modifications of equipment and techniques."

Bozzo says that a good deal of the credit in the reduced porpoise death rate must go to the conscientious work of the tuna fishermen themselves. He says "it is common for five or six men to jump into the water as the nets are drawn close to the boat to help any trapped surface-swimming porpoises over the top of the nets to freedom. And the men do this despite the fact that a number of sharks are also dragged in with the catch."

Secretary Bozzo also pointed out that a healthy porpoise population is essential to a healthy tuna fishing industry "because we depend on porpoise to locate the tuna. We are doing all that

is humanly possible to achieve a zero mortality rate for the porpoise because if there is no porpoise there is no tuna industry."

Bozzo suggests that actions on the porpoise controversy be suspended at least until the end of the tuna season in late November. Then, he explains, "we can sit down and work out an equitable solution for all concerned, taking into consideration the needs of the workers, the industry and the environment."

If Judge Richey's ruling is allowed to stand it could put nearly 1,500 tuna fishermen out of work as well as idling hundreds more cannery workers who depend on the tuna fishing industry.

There is also a possibility that some of the fishing companies could go foreign-flag to get around Judge Richey's ruling.

As a result of this ruling, Represent-

tative Robert Leggett (D-Calif.), chairman of the Subcommittee on Fisheries and Wildlife Conservation, has introduced a bill that would amend the Marine Mammal Protection Act of 1972 with respect to the incidental deaths of mammals during commercial fishing operations.

The bill provides that prior to Jan. 1, 1977, marine mammals may be taken incidental to the course of commercial fishing, but that after that date, marine mammals can only be taken pursuant to such terms and conditions as prescribed by the Secretary of Commerce. The legislation also prohibits the importation of commercial fish or fish products which have been caught with commercial fishing technology resulting in the incidental kill or serious injury of ocean mammals in excess of U.S. standards.

HLS Pres. Hails Labor Contributions to Maritime

"The most significant contribution of the American maritime unions was to gain the seafarer the status of an employee rather than a slave," Hazel Brown, president of the Harry Lundeberg School told an audience at Pennsylvania's Villanova University, June 21.

Opening her speech with a description of the diseases and terrible food aboard the pre-union day ships and the cruel punishment that sailors suffered for jumping ship, Miss Brown then outlined contributions of the maritime unions to the development of the American nation.

High school teachers from all over the east were gathered at Villanova for a week-long intensive seminar on America's maritime heritage. Scrimshaw carvings and other art forms aboard ship, naval research and a day in the life of the Port of Philadelphia were among the other topics discussed.

"After the unions organized and became strong, seamen obtained working conditions similar to those of laborers in shoreside unions," Miss Brown continued. She emphasized the importance of federal legislation in this victory.

"We are criticized for lobbying in Congress, but people should realize that political action has been a part of the maritime unions' program since the 1800's. The early use of political action was a major contribution of the maritime unions to labor development."

Seamen's Act of 1915

Back around the turn of the century, she explained, Andrew Furuseth, president of the Seamen's Union, lobbied for a federal bill to protect the sailors' rights. The Seamen's Act of 1915, sponsored by Senator Robert LaFollette of Wisconsin, was the result.

Maritime unions have for a long time played a leadership role in the American shipping industry, which is unique when compared to the world's maritime structure, she told the audience. "In Britain, Greece and elsewhere, management leads the industry. Think of Greece and you think of Onassis. Think of the U.S. and the only person well known in the maritime trades is Paul Hall."

"The unions pushed for the Merchant Marine Act of 1936 and the Merchant Marine Act of 1970, which helped preserve and rejuvenate the American ship-

ping industry. The unions set up training centers which allowed shipowners to automate and helped the men upgrade to advance on their jobs as well. In other industries, management runs the training schools. But in our industry, the workers control the schools through their labor unions.

Key Is Labor Unions

"The key to the survival of the industry is that the labor unions have been responsible and recognized the problems of the industry," she said. "The SIU, for example, has not made unreasonable demands. They have accepted automation and realistic manning scales. The response of the workers has been terrific supporting the U.S. merchant marine and recognizing the role they play in its survival."

Since most of the audience knew very little about the maritime trades, they had many questions after the speech. Miss Brown was asked to stay and speak again at the end of the day about cargo preference laws and other legislation.

"The opportunity to speak to these teachers, and to get a forum like that, was significant," she told the *Log*. "It is

difficult for union people to get a chance to speak at academic gatherings. I guess most university people think we're illiterate."

CS Long Lines Unclaimed Wages

The following named ex-crew members of the Cable Ship *Long Lines* should contact Red Campbell at Headquarters, 275 20th Street, Brooklyn, New York, 11215 relative to unclaimed wages. All requests should be in writing, specifying name, book number, and social security number.

Manuel S. Netto, Jr.
Richard Rodriguez
John Hoffman
Saif S. Ahmed
Anthony Jones
Mohamed A. Shaie
William Revels
Abdul R. Saleh
Tan Ah Joon
Mohamed A. Mozeb
Albert Ahin

Washington Activities

By B. Rocker



CONGRESS

Congressional committees have been holding hearings this month on some of the bills which effect the SIU and our members, but none were getting to the floor of either house. Both the House and Senate were pushing appropriations bills, to provide money for programs already committed, before leaving Washington for recess.

The first recess, for the bicentennial celebration and the Democratic Convention, was between July 2 and 19. Congress will reconvene for three weeks and recess Aug. 12 through Aug. 23 for the Republican Convention.

The **Outer Continental Shelf** bill has been postponed several times. Most recently, scheduled to come to the floor on June 29, it was again postponed in favor of appropriations. The Murphy amendment, which we support, provides that all rigs and equipment for exploring and mining off U.S. coastlines be built in the United States and that rigs and supply vessels be manned by U.S. crews. Rep. John Murphy (D-N.Y.) announced in the Congressional Record that the Speaker has scheduled a full and complete debate for Tuesday, July 20.

The Merchant Marine and Fisheries Committee is continuing oversight hearings on maritime programs. Congress established the function of oversight in the Reorganization Act of 1946, to follow up or police its laws and be sure they are carried out. SIU President Paul Hall is scheduled to testify on July 28 before the Committee.

On July 1, the Merchant Marine and Fisheries Committee was scheduled to hold hearings on the **Third-Flag bill**, to provide for minimum rates for non-national flag carriers in foreign commerce of the United States. Hearings were cancelled. A companion bill has been reported out of the Senate Commerce Committee, but there has not been a vote on the Senate floor.

The **Maritime Authorization bill** (which includes operating differential subsidy, construction differential subsidy and Title XI) is being referred to a conference committee of House and Senate members. The problem to be discussed is an increase in subsistence for students at maritime academies from \$600 to \$900 per year, a provision in the Senate bill which failed in the House. The Conference Committee is expected to meet after July 21, when members return.

Senator Robert Taft (R-Ohio) has introduced S. 3581, a bill to establish the office of a **National Maritime Affairs Coordinator**. In introducing the bill, the senator cited a recent study by maritime specialists which recommend that government policy be aimed at more efficient building programs and use of the merchant fleet to supplement our nation's Navy. He said, "I believe it is vital that, in the face of the growing Soviet threat at sea, we take better advantage of all of our national maritime resources."

This has been one of the chief goals of the SIU legislative efforts.

Rep. Paul McCloskey (R-Calif.) introduced a bill on June 18, 1976, to extend coastwise laws of the United States (the **Jones Act**) to the Virgin Islands.

The bill will require that all bulk shipments of crude oil, unfinished oils, residual fuel and finished products between the Virgin Islands and the U.S. be carried in U.S.-flag ships and crewed by U.S. citizens. A similar bill, S. 2422, was introduced in the Senate by Senator J. Bennett Johnston (D-La.) in September.

Rep. McCloskey stated that this bill will create employment for approximately 25 U.S.-flag tankers and 1,400 jobs for U.S. citizens.

COAST GUARD

SIU representatives have met several times recently with Coast Guard staff to discuss the welfare of Seafarers and specific cases of regulations which have been ignored or applied unevenly. We believe that the health and safety of seamen must be protected. We are asking the Coast Guard to take action immediately to carry out the laws passed by Congress to protect our industry and our members.

CARTER ON MARITIME PROGRAM

Jimmy Carter, in a May 25 letter to Jesse Calhoun, President of MEBA, [see June 1976 Seafarers Log, page 5] has pledged to work for four maritime objectives: 1) achieving and maintaining a strong U.S.-flag merchant marine; 2) a fleet competitive with foreign-flag ships in operating cost, building cost and productivity; 3) a national policy to assure U.S.-flag merchant ships a fair share of all cargo, and 4) continued enforcement of cabotage laws such as the Jones Act.

SIU has long sought a national policy which would guarantee our U.S.-flag fleet a fair share of our country's cargo.

NATIONAL PARTY PLATFORMS

President Hall has appeared with James Barker, Moore McCormack Chief Executive Officer, before both the Democratic and Republican National Committee Platform Subcommittees to propose a maritime program which has been developed by a joint labor-management group representing the U.S. maritime industry.

Three major points were included: 1) a strong and competitive merchant fleet, built in the United States and manned by American seamen; 2) coordination of maritime policy within the government, and reaffirmation of objectives of the Merchant Marine Acts of 1936 and 1970; and 3) a national cargo policy which assures fair participation in all U.S. trade. [See story on page 5 of June 1976 Seafarers Log.]

Support SPAD

To Protect Your

Job Security in

the Fight for

Favorable Legislation



Seafarers are urged to contribute to SPAD. It is the way to have your voice heard and to keep your union effective in the fight for legislation to protect the security of every Seafarer and his family.

Know Your Rights



FINANCIAL REPORTS. The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances. The constitution requires a detailed audit by Certified Public Accountants every three months, which are to be submitted to the membership by the Secretary-Treasurer. A quarterly finance committee of rank and file members, elected by the membership, makes examination each quarter of the finances of the Union and reports fully their findings and recommendations. Members of this committee may make dissenting reports, specific recommendations and separate findings.

TRUST FUNDS. All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall equally consist of Union and management representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. All trust fund financial records are available at the headquarters of the various trust funds.

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowners, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

Frank Drozak, Chairman, Seafarers Appeals Board
275 - 20th Street, Brooklyn, N. Y. 11215

Full copies of contracts as referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.

CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which you work and live aboard ship. Know your contract rights, as well as your obligations, such as filing for OT on the proper sheets and in the proper manner. If, at any time, any SIU patrolman or other Union official, in your opinion, fails to protect your contract rights properly, contact the nearest SIU port agent.

EDITORIAL POLICY—SEAFARERS LOG. The Log has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 1960, meetings in all constitutional ports. The responsibility for Log policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same. Under no circumstances should any member pay any money for any reason unless he is given such receipt. In the event anyone attempts to require any such payment be made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he should not have been required to make such payment, this should immediately be reported to headquarters.

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. Copies of the SIU constitution are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel any member or officer is attempting to deprive you of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, then the member so affected should immediately notify headquarters.

EQUAL RIGHTS. All Seafarers are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the Union has negotiated with the employers. Consequently, no Seafarer may be discriminated against because of race, creed, color, sex and national or geographic origin. If any member feels that he is denied the equal rights to which he is entitled, he should notify headquarters.

SEAFARERS POLITICAL ACTIVITY DONATION—SPAD. SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including but not limited to furthering the political, social and economic interests of Seafarer seamen, the preservation and furthering of the American Merchant Marine with improved employment opportunities for seamen and the advancement of trade union concepts. In connection with such objects, SPAD supports and contributes to political candidates for elective office. All contributions are voluntary. No contribution may be solicited or received because of force, job discrimination, financial reprisal, or threat of such conduct, or as a condition of membership in the Union or of employment. If a contribution is made by reason of the above improper conduct, notify the Seafarers Union or SPAD by certified mail within 30 days of the contribution for investigation and appropriate action and refund, if involuntary. Support SPAD to protect and further your economic, political and social interests, American trade union concepts and Seafarer seamen.

If at any time a Seafarer feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records or information, he should immediately notify SIU President Paul Hall at headquarters by certified mail, return receipt requested.

SIU Presents Views Criticizing Coast Guard Actions

In July 1975, a Chevron tanker hit a bridge on a trial run when a faulty bearing sensor signalled the main engine to shut down, leaving the ship with no propulsion. Prior to the accident, the Coast Guard had eliminated the unlicensed engine ratings for Chevron as well as other tankers.

Automated equipment was replacing watchkeeping engineering personnel, although the Coast Guard, had not conducted any study to see how many men would be needed on board. "The crew was unable to correct the situation immediately, because the Coast Guard did not require that a ship be able to operate manually in the event of a control failure," SIU President Paul Hall wrote in a letter to Rep. Mario Biaggi, Chairman of the U.S. House of Representatives' Subcommittee on the Coast Guard.

In a hearing on June 30 SIU Executive Vice President Frank Drozak also expressed the Union's position to Biaggi and the other members of the subcommittee.

The unmanned engine rooms were permitted by the Coast Guard without consulting the unions, without considering the need for constant maintenance for a ship to run safely, and without re-

gard to the Coast Guard's own rules on manning standards, the SIU explained.

The letter contained an itemized list of complaints about the Coast Guard's inefficient and haphazard method of dealing with vessel manning, personal and environmental safety, and other shipboard conditions.

In a book of supporting documents that accompanied the letter, many similar accidents were cited. Furthermore, the Union showed how it has constantly tried to work with the Coast Guard to come up with meaningful manning standards and to resolve other issues of common concern. But in offering to work with the Coast Guard, the SIU has met with no success.

Therefore, the Union decided to ask Rep. Biaggi and his subcommittee of the Merchant Marine and Fisheries Committee to hold an investigation and public hearing on the Coast Guard and that corrective legislation be enacted.

"Acted Arbitrarily"

The SIU request for Congressional hearings stated, "Instead of regularly consulting, informing and working with all parties affected by its policies and procedures, the Coast Guard has acted arbitrarily with respect to the following: (1) vessel manning (2) manning of off-

shore drilling rigs and platforms (3) watchstanding (4) tankermen (5) training and certification of able seamen and apprentice mates (6) riding crews and (7) occupational safety and health.

Copies of the letter were sent to other maritime unions and their aid in providing the committee with more supporting evidence was requested.

"The area in which the most serious problems have arisen is that of vessel manning," the SIU told Rep. Biaggi. Manning standards are not uniform, rather they are decided on a vessel by vessel basis with each port. For example, LASH vessels on the East Coast carry eight less crewmembers than those on the West Coast.

On other tankers, the Coast Guard created a position of deck engine mechanic, whose duties span both departments, a violation of the law which leaves the seafarer with no clear credit for upgrading. In the attempts to lower the manning scales aboard ship, the Coast Guard has not been enforcing the three-watch system and has moved to eliminate the position of tankermen.

"The Coast Guard's unilateral decisions to eliminate certain job ratings and reduce the number of men required to operate and maintain merchant vessels evidences a complete disregard for

the need to accommodate national labor policy," the SIU pointed out. "By rewriting and eliminating ratings, the Coast Guard negates Federally sanctioned collective bargaining agreements."

Equally dangerous, undermanning and excessive overtime violate the Occupational Safety and Health Act, the letter pointed out. The resulting overexposure to harmful shipboard conditions causes worker fatigue and more accidents, loss of hearing in black gang members, and other ailments.

The use of riding crews, the lack of able seamen aboard drilling rigs, and the lax and haphazard certification requirements for certain Great Lakes seamen and apprentice-mate ratings, further show how the Coast Guard ignores the need for safety, the Union emphasized.

"We strongly urge that the Coast Guard establish specific, objective and definitive procedures to be followed by all Coast Guard personnel and to be applied uniformly to all vessels in all ports," the letter concluded.

"We respectfully urge your Subcommittee to examine the issues we have raised and to legislate an end to the Coast Guard policies and practices which threaten the health and safety of American merchant seamen."

Hall, Barker Present Maritime Plank to Republicans

Continued from Page 5

verse subcabinet maritime activities, which might include a maritime affairs advisor to the President who could serve on the National Security Council, coordinating for maximum cost-effectiveness the ship construction programs of the Navy and of a U.S.-flag merchant marine truly capable of serving as a naval and military auxiliary in time of war or national emergency.

• Reaffirmation of the Party's re-

solve to attain the goals and objectives of the Merchant Marine Act of 1970.

• Development of a fair national cargo policy, assuring the U.S.-flag-merchant marine access to its share of our nation's waterborne commerce, especially bulk cargoes such as petroleum and other energy products.

• Reaffirmation of the declared national policy of the Marine Resources and Engineering Development Act of 1966 "to develop, encourage, and main-

tain a coordinated, comprehensive program in marine science for the benefit of mankind to assist in protection of health and property, enhancement of commerce, transportation, and national security, rehabilitation of our commercial fisheries, and increased utilization of these and other resources."

President Hall and Barker pointed out that by adopting such programs for maritime revitalization the U.S. maritime industry would contribute signifi-

cantly to America's national defense, economic well-being and international political independence.

They concluded that "pursuit of these objectives will preserve productive jobs; stimulate minority employment opportunities; improve our balance of payments; increase tax revenues for federal, state and local governments; provide an incentive for private capital investment, and maintain the American-flag as a strong force worldwide."

Chief Engineer Writes About SIU's Alcoholic Program

Alcoholism is a serious disease that literally affects millions of Americans in all walks of life. Alcoholics are doctors, lawyers, construction workers, editors, teachers and truck drivers. There are no social or ethnic barriers either when it comes to alcoholism. Alcoholics are rich and poor, black and white, men and women.

It is truly unfortunate, though, that alcoholism in this country has not been treated by the medical profession or industry as a disease. There are hundreds

of cancer research centers, kidney, heart and lung disease centers; but there are very few institutions dealing with the problem of alcoholism. And the ones that do exist are usually funded in large part by voluntary contributions, like Alcoholics Anonymous, or by individual companies for their employees.

But attitudes toward alcoholism and the alcoholic are changing. People are becoming more open today about their drinking problems, and increasing numbers of Americans are seeking help

through such organizations as AA.

For SIU members with drinking problems, the Union now has a program for alcohol rehabilitation in Piney Point. This program has already helped nearly 70 Seafarers and several more Seafarers are at The Center now going through the program.

The SIU's Rehab Center has created a good deal of interest, not only from SIU members, but from just about anyone who reads the Log or comes into contact in any way with the Union or the Lundberg School.

Below is a letter written by a chief engineer who is himself a member of Alcoholics Anonymous. The letter expresses his feelings toward alcoholism and the SIU's Rehabilitation Center. The Log appreciates this letter, and we encourage SIU members to send us similar letters expressing their own feelings or experiences involving alcoholism or the SIU's program.

I have been reading the exciting news of the Alcohol Rehabilitation Center at Piney Point. I think it is just great, and I am glad the SIU is a pioneer in the maritime labor movement for starting a program to help the suffering alcoholic—a program where these men can be helped instead of punished for their illness.

I had a pumpman on one of my ships

that we had to let go after he made quite a few goof ups because of alcoholism. I told him about the center at Piney Point and the help available there. And I hear he went. This man is a good pumpman except for drinking, and if he gets help there he will be a better pumpman.

I had another pumpman on a ship that as soon as he came aboard he promptly went on a bender. I went to his focsle actually to let him go but when I walked in I spotted the Big Book of AA. I asked him if he had been to Piney Point and he said he had. So old softy me kept him on and took him to an AA meeting in Philadelphia where we met some ex-seamen. It was a lucky find because they helped this pumpman to get to meetings six nights in a row. He is now sober again and will be making the trip with us to Russia which will take about 90 days.

Seamen have special problems when it comes to alcohol because out on the ships there is no place for follow up treatment. That's why I hope that men who have gone through Piney Point or are members of AA will help others who may have drinking problems on the ships.

I would also enjoy visiting the Rehab Center in Piney Point just to see how it goes. This center has been needed for a long time.

SIU Alcoholic Rehabilitation Center

I am interested in attending a six-week program at the SIU Alcoholic Rehabilitation Center. I understand that this will be kept strictly confidential, and that no records or information about me will be kept anywhere except at The Center.

Name Book No.

Address
(Street or RFD) (City) (State) (Zip)

Mail to: THE CENTER
Star Route Box 153-A Telephone No.
Valley Lee, Md. 20692
or call, 24 hours-a-day, (301) 994-0010

How SIUNA Membership Affects You, the Seafarer

This is the second in a series of articles which the Seafarers Log is publishing to explain how various organizations affect the jobs and job security of Seafarers.

The Seafarers International Union of North America is the solid platform from which deep sea, inland waters and Great Lakes Seafarers can effectively launch programs which affect their jobs and their welfare.

Representing more than 100,000 workers throughout the United States, Canada, Puerto Rico and the Virgin Islands, the SIUNA is a federation of 33 autonomous unions which include seamen, inland boatmen, railroad marine and harbor tugmen, dredgemen, shipyard workers, fishermen, marine staff officers, fish cannery workers, and allied transportation and industry workers.

It is the unity and size of the International that provides each of its affiliates with the muscle and strength necessary to win at the bargaining table, on the picket line, in organizing drives and in Congress and the state legislatures.

Each individual union affiliated with the International governs itself. But, each individual union also adheres to the principles of the SIUNA's constitution—and is committed to protect the interest and further the welfare of its brother affiliates. In this way, all International affiliates retain their autonomy and gain the strength and support of many thousands of other workers who share their goals as members of the SIUNA.

Can Call on 14 Million

The SIUNA—through its affiliation with the AFL-CIO and the AFL-CIO Maritime Trades Department—has a voice in shaping the policies of the American Labor Movement, and can call on the united strength of the more than 14 million organized workers and the 109 international unions which make up the strongest and most democratic labor federation in the world.

The SIUNA is also affiliated with worldwide labor and maritime organizations to provide American Seafarers with the opportunity to present their views in such areas as international standards for manning scales, safety and social conditions. The International actively participates in conferences held by the International Labor Organization (ILO), International Transport Workers Federation (ITF) and the International Maritime Consultive Organization (IMCO). (This series will cover these organizations in future issues of the Log.)

When the SIUNA was founded in 1938 by Harry Lundeberg, it included only the Sailors Union of the Pacific, and the Atlantic and Gulf Districts of the SIU. Since that time, through or-



SIUNA General Counsel Howard Schulman (back to photo) swears in elected officials of the SIUNA's Executive Board at the International's 17th convention last year.

ganization and mutual assistance, the International has grown to its present strength of more than 100,000 workers represented by 33 labor organizations.

Paul Hall is president of the SIUNA which has its headquarters in Brooklyn, N.Y. Joe DiGiorgio is the International's secretary-treasurer, and 22 officials from SIUNA affiliates serve as vice presidents on the Executive Board.

Supports Maritime Laws

The SIUNA holds conventions regularly where affiliates shape the programs and policies of the International. In recent conventions, the SIUNA has lent its support to our successful struggle to win passage of the Merchant Marine Act of 1970 and to block the closing of USPHS hospitals, as well as our present battle to get a national cargo policy and a federal commitment to expansion of

the inland waterways system.

The kind of support and strength provided by the SIUNA is vitally important to the deep sea member, the inland boatman and the Great Lakes Seafarer. The SIUNA provides a well-organized international base from which we can pursue our goals of providing better job security, better working conditions, and better security for our families.

As a part of the International, Seafarers are able to magnify their strength when the need arises, and to offer aid to brother trade unions so that we can all, as the SIUNA Constitution proclaims, "secure the recognition of rights to which we are justly entitled."

"Recognizing that strong organization on an international scale is the only means by which seamen, fishermen, fish cannery workers, workers in allied maritime trades, industrial trades and all other trades on all waters and lands adjacent thereto can hope for relief from the many evils attending our calling, and for the purpose of furthering organizations, strengthening it where it already exists and bringing into closer relation the component parts of our calling and permanently uniting us to secure the recognition of rights to which we are justly united, (and) further recognizing that such purpose can best be achieved and maintained through autonomous affiliated organizations . . . we, the delegates here assembled, representing the workers in our industries hereby establish the Constitution for the Seafarers International Union of North America."

From the preamble of the SIUNA Constitution.



33 SIUNA Affiliates

Below is a list of the 33 affiliates of the SIUNA.

- 1.) ALASKA FISH CANNERY WORKERS UNION OF THE PACIFIC
- 2.) ALASKA FISHERMEN'S UNION
- 3.) ATLANTIC FISHERMEN'S UNION
- 4.) CANADIAN MARINE OFFICERS UNION
- 5.) CHAUFFEURS & INDUSTRIAL WORKERS LOCAL 5
- 6.) CHINOOK CANNERY WORKERS LOCAL 12
- 7.) DEMOCRATIC UNION ORGANIZING COMMITTEE, LOCAL 777
- 8.) FISHERMEN'S UNION OF AMERICA, PACIFIC & CARIBBEAN
- 9.) HAWAII TRANSPORTATION & ALLIED WORKERS UNION
- 10.) INLAND BOATMEN'S UNION OF THE PACIFIC
- 11.) INTERNATIONAL BROTHERHOOD OF POTTERY & ALLIED WORKERS
- 12.) INTERNATIONAL UNION OF PETROLEUM & INDUSTRIAL WORKERS
- 13.) MARINE COOKS & STEWARDS UNION
- 14.) MARINE FIREMEN'S UNION
- 15.) MARINE STAFF OFFICERS, PACIFIC DISTRICT
- 16.) MILITARY SEA TRANSPORT UNION
- 17.) CLERICAL, OFFICE & TECHNICAL WORKERS
- 18.) MORTUARY EMPLOYEES UNION
- 19.) NEW BEDFORD FISHERMEN'S UNION
- 20.) SAILORS' UNION OF THE PACIFIC
- 21.) SEAFARERS INTERNATIONAL UNION OF NA-AGLIW DISTRICT
- 22.) INLAND BOATMEN'S UNION OF SIUNA-AGLIWD
- 23.) UNITED INDUSTRIAL WORKERS OF SIUNA-AGLIWD
- 24.) SEAFARERS INTERNATIONAL UNION OF CANADA
- 25.) SIU OF PUERTO RICO, CARIBE & LATIN AMERICA
- 26.) STAFF OFFICERS ASSOCIATION OF AMERICA
- 27.) SUGAR WORKERS UNION NO. 1
- 28.) TRANSPORTATION & ALLIED WORKERS OF CALIFORNIA
- 29.) UNITED CANNERY & INDUSTRIAL WORKERS OF THE PACIFIC
- 30.) ADVERTISING & PUBLIC RELATIONS EMPLOYEES UNION
- 31.) BROTHERHOOD OF BEVERAGE WORKERS
- 32.) CALIFORNIA PRACTICAL NURSES ASSOCIATION
- 33.) UNITED INDUSTRIAL WORKERS OF N.A.-MIDWEST

Sailors Snug Harbor Moves

Many Old Mariners Go Very Reluctantly

Continued from Page 3

SIU and the N.Y. State Attorney General's office.

The main reason given for approving the move was that the landmark building housing the men did not meet existing codes for nursing homes and that the cost of renovating the building would be too great.

The Sea Level facility, located on the backwaters of North Carolina's coast forty miles from the nearest sizable town, cost \$6.5 million to construct.

As part of a compromise reached between the trustees and the N.Y. State attorney general's office, the trustees agreed to arrange for accommodations and to supplement the income of men not wishing to move to North Carolina.

Although at least 22 men had signed a letter stating that they would not move to Sea Level, the trustees waited until two weeks before the move to begin arranging for other accommodations.

In the haste and uncertainty of the last minute arrangements all but 9 of these men felt they had no choice but to move to Sea Level even though they had pointed out in their letter, "there is absolutely no party in North Carolina who will be able to assist the old and handicapped sailormen. We will be miles away from a city and will be minus the 24-hour transportation. We will have to forget our Union Hall, the Social Security office, appointments to the marine hospital, private medicare physicians, close friends, families, supermarkets, etc. In fact we will have to enter a new life entirely."

Two Snug Harbor residents—Anthony Pujol and Johan Bugel—have stayed on at the deserted Staten Island home, refusing to leave the empty build-

ings until the trustees make satisfactory arrangement for them.

The trustees have served eviction notices on the two steadfast snuggies and are continuing eviction procedures although Pujol and Bugel have met with their representatives and worked out a verbal agreement.

Sold Valuable Property

Since the move to North Carolina, it has come to light that the trustees have

sold substantial portions of the valuable New York City property set aside by Capt. Randall's will to provide a source of income for the Harbor.

One piece of property was sold by the trustees last August for \$750,000 and is now up for resale by its new owners for \$1.5 million.

"We bought the buildings," the new owners said, "to sell them."

When the trustees first received permission to move, they sold 15 acres of

the 85-acre Staten Island Snug Harbor site to the City of New York and the rest to a land developer for \$6.2 million.

However, local residents protested the developer's plans to build an apartment complex and New York purchased the land from the developer for \$7.8 million.

Seafarer Gets Checkup



Seafarer Isaac Walker (left) of the engine department signs medical papers for technologist Richard Brigham recently in the SIU Headquarters Clinic.

Correction in Pension Story

There was an error in the story on the Pension Reform Act of 1974 which ran in the June 1976 *Seafarers Log* on page 8.

The last paragraph of the article read: "Under the old break rules, you lost credit for all previous seetime if you sailed less than 90 days in each of three consecutive years."

It should have read: "Under the old break rules, you lost credit for all previous seetime if you sailed less than 90 days in any one of three consecutive years."

We are sorry for the mistake.

Meany Says It's 10.2%

Continued from Page 2

horrors of unemployment?" Meany suggested.

Meany noted that several sectors are especially hard hit. The official jobless rate for black teenagers jumped last months to 40.3 percent. The rate for construction workers rose from 14.1 to 17 percent over the month, while Vietnam veterans had an unemployment rate of 19.6 percent.

"Especially troublesome is the sharp rise in the duration of unemployment," Meany said. "The average is nearly 17 weeks—up sharply from May."

According to the BLS, the number of jobless workers increased by 280,000 in June to 7.1 million, seasonally adjusted. Construction workers and blue-collar craft workers suffered the highest jobless rate increase, the survey noted.

Cocaine Seized In Florida

In the largest cocaine seizure ever made by U.S. Customs Agents, \$39 million worth of the drug was confiscated after it had been smuggled into Tampa, Fla. on a banana boat last month.

The cocaine, which weighed 170 pounds, had been stuffed into seven plastic garbage bags.

The drug was seized after it had been unloaded through a port hole of the ship which had come from Colombia.

Warning to Seafarers Young and Old:

Drug Possession Means Loss of Seaman's Papers

If you are convicted of possession of any illegal drug—heroin, barbiturates, speed, LSD, or even marijuana—the U.S. Coast Guard will revoke your seaman papers, without appeal, FOREVER.

That means that you lose for the rest of your life the right to make a living by the sea.

However, it doesn't quite end there even if you receive a suspended sentence.

You may lose your right to vote, your right to hold public office or to own a gun. You also may lose the opportunity of ever becoming a doctor, dentist, certified public accountant, engineer, lawyer, architect, realtor, pharmacist, school teacher, or stockbroker. You may jeopardize your right to hold a job where you must be licensed or bonded and you may never be able to work for the city, the county, or the Federal government.

It's a pretty tough rap, but that's exactly how it is and you can't do anything about it. The convicted drug user leaves a black mark on his reputation for the rest of his life.

However, drugs can not only destroy your right to a good livelihood, it can destroy your life.

Drug abuse presents a serious threat to both your physical and mental health, and the personal safety of those around you. This is especially true aboard ship where clear minds and quick reflexes are essential at all times for the safe operation of the vessel.

Don't let drugs destroy your natural right to a good, happy, productive life.

Stay drug free and steer a clear course.



DISPATCHERS REPORT

JUNE 1-30, 1976

Port	TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	9	1	0	4	1	0	15	5	0
New York	107	11	0	71	29	0	163	5	3
Philadelphia	15	1	0	15	10	0	23	3	0
Baltimore	30	6	0	20	6	3	55	7	0
Norfolk	21	5	0	26	21	0	21	5	0
Tampa	5	0	0	1	1	0	10	0	0
Mobile	24	5	0	6	1	0	54	6	0
New Orleans	78	11	0	67	24	0	126	14	0
Jacksonville	25	2	0	25	5	0	61	5	0
San Francisco	32	3	0	21	9	0	59	2	0
Wilmington	18	4	0	13	3	0	19	4	0
Seattle	43	2	0	20	9	0	75	4	0
Puerto Rico	10	0	0	6	5	0	17	0	0
Houston	73	3	0	62	11	0	157	13	0
Piney Point	0	0	0	0	9	0	0	0	0
Yokohama	4	1	0	3	2	0	4	1	0
Totals Deep Sea	494	55	0	359	146	3	859	74	3
ENGINE DEPARTMENT									
Boston	1	1	0	0	1	1	4	4	0
New York	81	29	1	61	42	1	126	28	3
Philadelphia	4	5	0	6	9	0	12	4	0
Baltimore	34	7	0	23	8	1	46	8	0
Norfolk	23	3	1	20	8	1	31	4	1
Tampa	2	2	0	2	0	0	4	2	0
Mobile	16	1	0	4	1	0	35	5	0
New Orleans	69	14	0	45	18	0	93	23	0
Jacksonville	11	3	0	11	4	0	34	4	0
San Francisco	31	4	0	23	8	0	48	9	0
Wilmington	12	9	0	10	2	0	16	8	0
Seattle	36	6	0	22	7	0	44	16	0
Puerto Rico	6	3	0	6	5	0	11	1	0
Houston	52	10	0	41	2	0	107	29	0
Piney Point	0	0	0	0	3	0	0	0	0
Yokohama	0	0	0	2	0	0	4	2	0
Totals Deep Sea	378	97	2	276	119	4	615	147	4
STEWARD DEPARTMENT									
Boston	3	0	0	1	0	0	5	1	0
New York	29	1	0	30	22	0	48	2	0
Philadelphia	2	1	0	2	4	0	9	0	0
Baltimore	20	1	0	19	7	3	29	2	0
Norfolk	15	1	0	19	8	3	13	1	0
Tampa	1	0	0	0	1	0	4	1	0
Mobile	12	0	0	1	1	0	27	0	0
New Orleans	39	2	0	40	25	0	64	2	0
Jacksonville	8	0	0	7	7	0	22	1	0
San Francisco	25	2	0	21	9	0	42	3	0
Wilmington	7	0	0	4	5	0	9	1	0
Seattle	11	1	0	12	9	0	21	1	0
Puerto Rico	6	0	0	5	4	0	13	1	0
Houston	31	1	0	35	7	0	70	4	0
Piney Point	0	2	0	0	15	0	0	0	0
Yokohama	0	0	0	0	0	0	0	1	0
Totals Deep Sea	209	12	0	196	124	6	375	21	0
ENTRY DEPARTMENT									
Boston	1	2	3	2	10	3	5	17	8
New York	46	72	17	68	117	42	68	117	42
Philadelphia	6	19	0	11	25	0	11	25	0
Baltimore	23	21	8	27	36	4	27	36	4
Norfolk	14	21	4	12	19	0	12	19	0
Tampa	1	3	0	1	6	0	1	6	0
Mobile	21	11	0	31	21	0	31	21	0
New Orleans	47	69	0	67	96	0	67	96	0
Jacksonville	16	17	0	19	37	0	19	37	0
San Francisco	23	26	0	34	31	0	34	31	0
Wilmington	6	7	0	6	10	1	6	10	1
Seattle	21	27	0	25	51	0	25	51	0
Puerto Rico	12	10	0	19	14	1	19	14	1
Houston	33	42	0	37	99	0	37	99	0
Piney Point	0	24	0	0	0	0	0	0	0
Yokohama	1	1	0	2	5	0	2	5	0
Totals Deep Sea	271	372	32	361	577	51	361	577	51
Great Lakes									
Alpena	8	20	2	5	17	8	5	17	8
Buffalo	3	1	1	2	2	14	2	2	14
Cleveland	1	9	4	3	6	6	3	6	6
Detroit	17	3	11	18	1	33	18	1	33
Duluth	3	3	8	3	1	17	3	1	17
Frankfort	11	14	7	6	3	2	6	3	2
Chicago	0	1	0	3	0	13	3	0	13
Totals Great Lakes	43	51	33	40	20	93	40	20	93
Totals Deep Sea & Great Lakes	314	423	65	401	597	154	401	597	154
Totals All Depts. Deep Sea	1,352	536	34	2,210	819	58	2,210	819	58
Totals All Depts. Great Lakes	119	68	39	156	106	8	156	106	8
Totals All Depts. Deep Sea & Great Lakes	1,471	604	73	987	495	21	2,305	859	171

SIU Atlantic, Gulf, Lakes
& Inland Waters
Inland Boatmen's Union
United Industrial Worker

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←

Shipping was very good at most ports last month as more than 1,500 Seafarers found jobs through the SIU's union halls. This is nearly 200 more jobs shipped than in the previous month. Shipping was especially good in the deck department, and several port dispatchers had to call nearby ports for AB's in a few instances. Shipping is expected to remain good.

New SIU Pensioners



Thaddeus J. Laboda, 64, joined the SIU in the port of New York in 1953 sailing as an oiler. Brother Laboda graduated as a third assistant engineer in 1969 from the SIU-District 2 MEBA Engineering School in Brooklyn, N.Y. Seafarer Laboda was on the picket line in the 1962 Robin Line beef. He is a veteran of the U.S. Army in World War II. A native of Philadelphia, he is a resident of Pleasantville, N.J.



Reino J. Pelaso, 59, joined the SIU in 1947 in the port of New York sailing as a fireman-water-tender. Brother Pelaso sailed 32 years. He was born in Finland and is a resident of Vallejo, Calif.



Norman H. Pepler, 52, joined the SIU in 1947 in the port of Norfolk sailing as an AB. Brother Pepler was born in Pennsylvania and is a resident of Wachapreague, Va.



Abe Rosen, 66, joined the SIU in the port of Baltimore in 1955 sailing as a cook. Brother Rosen is a U.S. Army veteran of World War II. He was born in Baltimore and is a resident of Los Angeles.



Candido V. Reyes, 68, joined the SIU in the port of New York in 1955 sailing as a second cook. Brother Reyes sailed 57 years and walked the picket line in the 1965 District Council 37 strike. He is a veteran of the U.S. Coast Guard. Seafarer Reyes was born in the Philippines and is a resident of San Francisco. He is a naturalized U.S. citizen.



Edison R. Brown, 65, joined the SIU in 1948 in the port of New York sailing as an OS for 30 years and during the Vietnam War in 1964. Brother Brown was born in Lumberton, N.C. and is a resident of Reisterstown, Md.



Arthur Opsal, 65, joined the SIU in the port of Mobile in 1955 sailing as an AB. Brother Opsal sailed 26 years and attended the 1970 Piney Point Crews Conference No. 9. He was born in New Jersey and is a resident of Mobile.



Walter Sedej, 66, joined the SIU in the port of San Francisco in 1961 sailing as a pumpman. Brother Sedej sailed 33 years, part of that time for the SUP. He was born in Trieste, Italy and is a resident of Roseland, N.J.



Paul T. Boudreaux, 55, joined the SIU in 1942 in the port of New Orleans sailing as a bosun. Brother Boudreaux sailed 38 years and was on the Delta Line shoregang from 1952 to 1975. He was born in New Orleans and is a resident of Harahan, La.



Konrad M. Frovag, 65, joined the SIU in 1949 in the port of Detroit sailing as an AB for Browning Lines. Brother Frovag was also a deck delegate. He was born in Norway and is a resident of Brooklyn, N.Y.



George E. Hair, Jr., 58, joined the SIU in the port of New York in 1958 sailing as a chief steward. Brother Hair sailed 35 years. He is a veteran of the U.S. Army in World War II. Born in Salt Lake City, Utah, he is a resident of Lynwood, Wash.



Frank L. Lamberti, 69, joined the SIU in 1949 in the port of New York last sailing as a bosun and chief mate. Brother Lamberti had sailed 53 years. He is a veteran of the pre-World War II U.S. Navy. A native of New York City, he is a resident of Long Beach, Calif.



Pablo La Torre, 59, joined the SIU in 1943 in the port of New York last sailing as a chief cook. Brother La Torre sailed 36 years. He was on the picket line in the 1971 maritime strike. Born in Puerto Rico, he is a resident of Staten Island, N.Y. where he plans to do some deep sea fishing in his retirement time.



William L. McRae, 78, joined the SIU in the port of Tampa in 1955 sailing as a cook. Brother McRae sailed 25 years. He was born in Philadelphia and is a resident of San Francisco where he'll resume his hobby as a musician.



Franklin F. Reid, Jr., 63, joined the SIU in 1943 in the port of Tampa sailing as a fireman-water-tender and second assistant engineer. Brother Reid sailed 33 years and was a ship delegate. He was also a member of the old International Sailors Union and of District 2 Marine Engineers Beneficial Association. Born in Jacksonville, he is a resident of Tampa.



James Terry, 57, joined the SIU in 1944 in the port of Mobile sailing as a cook. Brother Terry sailed 33 years and was on the Seatrain shoregang in Weehawken, N.J. in 1971. He was also on the picket line in the 1961 Greater N.Y. Harbor strike and in the District Council 37 beef in 1965. Seafarer Terry was born in Honduras and is a resident of New York City.



Frank A. Leonard, 64, joined the SIU in the port of New Orleans in 1954 sailing as an AB. Brother Leonard sailed 27 years and was a ship's delegate. He is a veteran of the U.S. Army infantry. Born in Thibodaux, La., he is a resident of Slaughter, La.

Seafarers Welfare, Pension and Vacation Plans Cash Benefits Paid

May 27 - June 23, 1976

SEAFARERS WELFARE PLAN	Number		Amount	
	MONTH TO DATE	YEAR TO DATE	MONTH TO DATE	YEAR TO DATE
ELIGIBLES				
Death	14	73	\$ 40,898.31	\$246,657.86
In Hospital Daily @ \$1.00	312	3,614	312.00	3,614.00
In Hospital Daily @ \$3.00	157	1,544	471.00	4,632.00
Hospital & Hospital Extras	7	74	206.00	15,414.34
Surgical	2	13	206.00	966.00
Sickness & Accident @ \$8.00	4,776	31,380	38,208.00	251,040.00
Special Equipment	3	8	928.00	2,285.29
Optical	109	749	3,307.60	22,198.15
Supplemental Medicare Premiums	9	170	998.60	8,278.40
DEPENDENTS OF ELIGIBLES				
Hospital & Hospital Extras	346	2,305	89,998.19	643,450.00
Doctors' Visits In Hospital	91	482	3,409.02	19,467.62
Surgical	103	613	16,511.91	96,919.92
Maternity	13	105	4,350.00	36,400.00
Blood Transfusions	—	6	—	372.00
Optical	106	657	3,126.90	18,701.34
PENSIONERS & DEPENDENTS				
Death	15	65	59,000.00	239,493.30
Hospital & Hospital Extras	177	973	35,063.71	164,477.50
Doctors' Visits & Other Medical Expenses ..	114	612	4,953.24	25,964.05
Surgical	11	72	1,065.00	13,980.00
Optical	64	343	1,882.87	9,178.09
Blood Transfusions	—	1	—	258.00
Special Equipment	7	15	1,210.03	2,336.32
Dental	—	5	—	1,156.00
Supplemental Medicare Premiums	2,072	10,355	14,709.30	74,162.40
SCHOLARSHIP PROGRAM				
	—	63	—	23,000.73
TOTALS				
Total Seafarers Welfare Plan	8,508	54,297	320,815.68	1,924,331.31
Total Seafarers Pension Plan	2,525	12,464	638,630.96	3,149,419.55
Total Seafarers Vacation Plan	1,453	7,791	656,135.84	3,863,085.32
Total Seafarers Welfare, Pension & Vacation	12,486	74,552	\$1,615,582.48	\$8,936,836.18

Deposit in the SIU Blood Bank - It's Your Life

New SIU Pensioners



George W. McAlpine, 65, joined the SIU in 1943 in the port of New York sailing as bosun and last sailing as a chief electrician. Brother McAlpine sailed 33 years, walked the picket line in the 1962 Robin Line beef and attended a Piney Point Crews Conference. He was born in London, Ontario, Canada and is a resident of Andover, N.J.



Petros A. Lazaropoulos, 60, joined the SIU in the port of New York in 1959 sailing as a cook. Brother Lazaropoulos sailed 29 years and did picket duty in the 1962 Robin Line strike. He attended a 1964 Seafarers Upgrading Program and is also a veteran of the Greek Army. Born in Patras, Greece, he is a resident there.



Francisco Cornier, 65, joined the SIU in 1942 in the port of Mobile sailing as a bosun. Brother Cornier sailed 44 years. He was born in Guyanilla, Puerto Rico and is a resident of Santurce, P.R.



Recertified Bosun Francis J. McGarry, 49, joined the SIU in 1946 in the port of Philadelphia sailing as a bosun since 1959. Brother McGarry graduated from the Bosuns Recertification Program in December 1975. He was on the picket line in the 1961 N.Y. Harbor and the 1965 District Council 37 strikes. Born in Pennsylvania, he is a resident of Charleston, S.C. with his wife, Adele.



George M. Craggs, 57, joined the SIU in 1947 in the port of New York sailing as a junior deck engineer, chief pumpman and chief steward. Brother Craggs sailed 33 years. He received a 1961 USPHS Certificate of Sanitation for "high standards of food service" while riding on the *SS Laffite* (Waterman). Seafarer Craggs is also a veteran of the pre-World War II U.S. Navy and sailed for a while with the SIU-affiliated Inland Boatmen's Union. A native of Illinois, he is a resident of West Frankfort, Ill.



Benjamin R. Le Blanc, 64, joined the SIU in 1943 in the port of Boston sailing as deck maintenance. Brother Le Blanc sailed 39 years. He was born in Massachusetts and is a resident of Seattle.



Claire F. Otis, 65, joined the SIU in the port of Duluth in 1951 sailing in the steward department. Brother Otis is a veteran of the U.S. Army in World War II. He was born in Minnesota and is a resident of Minneapolis, Minn.



James Jordan, 64, joined the SIU in 1944 in the port of Norfolk sailing as a chief steward. Brother Jordan sailed 33 years. He was born in Mobile and is a resident there.



Ellis B. Gaines, 61, joined the SIU in 1943 in the port of New York sailing as a chief steward. Brother Gaines sailed 34 years. He was born in Alabama and is a resident of Mobile.



Marion N. Parker, 49, joined the SIU in the port of Norfolk in 1950 sailing as an AB. Brother Parker sailed 28 years and got a 1960 Personal Safety Award from the Union for sailing aboard an accident-free ship, the *SS Alcoa Polaris*. He also got a 1955 crew commendation while riding the *SS F.C. Collin*. Seafarer Parker was a deck and ship's delegate, walked the picket line in the 1946 General Strike, 1947 Isthmian Line beef, Norfolk coal miners strike, and Puerto Rican cannery workers dispute. He also did organizing at the Atlantic Line in Philadelphia and at the South Trading Co., attended the Sheepshead Bay Training School in Brooklyn, N.Y. in 1945, and was a member of the Sailors Union of the Pacific from 1945 to 1950. Born in Raleigh, N.C., he is a resident of Williamsburg, Va.



Malcolm J. Stevens, 54, joined the SIU in the port of San Francisco in 1960 sailing as a cook. Brother Stevens sailed 26 years and walked the picket line in the 1961 N.Y. Harbor strike. He is a World War II veteran of the U.S. Coast Guard. Born in Galveston, he is a resident there.



Calvin McGahagin, 67, joined the SIU in the port of New Orleans in 1959 sailing as an AB. Brother McGahagin sailed 32 years. He was born in Ocala, Fla. and is a resident of Tampa.



Robert E. Porter, Jr., 56, joined the SIU in 1943 in the port of New York sailing as a cook. Brother Porter sailed 29 years and during the Vietnam War. He is a U.S. Navy veteran of World War II. A native of Spokane, Wash., he is a resident of San Francisco.



James H. Whitaker, 60, joined the SIU in the port of New York in 1963 sailing as a deckhand for the Erie-Lackawanna Railroad from 1945 to 1976. Brother Whitaker was born in Jersey City, N.J. and is a resident of Bayonne, N.J.



Mark B. Hairelson, 65, joined the SIU in the port of Baltimore in 1957 sailing as an AB. Brother Hairelson sailed 35 years and is a pre-World War II veteran of the U.S. Navy. He was born in Opp, Ala. and is a resident of Warrenton, Fla.



Reginald A. Preston, 72, joined the SIU in the port of Detroit in 1961 sailing in the steward department. Brother Preston sailed 46 years. He was born in Hanover, Mich., and is a resident of Ossineke, Mich.



Neut Williams, 65, joined the SIU in the port of New York in 1958 and last sailed as a chief steward. Brother Williams sailed 39 years and is a veteran of the U.S. Army. He was born in Laurel, Miss. and is a resident of New Orleans.



Harold J. Grady, 65, joined the SIU in the port of New York in 1961 sailing as a fireman-watertender. Brother Grady sailed 40 years and during World War II. He had a second assistant engineer's license and is a pre-World War II veteran of the U.S. Marine Corps. Born in Butte, Mont., he is a resident of Seattle.



Oscar A. Rosenfelt, 75, joined the SIU in the port of Lake Charles, La. in 1953 sailing as a fireman-watertender. Brother Rosenfelt was born in Vologda, Russia and is a naturalized American citizen. He is a resident of Long Beach, Calif.



Ching S. You, 64, joined the SIU in the port of New York in 1961 and last sailed as a chief steward. Brother You sailed 20 years and was on the picket line in the 1961 N.Y. Harbor strike. He was born in Shanghai, China and is a U.S. naturalized citizen. Seafarer You is a resident of New York City.



Elmer Kent, 50, joined the SIU in 1948 in the port of Baltimore sailing last as a third cook. Brother Kent sailed 30 years and walked the picket line in the 1961 Greater N.Y. Harbor strike. He was born in Baltimore and is a resident of Nyack, N.Y.



Chester G. Spaeth, 65, joined the SIU in the port of Frankfort, Mich. in 1953 sailing as an OS. Brother Spaeth sailed 47 years and is a World War II veteran of the U.S. Army. He was born in Manitowoc, Wisc. and is a resident there.



Eddy B. Pascua, 72, joined the SIU in the port of Seattle in 1960 sailing as a chief cook. Brother Pascua sailed 34 years. He was born in Santa Isur, P.I. and is a resident of San Francisco.



Clyde H. Jernigan, 65, joined the SIU in the port of Savannah in 1951 sailing as an AB. Brother Jernigan sailed 27 years and is a veteran of the U.S. Army Infantry Corps from 1935 to 1938. He was born in Waycross, Ga. and is a resident of Oceanway, Fla.



Jewel Bennett, 55, joined the SIU in the port of San Francisco in 1964 sailing as a cook for 20 years. Brother Bennett is a veteran of the U.S. Army in World War II. He was born in Marshall, Tex. and is a resident of San Jose, Calif.

Jurel L. Powell, 64, joined the SIU in 1947 in the port of Detroit sailing as an AB. Brother Powell sailed for the Wyandotte Steamship Co. from 1952 to 1967 and for the Bob-Lo Steamship Co. from 1967 to 1976. He was born in Meyers, Ark. and is a resident of Miami.

Charles B. Young, Jr., 64, joined the SIU in 1944 in the port of New York sailing in the steward department. Brother Young was born in Massachusetts and is a resident of Galveston.



Final Departures



SIU pensioner **Albert E. Wasstrom**, 68, died in Hauge-sund, Norway on May 1. Brother Wasstrom joined the Union in 1944 in the port of New York sailing as a bosun.

He sailed 49 years. Seafarer Wasstrom was born in Norway and was a naturalized U.S. citizen. He was a resident of Hauge-sund. Surviving are his father, Hugo, and a daughter, Mrs. Klara Torbjorsen, both of Hauge-sund.



SIU pensioner Re-certified Bosun, **William A. "Uncle Bill" Wallace**, 63, died after open heart surgery in the University of Alabama Medical Center, Mobile on May 17. Brother Wallace joined the Union in 1949 in the port of Mobile. He sailed 39 years and was a graduate of the SIU Bosuns Recertification Program in September 1974. Seafarer Wallace was a veteran of the pre-World War II U.S. Navy. Born in Gadsden, Ala., he was a resident of Mobile. Burial was in Pine Crest Cemetery, Mobile. Surviving are his widow, Rita and his son, William, Jr.

He sailed 39 years and was a graduate of the SIU Bosuns Recertification Program in September 1974. Seafarer Wallace was a veteran of the pre-World War II U.S. Navy. Born in Gadsden, Ala., he was a resident of Mobile. Burial was in Pine Crest Cemetery, Mobile. Surviving are his widow, Rita and his son, William, Jr.



SIU pensioner **Andreas Vacantios**, 72, passed away in Greece on May 1. Brother Vacantios joined the Union in the port of Houston in 1961 sailing as a fireman-watertender.

He sailed 59 years and was a veteran of the U. S. Army in World War II. A native of Greece, he was a resident of Fort Lee, N. J. Seafarer Vacantios was a naturalized American citizen and was also a machinist. Surviving is a son, Antonios of Syros, Greece.



Richard S. Vanlandingham, 50, died of kidney infection in St. Luke's Hospital, Richmond, Va. on May 6. Brother Vanlandingham joined the SIU in the port of Baltimore in 1967 sailing as a chief engineer for the Stuart Transportation Co., Piney Point, Md. from 1964 to 1976. He was born in Virginia and was a resident of Reedville, Va. Burial was in Roseland Cemetery, Reedville. Surviving are his widow, Mary; a son, Fred; a daughter, Jenifer; his parents, Mr. and Mrs. Alva C. Vanlandingham, and a grandson, Fred Woodie.

He sailed 10 years. Seafarer Vanlandingham joined the SIU in the port of Baltimore in 1967 sailing as a chief engineer for the Stuart Transportation Co., Piney Point, Md. from 1964 to 1976. He was born in Virginia and was a resident of Reedville, Va. Burial was in Roseland Cemetery, Reedville. Surviving are his widow, Mary; a son, Fred; a daughter, Jenifer; his parents, Mr. and Mrs. Alva C. Vanlandingham, and a grandson, Fred Woodie.



SIU pensioner **Ernest C. Vitow**, 65, succumbed to pneumonia in the Apollo Nursing Home, Mobile on Apr. 21. Brother Vitow joined the Union in 1939 in Mobile sailing as a fireman-watertender for 30 years. He was born in Glassboro, N.C. and was a resident of Mobile. Burial was in Pine Crest Cemetery, Mobile. Surviving is his widow, Elizabeth.

He sailed 30 years. Seafarer Vitow joined the Union in 1939 in Mobile sailing as a fireman-watertender for 30 years. He was born in Glassboro, N.C. and was a resident of Mobile. Burial was in Pine Crest Cemetery, Mobile. Surviving is his widow, Elizabeth.



IBU pensioner **Ralph W. Bocco**, 75, passed away in the Oswego (N.Y.) Hospital on May 27. Brother Bocco joined the Union in the port of Detroit in 1960 sailing in the steward

department and as an AB for the American Steamship Co. from 1961 to 1963. He sailed 47 years. A native of Oswego, he was a resident there. Surviving are his widow, Mary, and a daughter, Mrs. Margaret Meglinao of Oswego.



IBU pensioner **Ralph A. Butts**, 75, passed away in Grace Salvation Army Hospital, Windsor, Ontario, Canada on May 29. Brother Butts joined the Union in 1943 in the

port of Detroit sailing as a fireman-watertender for the Great Lakes Dredge Co. from 1957 to 1967 and for Dunbar & Sullivan in 1967. He was born in Canada and was a resident of River Rouge, Mich. Surviving are his sister, Mrs. Hilda Lahft of Sault Sainte Marie, Mich.; a nephew, Ross Butts of Toronto, Canada; a niece, Mrs. Evelin Abby also of Toronto and a cousin, Mildred Gladies of Howard Lake, Ind.



SIU pensioner **Claud E. Denny**, 68, succumbed to a heart attack in the Sharpstown General Hospital, Houston on Apr. 25. Brother Denny joined the Union in the port of Baltimore

in 1955 sailing as an AB. He sailed 20 years. A native of Bluefield, W. Va., he was a resident of Houston. Burial was in Forest Park West Cemetery, Houston. Surviving are his widow, Beatrice; a son, Hershel, and his mother, Rose of Bluefield.



Aaron B. Stevenson, 60, died of emphysema in the Research Medical Center, Kansas City, Mo. on Mar. 30. Brother Stevenson joined the SIU in the port of Wilmington in 1968 sailing as an oiler for 14 years. He was born in Versailles, Mo. and was a resident of Osawatomie, Kans. Burial was in Osawatomie Cemetery. Surviving are his widow, Georgia Leola and a son, Patrick.

He sailed 14 years. Seafarer Stevenson joined the SIU in the port of Wilmington in 1968 sailing as an oiler for 14 years. He was born in Versailles, Mo. and was a resident of Osawatomie, Kans. Burial was in Osawatomie Cemetery. Surviving are his widow, Georgia Leola and a son, Patrick.



David C. Rich, 63, died on May 21. Brother Rich joined the SIU in the port of New York in 1968 sailing as a cook. He sailed 36 years and was a veteran of the U.S. Army in World

War II. Born in Seattle, he was a resident of New York City. Surviving are his widow, Maud of Norfolk; his mother, Anna, and two sisters, Mrs. Neale Connolly of Newark, N.J. and Mrs. Lee Dioda of Mt. Lake Ten, Wash.



Thomas Williams, Jr. III, 31, drowned accidentally when he fell into the Mississippi River near Destrehan, La. off the SS *Delta Sud* (Delta Line) while working on May 1. Brother

Williams joined the SIU in the port of New Orleans in 1975 sailing as an OS. He sailed four years. He was a veteran of the U.S. Army from 1963 to 1965. A native of New Orleans, he was a resident of Gretna, La. Interment was in McDonoghville Cemetery, Gretna. Surviving are his widow Vera; a son, Thomas; a daughter, Dana; his parents, Mr. and Mrs. Thomas Williams, Sr.; a brother, Issac, and an aunt, Earline Johnson of Gretna.



Gordon G. Price, 48, succumbed to a respiratory obstruction in the Baltimore USPHS Hospital on Apr. 28. Brother Price joined the SIU in the port of Baltimore in 1970 sailing

as a fireman-watertender. He sailed 20 years and was a veteran of the U.S. Navy in World War II. A native of Mt. Olive, N.C., he was a resident of Baltimore. Burial was in Evergreen Memorial Gardens Cemetery, Finkburg, Md. Surviving are his widow, Edith; his parents, Mr. and Mrs. Norwood Price of Raleigh, N.C. and a brother, Dempsey of Owingsmill, Md.



SIU pensioner **Eugene E. Engelhardt**, 68, died of heart failure in Slidell, La. on May 7. Brother Engelhardt joined the Union in 1944 in the port of Philadelphia sailing

as a deck engineer and in the steward department for 32 years. He was born in New Orleans and was a resident of Slidell. Burial was in Evergreen Cemetery, Gulfport, Miss. Surviving are his sister and brother-in-law, Mr. and Mrs. Carl L. (Esther) Wallace of Gulfport.



SIU pensioner **Anthony B. Womwall**, 73, passed away on June 21. Brother Womwall joined the Union in the port of Buffalo in 1956 sailing as a fireman - watertender.

He sailed 50 years. A native of England, he was a naturalized U. S. citizen and was a resident of River Rouge, Mich.



Leo A. Wolf, Jr., 52, died from a fall on the SS *Del Sol* (Delta Line) on June 5. Brother Wolf joined the SIU in the port of Mobile in 1956 sailing as a cook. He was born in

Norfolk and was a resident of Mobile. Seafarer Wolf was a veteran of the U.S. Navy in World War II. Surviving is his widow, Flynn; a daughter, Lee Ann, and his mother, Mrs. Katherine McGoon of Norfolk.



George A. Riehm, 57, died on Apr. 27. Brother Riehm joined the SIU in 1948 in the port of New York sailing as a chief steward. He sailed 30 years. Seafarer Riehm was a veteran

of the U. S. Army in World War II. A native of New Orleans, he was a resident there. Surviving are his widow, Grace and his mother, Mary, both of New Orleans.



Sulev Pors, 50, died of a heart attack on Apr. 25. Brother Pors joined the SIU in the port of New York in 1969 sailing as a bosun. He sailed 14 years. Seafarer Pors was a graduate

of the Piney Point Lifeboat Course. Born in Estonia, he was a resident of Yonkers, N.Y. Cremation was in Fresh Pond Crematory, Middle Village, N. Y. Surviving are his brother, Evald of the Bronx, N. Y. and a nephew, Leroy E. Pors of Yonkers.



William Lennox, 62, died on May 30. Brother Lennox joined the SIU in the port of New Orleans in 1959 sailing as a saloon bartender. He walked the picket

line in the Robin Line strike of 1962 and in the 1961 Greater N.Y. Harbor beef. Seafarer Lennox was a veteran of the U.S. Army in World War II. Born in Providence, R.I., he was a resident of San Francisco. Surviving is his Father James of Providence.



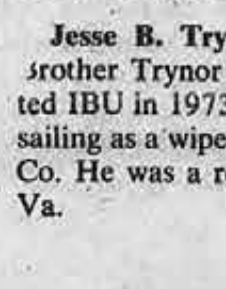
SIU pensioner **Ahmed Ali Ahmed**, 75, died of natural causes in Al Musalla, Yemen on May 29. Brother Ahmed joined the Union in 1944 in the port of New Orleans sailing as a

fireman-watertender. Seafarer Ahmed sailed 45 years. He was born in Al Ashsha, Yemen and was a resident of Sanaa, South Yemen. Surviving are his widow, Sakia Haila; three sons, Alawi Ahmed Adaher Ali of Sanaa, Ali Sad Yacen and Mohamhed Ahmed Kalaz, both of Brooklyn, N.Y., and two brothers, M. Nagi Ellassrie of Brooklyn and Saad Saleh Mokbel of Maalla, Aden.



Leo J. Kulakowski, 57, died aboard the SS *Thomas Jefferson* (Waterman) on June 21. Brother Kulakowski joined the SIU in the port of New York in 1951 sailing as a

reefer engineer. He sailed 36 years. Born in Jacksonville, Ohio, he was a resident of Trimble, Ohio. Surviving are his mother, Susana of Gloucester, Ohio and a brother, Joe Paul of Trimble.



Jesse B. Trynor died on May 26. Brother Trynor joined the SIU-affiliated IBU in 1973 in the port of Norfolk sailing as a wiper for the Allied Towing Co. He was a resident of Chesapeake, Va.



Final Departures



John S. Metcalfe, Jr., 57, died of lung cancer in the Marinex, (Calif.) Veterans Administration Hospital on May 2. Brother Metcalfe joined the SIU in the port of San Francisco in 1965 sailing as a chief electrician. He sailed 40 years and for the Military Sealift Command in the Far East. Seafarer Metcalfe was a pre-world War II and World War II veteran of the U.S. Navy. He also attended the HLSS in Piney Point, Md. Born in Denver, Colo., he was a resident of Walnut Creek, Calif. Internment was in Queen of Heavens Cemetery, Lafayette, Calif. Surviving is his widow, Reba; his parents, Mr. and Mrs. John S. Metcalfe, Sr. of Kansas, and a brother, Richard of Denver.



James H. "John" Merk, 70, died on Jan. 11. Brother Merk joined the SIU in the port of New Orleans in 1963 sailing in the steward department. He sailed 21 years. Seafarer Merk was born in Whitesburg, Ga. and was a resident of New Orleans. Surviving is his widow, Adel of Chattanooga, Tenn.



SIU pensioner **Eugene L. Stark**, 51, died on June 16. Brother Stark joined the Union in the port of New Orleans in 1955 sailing as a chief cook. He sailed 25 years, part of that time with the Sailors Union of the Pacific (SUP). Seafarer Stark was also a veteran of the U. S. Army in World War II. A native of New Orleans, he was a resident of the port of Seattle. Surviving are his daughter, Barbara of New Orleans and his mother, Mrs. Esther S. Williams of Baker, Mont.



Charles H. Ogeron, Sr., 49, died of Arteriosclerosis on Apr. 14. Brother Ogeron joined the IBU in Port Arthur in 1961 sailing as a deckhand for the D. M. Picton Towing Co., Sabine Towing Co., the G&H Towing Co., and the Grand Towing Co. He was a HLSS grad from Port Arthur. A native of Berwick, La., he was a resident of Houston. Burial was in Berwick Memorial Cemetery. Surviving are his widow, Wanda; a son, Charles of Houston, and his parents, Mr. and Mrs. Edward Ogeron.

Ruben S. Somarriba, 43, died in Costa Rica on Jan. 30. Brother Somarriba joined the SIU in the port of New York in 1968 sailing as an AB. He sailed 11 years. Seafarer Somarriba was an upgrader at Piney Point in 1969. Born in Nicaragua, he was a resident of New York City. Burial was in General Cemetery, San Jose, Costa Rica. Surviving are his widow, Gertrudis; two sons, Ernesto and Francisco, all of New York City, and a brother, Brisa of San Jose.



IBU pensioner **David W. Rudolph**, 68, succumbed to heart failure in the Baltimore USPHS Hospital on Apr. 30. Brother Rudolph joined the union in the port of Baltimore in 1960 sailing as a bargeman and deckhand for the Baltimore & Ohio Railroad from 1936 to 1964. He was born in Cumberland, Md. and was a resident of Baltimore. Burial was in Woodlawn Cemetery, Baltimore. Surviving are his widow, Nellie; two sons, David and John, and two daughters, Elaine and Jacqueline.



SIU pensioner **Eugene C. Hoffmann**, 60, died of a heart attack in the New Orleans USPHS Hospital on May 8. Brother Hoffmann joined the Union in the port of New York in 1955 sailing as a fireman-water-tender. He sailed 35 years. Born in New Orleans, he was a resident of Meraux, La. Burial was in St. Joseph Cemetery No. 2, New Orleans. Surviving are his widow, Amelia; three sons, Manuel, John and Glenn; a stepson, Silvy; a step-daughter, Carol L. Diaz, and an uncle, Charles Welson of New Orleans.



Henry J. Boron, 53, died on board the *SS Columbia* (Ogden Marine) on May 8. Brother Boron joined the SIU in 1945 in the port of New Orleans sailing as an electrician. He sailed 34 years and during the Vietnam War. Born in Pennsylvania, he was a resident of Avondale, La. Surviving are his widow, Grace and a sister, Cecelia of New Castle, Pa.



SIU pensioner **Matthew Bruno**, 65, died on June 5. Brother Bruno joined the Union in 1941 in the port of Baltimore sailing as a bosun. He sailed 20 years. A native of Paterson, N.J. he was a resident there when he passed away. Surviving are two sisters, Mrs. Betty Certaro and Mrs. William Jones, both of Paterson.

Noble H. Garriott, Sr., 49, died of a heart attack in the Houston Veterans Administration Hospital on May 24. Brother Garriott joined the SIU in Port Arthur in 1967 sailing as a deckhand, tankerman, captain and pilot for the Caribe Corp. and Slade Inc. in 1967, Interstate Oil Co. in 1972-1973, 1975-6 and for the Sabine Towing Co. in 1974. He attended the Lundberg School in Piney Point, Md. in 1974 and was a veteran of the U. S. Army in World War II. Born in San Augustine County, Texas, he was a resident of Beaumont, Texas. Internment was in Forest Lawn Memorial Park Cemetery, Beaumont. Surviving are his widow, Clytie; two sons, Noble, Jr. and Pascal Dewayne; three daughters, Corbelia, Shirley and Cynthia, and his parents, Mr. and Mrs. William Garriott.



IBU pensioner **James H. Perry**, 69, died on May 31. Brother Perry joined the Union in the port of Sault Saint Marie, Mich. in 1961 sailing as a dredgeman for the Great Lakes Dredge Co. from 1929 to 1972. He was born in Barbeau, Mich. and was a resident of Sault Sainte Marie. Surviving are his widow, Helen; a brother, Nelson and a nephew, James of Lansing, Mich.



Edward "Eddie" Sandberg, 55, died on Jan. 7. Brother Sandberg joined the SIU-affiliated IBU in the port of Duluth in 1959 sailing as an OS for 16 years. Born in Minnesota, he was a resident of Alexandria, Minn. Interment was in Christian Union Cemetery, Holmes City, Minn. Surviving is a sister, Mrs. Melvin (Ann) Nicholas of Alexandria.



Alfred J. O'Connell, 46, died on Apr. 21. Brother O'Connell joined the SIU in the port of New York in 1958 sailing as an AB. He sailed 24 years. Seafarer O'Connell was a U.S. Army infantry veteran of post-World War II. Born in Boston, he was a resident there. Surviving is his widow, Shirley, and his mother, Mary of Boston.

SIU pensioner **Edward A. Lane**, 70, passed away on May 2. Brother Lane joined the Union in 1938 in the port of Boston sailing as a fireman-water-tender. He sailed 31 years. Born in Massachusetts, he was a resident of Lakewood, Calif. Interment was in Luyben Family Mortuary, Long Beach, Calif. Surviving is his widow, Mary.



Vernon F. Baum, Sr., 55, died of a heart attack in the Norfolk USPHS Hospital on May 24. Brother Baum joined the SIU-affiliated IBU in the port of Norfolk in 1959 sailing as a deckhand for the Chesapeake and Ohio Railroad Co. from 1947 to 1976. He was a veteran of the U.S. Army in World War II. Born in Portsmouth, Va., he was a resident of Hampton, Va. Burial was in Greenlawn Cemetery, Newport News, Va. Surviving are his widow, Louise; his mother, Sadie; his uncle, James R. Idle of Detroit, and his stepfather, B. W. Baum.



SIU pensioner **Charles P. Achoy**, 80, died of lung disease in Mount Vernon (N. Y.) Hospital on May 29. Brother Achoy joined the Union in 1943 in the port of New York sailing as a chief steward. He sailed 17 years and received an SIU Personal Safety Award in 1960 for sailing aboard an accident-free ship, the *SS Chickasaw*. Seafarer Achoy was also an accountant. A native of Trinidad, the British West Indies, he was a resident of Mount Vernon. Internment was in Ferncliff Cemetery, Mount Vernon. Surviving are his widow, Rita and his son, Christopher of the Bronx, N.Y.

IBU pensioner **Anthony J. Nowatski**, 79, died of a heart ailment in the De Barry (Fla.) Manor Hospital on Apr. 5. Brother Nowatski joined the union in the port of Philadelphia in 1960 sailing as a cook for the Curtis Bay Towing Co. from 1950 to 1966. He sailed 19 years. A native of Atlantic County, N. J., he was a resident of Deltona, Fla. Burial was in De Land (Fla.) Memorial Gardens Cemetery. Surviving are a brother, Joe of Keyser, W. Va.; a sister, Mrs. Thomas Maron-ski, and a nephew, Tom, both of Philadelphia, and a niece, Florence Pedroni, also of Philadelphia.

MEMBERSHIP MEETINGS SCHEDULE



Port	Date	Deep Sea	IBU	UIW
New York	Aug. 2	2:30 p.m.	5:00 p.m.	7:00 p.m.
Philadelphia	Aug. 3	2:30 p.m.	5:00 p.m.	7:00 p.m.
Baltimore	Aug. 4	2:30 p.m.	5:00 p.m.	7:00 p.m.
Norfolk	Aug. 5	9:30 a.m.	5:00 p.m.	7:00 p.m.
Jacksonville	Aug. 5	2:00 p.m.	—	—
Detroit	Aug. 6	2:30 p.m.	—	—
	Aug. 9	—	5:00 p.m.	—
Houston	Aug. 9	2:30 p.m.	5:00 p.m.	7:00 p.m.
New Orleans	Aug. 10	2:30 p.m.	5:00 p.m.	—
Mobile	Aug. 11	2:30 p.m.	5:00 p.m.	—
San Francisco	Aug. 12	2:30 p.m.	—	—
Wilmington	Aug. 16	2:30 p.m.	—	—
Seattle	Aug. 20	2:30 p.m.	—	—
Piney Point	Aug. 14	10:30 a.m.	10:30 a.m.	—
San Juan	Aug. 5	2:30 p.m.	—	—
Columbus	Aug. 21	—	—	1:00 p.m.
Chicago	Aug. 10	—	5:00 p.m.	—
Port Arthur	Aug. 10	—	5:00 p.m.	—
Buffalo	Aug. 11	—	5:00 p.m.	—
St. Louis	Aug. 12	—	5:00 p.m.	—
Cleveland	Aug. 12	—	5:00 p.m.	—
Jersey City	Aug. 9	—	5:00 p.m.	—

AT SEA



SS Delta Brasil

The master of the *SS Delta Brasil* (Delta Line), Capt. James L. Cox, was met at the Medford, Ore. airport by the entire fourth grade class of the Grace Christian School last month. He is the pen pal of the adopted class writing to them for several months under the "Adopt-a-Ship-Plan" sponsored by the Propellor Club of the United States.

Capt. Cox decided to make the side trip to Medford on his way home to Seattle on leave. At the airport he spent the afternoon answering the youngsters' innumerable questions about his travels on the high seas.

SS Del Sol

A lifeboat radio demonstration was held aboard the *SS Del Sol* (Delta Line) recently off the port of Libreville, Gabon. It was part of a routine fire and boat drill conducted by the ship's master, Capt. R. A. McDonald who showed the use of the lifeboat radio. Looking on were the following SIU members: Abs R. A. Christensen; J. T. Wolff; C. H. Ward; J. Sanders; S. Whitfield; H. Colar, and F. Kittchener; Recertified Bosun Reinus Lambert; OS D. Reeves; S. Wyre, and S. Rowe; Engine Utility W. Yudovishes; Messmen E. Lane; R. Sanderson; M. Armstead, and J. Robinson; Third Cook A. Alexander; Chief Steward A. R. Booth; Galley Utility R. Adams; Steward Utility C. Jones; Wiper A. Rehm; FOWT J. Tramontanic; Chief Electrician V. Brunell; Second Electrician R. Villagran, and Oiler L. Wright.

SS Massachusetts

Late last month the 265,000 dwt supertanker *SS Massachusetts* (International Ocean Transport) sailed from the port of Dubai, Oman after temporary repairs were made to machinery damage from flooding in her engine room.

SS John Penn

On or about Aug. 1, the *SS John Penn* (Penn Tanker) will sail from a Gulf port with a 1,000-metric tons of wheat flour bound for a port in Sri Lanka.

SS Ogden Champion

Early this month, the tanker *SS Ogden Champion* (Ogden Marine) carried 35,000-tons of flour from the Gulf to a Russian port in the Black Sea.

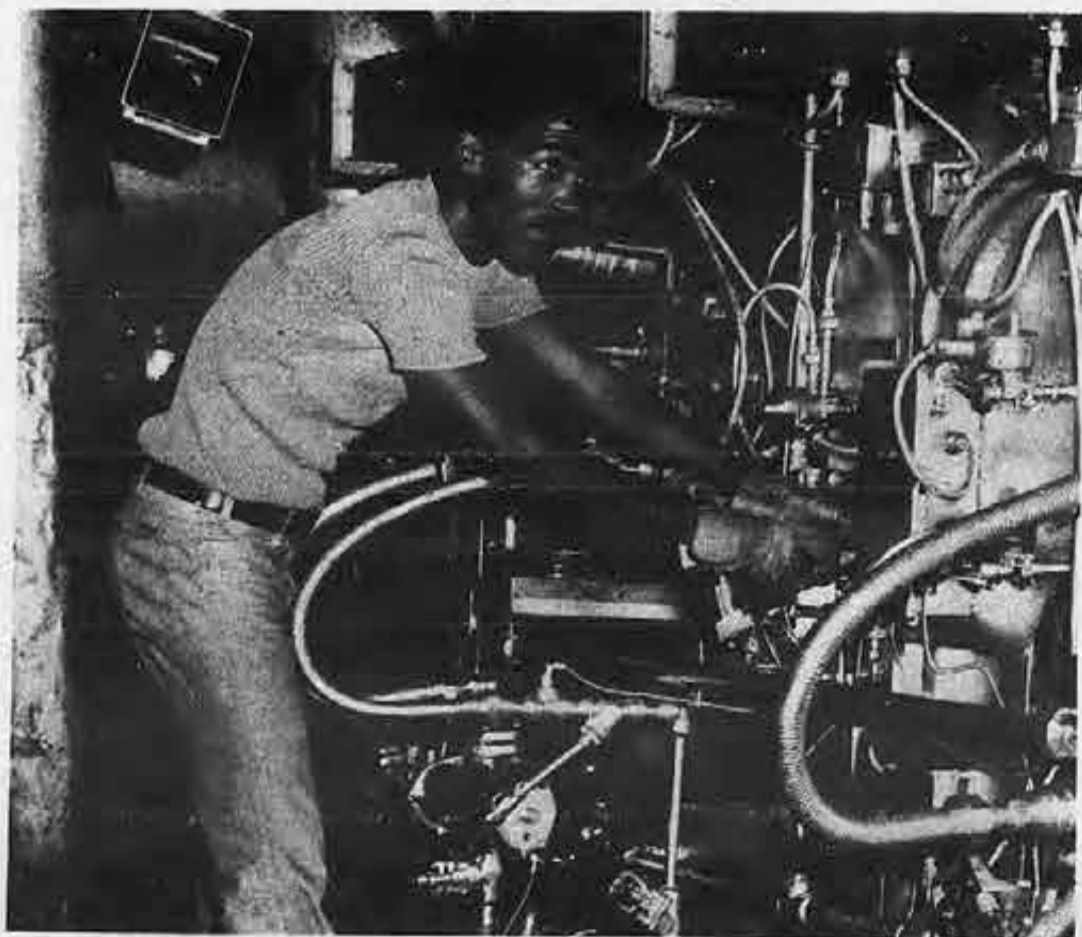
SS Zapata Patriot

Another tanker, the new *SS Zapata Patriot* (Zapata Bulk) in the middle of this month traveled with 32,000-tons of heavy grain to a Soviet Black Sea port from the Gulf.

SS Mount Navigator

Also in the middle of this month, the tanker *SS Mount Navigator* (Mount Shipping) will sail from a U.S. North Pacific port to Pusan, Korea with 30,000-metric tons of bulk wheat.

He's a Night Engineer



A 1967 HLSS grad, Night Engineer Sandy Seabrook of the *SS Transindiana* (Seatrains) pulls out a burner while watching the engine gauge on the ship in Weehawken, N.J. recently.

Both Won SIU Scholarships

Brother and Sister Find Rewarding Careers

With the help of the SIU Scholarship Program, former tugboat deckhand and IBU member Arthur J. Schwarmann was able to send two of his children to fine colleges and see them launched on professional careers.

Brother Schwarmann was a member of the former Railway Marine Division of the SIU-affiliated Inland Boatmen's Union. He worked for the Penn Central Railroad from 1940 to 1974.

His daughter, Linda Samuels, won the four-year award in 1965 and graduated magna cum laude from Fairleigh Dickinson University in New Jersey in 1969. Upon graduation, she went to work for the New Jersey Bell Telephone Company as a service adviser, teaching customers to use their office switchboard systems.

"This first job was in the lower steps of management," Mrs. Samuels told the *Log*. "I would not have been hired without a college degree. The SIU scholarship set the pattern for my whole life. Also, the excellent public school system in Leonia, N.J., where we grew up, prepared us for college careers."

"At the time I was hired, the climate was building for giving women a chance," Mrs. Samuels explained. She was promoted up the line and today is a traffic manager at New Jersey Bell in charge of personnel and administration for 425 operators. "It's quite a challenge and I love it," she added. Mrs. Samuels also is active in the scouting movement.

Attended Cornell

Brother Schwarmann's son, won the SIU four-year scholarship in 1969. He attended Cornell University in Ithaca, N.Y., and graduated in 1973 as a political science major. Summer jobs as a housepainter, loans, and an additional Cornell scholarship helped him complete his college course.

Upon graduation he took time off to travel around the country and completed a semester of graduate school at Fairleigh Dickinson University. The job market was tight, but he managed to find work in a warehouse and as a railroad yard clerk.



Roy Schwarmann

In the fall of 1974 he took the Federal Service Entrance Examination for civil service jobs. After waiting a year, he was interviewed and hired by the Internal Revenue Service as a revenue officer.

"Now I have something to look forward to," declared Schwarmann, who is now married. "In the IRS, you can work your way up and it is interesting work as well. With so many other applicants, I doubt I would have gotten the interview without the excellent education the SIU helped finance." One of his major duties is tracking down employers who don't turn over withholding tax funds to the Government. "It's really the employee's money, Schwarmann explained, "but you would be amazed how many employers do this."

Commenting on the SIU scholarship fund, Brother Arthur Schwarmann said, "I can only speak highly of the whole deal considering the position I'm in. With two children in the family winning, it was a real burden off my back."

The Schwarmanns have three other sons. Two won scholarships to attend Rutgers University and now serve in the U.S. Air Force. The third, who is graduating high school this month, won a scholarship from Princeton University.



Alcoholism is a major problem.

One out of every 10 Americans who drink has a serious drinking problem.

Alcoholism is a disease. It can be treated.



Seventy-one cents of every dollar spent in shipping on American-flag vessels remains in this country, making a very substantial contribution to the national balance of payments and to the nation's economy.

Use U.S.-flag ships. It's good for the American maritime industry, the American shipper, and America.

Seafarer, 45, Receives HS Diploma at Lundeberg School

Seafarer Heine Morales, from New York recently received his high school diploma through the General Educational Development (GED) program at the Lundeberg School in Piney Point, Md.

Seafarer Morales, originally from Puerto Rico, dropped out of school in 1946 when he was 15 years old. He became a Seafarer in 1970.

Brother Morales learned of the School's GED program through the *Seafarer Log*. This was his first visit to the Lundeberg School and when asked why he decided to come to HLS to get his diploma, he said, "A diploma is very important in life and an opportunity is given here to obtain it."

Very impressed with the school's GED program, Seafarer Morales noted, "the program has wonderful teachers. They have more patience and understanding and take more interest in the students' learning."

Morales, who sails in the deck department, plans to come back to the



Heine Morales

Lundeberg School to upgrade his job skills because he says he is "still learning". Brother Morales added he would recommend the GED program at HLS to anyone who wants to further his education.

Fill Out Revised Beneficiary Cards

All SIU members are strongly urged to fill out the revised beneficiary card which went into effect in January of 1975.

The beneficiary card contains important information which helps insure that you and your dependents receive all the benefits to which you are entitled.

If you have not filled out the revised beneficiary cards, please do so as soon as possible. Just ask the agent in your port for a card or write for one to: Seafarers Welfare and Pension Plan, 275 20th St., Brooklyn, N.Y. 11215.

Seafarers Plans Must Have Member's Latest Address

Because of the Employee Retirement Income Security Act of 1974 (often referred to as the Pension Reform Act) it is extremely important that the latest correct address of each member be on file. If the Seafarers Plans have your latest address, you will be able to receive all the necessary and vital material which is required to be sent to you under the new Law.

It is also very important that the Plans be aware of your marital status. Therefore, you are strongly urged to fill in the form below and send it to: Claims Department, Seafarers Welfare and Pension Plans, 275 20th St., Brooklyn, N.Y. 11215.

Seafarers Welfare and Pension Plans

SIU IBU Soc. Sec. #
check one

Name
Print Last Name First Name Middle Initial

Permanent Address
Print Number and Street City State Zip Code

Date of Birth
Mo / Day / Year

First Year of SIU, IBU Employment

Spouse's Name
Print Last Name First Name Middle Initial

Permanent Address
Print Number and Street City State Zip Code

Date of Birth
Mo / Day / Year

ASHORE



Long Key, Fla.

Ex-Seafarer Ralph G. Wilson, U.S. Navy (1943-63) retired machinist mate first-class, writes about receiving the Seafarers LOG: "... I immediately sat down and commenced reading the LOG as always is my custom.

"In the center fold of the April edition ... were pictures and an article about the *Cable Ship Long Lines*. Looking at the pictures and reading the article brought back to mind the two different times I was a crewmember of the *Long Lines* when we laid cables, the first from Florida to the Virgin Islands and the second from New Jersey to France.

"I am a member of the Universal Ship Cancellation Society and collect (stamp) covers in reference to events pertaining to the Navy, Coast Guard and merchant marine. Events such as the laying of the keel, launching, commissioning, etc. I would like to correspond with:

"1. AT&T to obtain a tentative schedule of the completion of the present cable lay and schedule of future cable lays.

"2. I would like to correspond with the master or the person who would apply the appropriate cachet to envelopes when the cable lay is completed ..."

Port of Duluth, Minn.

Recent SIU retiree Elaine F. Otis says to the membership: "I'm very happy to receive my pension but on the other hand a little unhappy on leaving the active life of a seaman.

"There are many things I'm going to miss and particularly my fellow members of the SIU."

New Orleans

Delta Line is considering building a feeder fleet for several of its LASH operations due to the rapidly changing cargo trends out of the Gulf. The company is also considering the construction of new ships for heavy lift or out-size cargoes.

The line's head, Capt. J. W. Clark, cites a diversification trend from agriculture to manufacturing in the region which the company serves, the Mississippi Valley. He credits the manufacturers who located near the river for its low export cost and Delta's LASH door-to-door service to the world for the region's prosperity.

Outbound the line's ships carry autos and parts, telescopes, telephone equipment, citronella oil, flaked gum lac, road building machinery, gingerale, petrolatum, bulgur wheat, musical instruments and believe it or not, wastepaper.

Inbound they carried high tensile reverse twist barbed wire, industrial gloves, pressurizer for a steam generator of a nuclear plant, canned meat, lumber, Argentine honey, lactic casein, Paraguayan white sugar, brake linings and soluble coffee.

San Juan

Puerto Rico has long been known as one of the U.S.'s best export customers, and last year the island republic bought \$3-billion worth of America's goods. The SIU-contracted Puerto Rico Marine Management, Inc. (PRMMI) which is the private operator of the 20-month-old government's cargo line, Navieras de Puerto Rico (Puerto Rico Maritime Shipping Authority), sees clear sailing ahead in long range plans it has to buy new ships for their fleet. The line hopes to be able to start spending around \$500-million in the next 10-15 years in order to refurbish.

In the last six months the line, which has 10 weekly southbound sailings from six East Coast and Gulf ports, saved \$200,000 in fuel costs. Between February and April 1976, 90 percent of their cargo moved from the docks here to Mayaguez and Ponce on the first day of unloading, nine percent moved on the second day and only one percent on the third day.

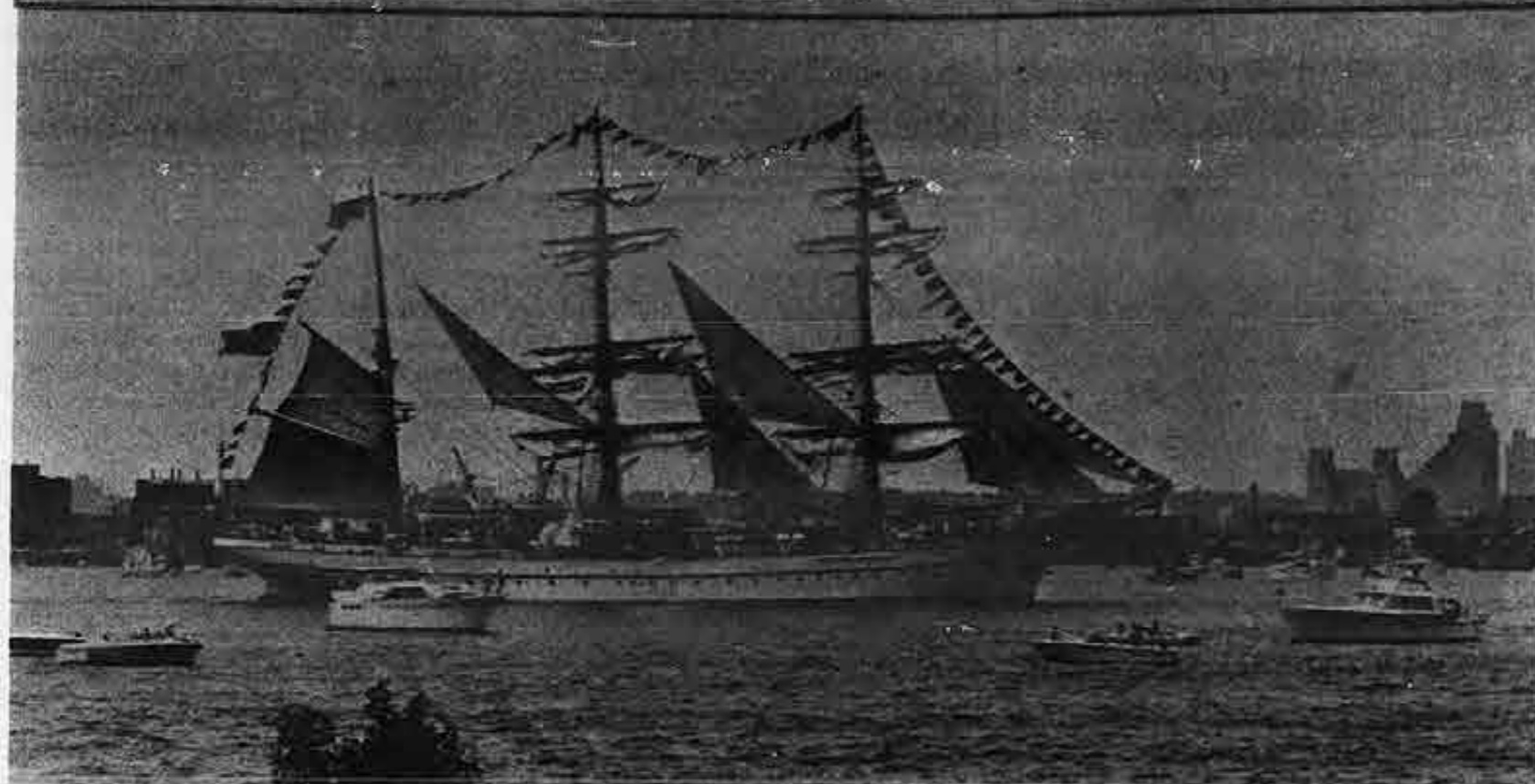
By next October, the line expects to save \$42.5-million because of increased efficiency.

San Juan Committee



SIU Patrolman Teddy Babkowski (seated left) looks over dues book of Chief Steward Angel Maldonado, secretary-reporter of the SS *San Juan* (standing left) as SIU Representative George Ripol (seated right) unsnarls a problem at a payoff at Port Elizabeth, N.J. on June 14. Other members of the Ship's Committee and crew are: (r. to l.) Recertified Bosun William "Billy" Mitchell, ship's chairman; AB Doug Hammock, deck delegate; OS Hector Rosado; Chief Electrician L. Petrick, educational director, and Engine Delegate Tom Galka.

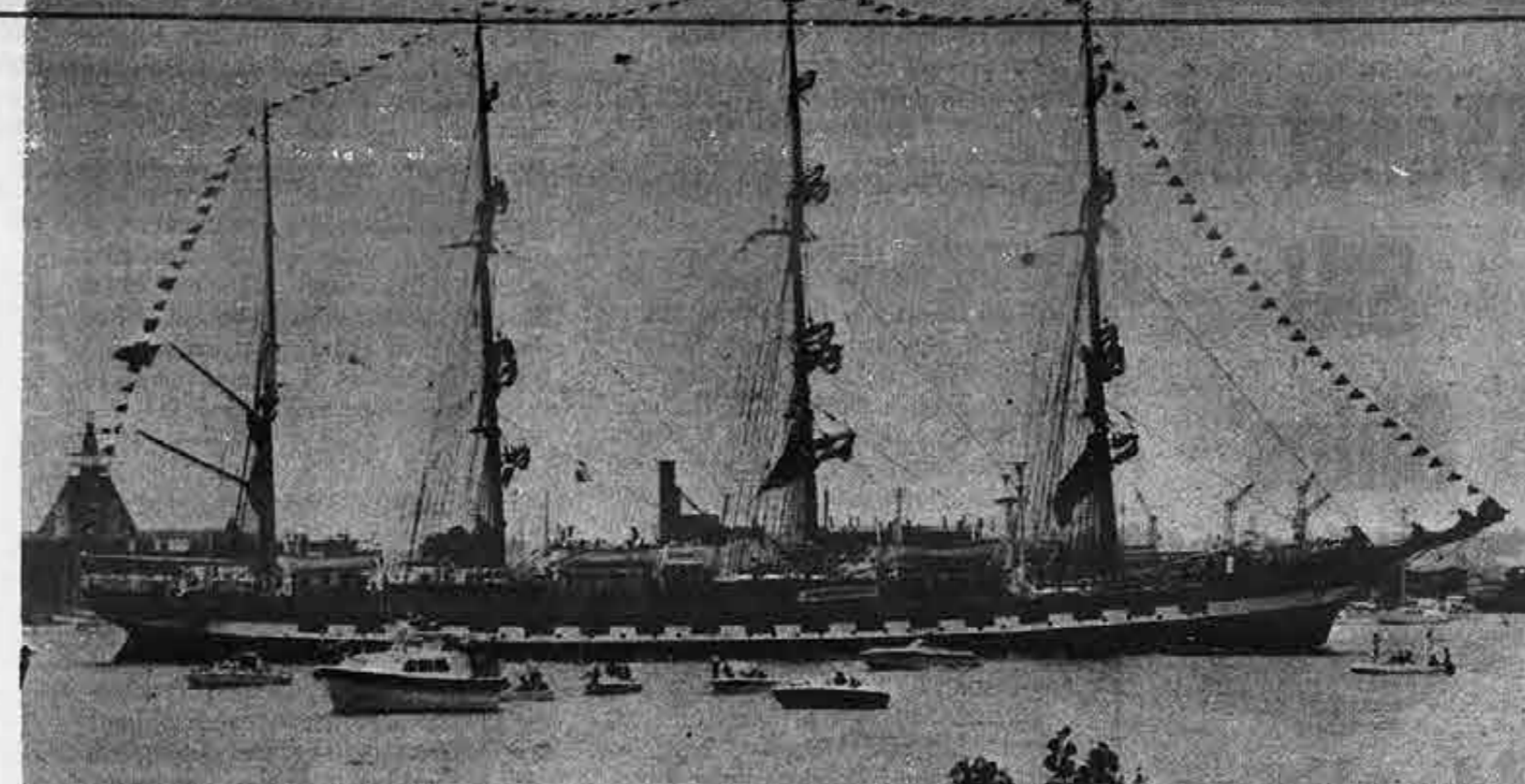
There's Magic in It as Tall Ships Draw 6 million to Celebrate Bicentennial in Harbor



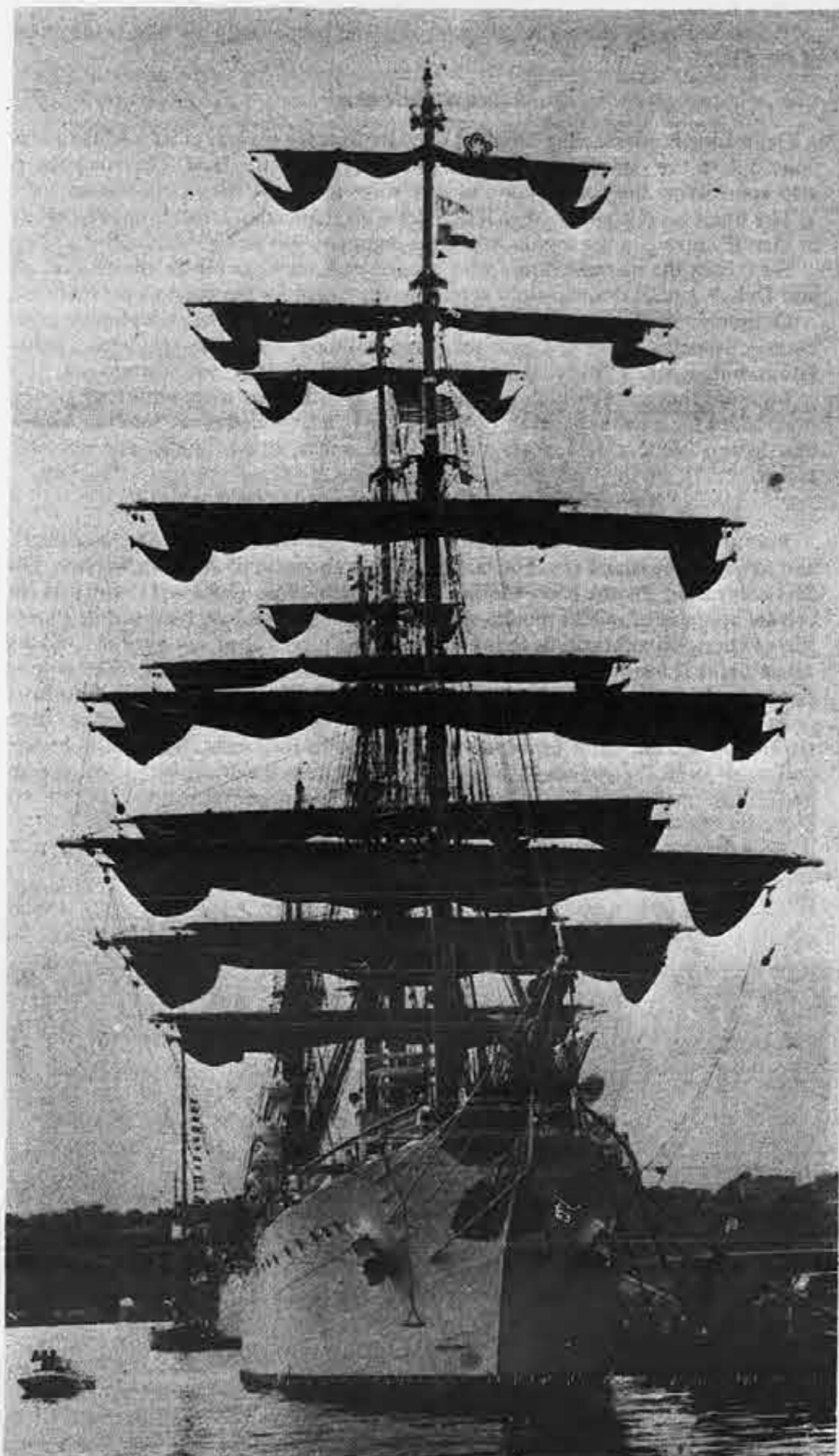
The three-masted Portuguese bark *Sagres II* carries the Maltese Cross on her main and foresails. Over 290 feet long, the 38-year old ship carries a crew of 10 officers and 143 seamen.



Sight-seers crowd the gangway of the *Nippon Maru* as they try to board the 319-foot four-masted Japanese bark. Hundreds of thousands of people turned out to view the moored tall ships after Operation Sail, backing up traffic and standing in line for hours waiting to board the impressive sailing ships.



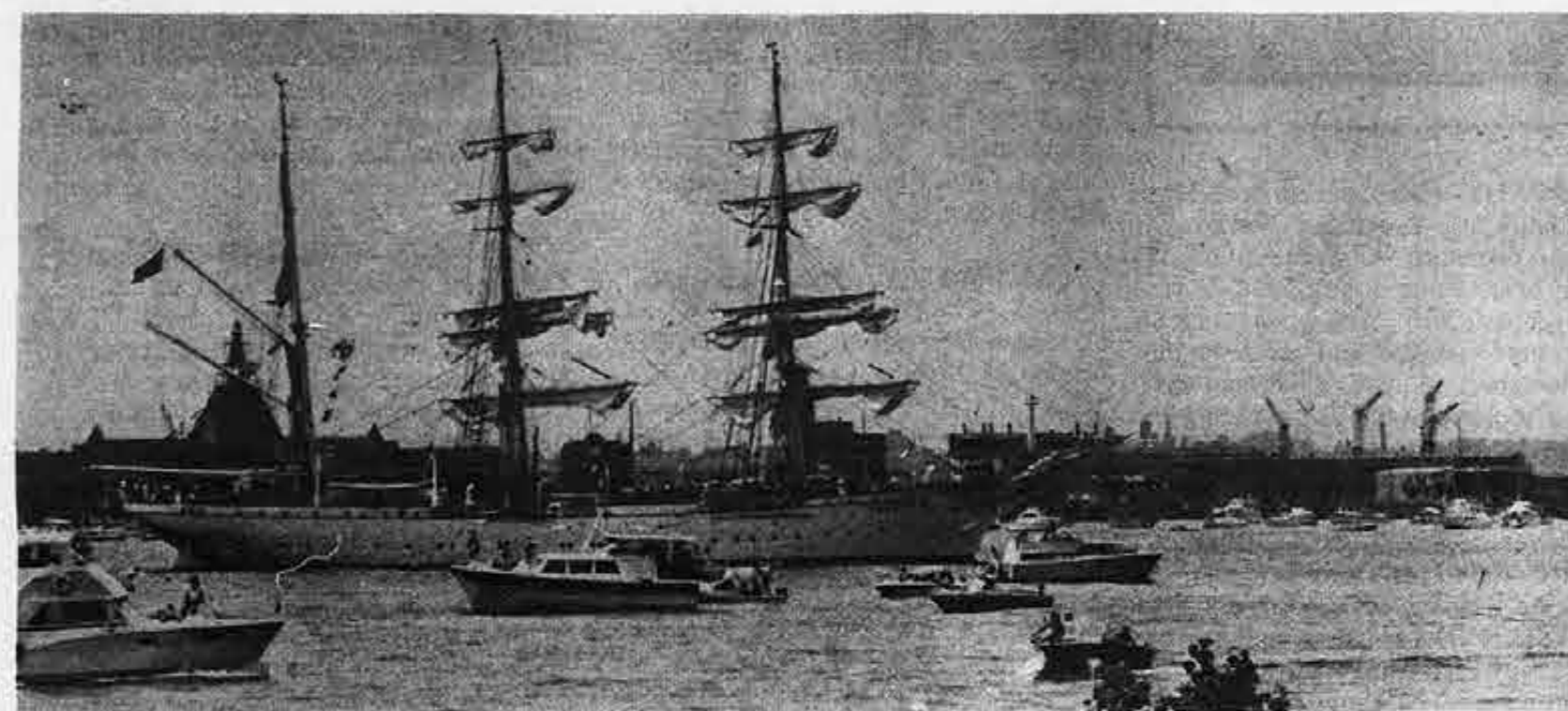
Dressing ship fore and aft, Russian naval cadets sail the four-masted bark *Kruzenshtern*—the largest ship in the Fourth of July flotilla—up the Hudson River. The 378-foot Soviet ship was built in 1921 and served as a Cape Horn until 1939.



The beautiful Argentinian frigate *Libertad* is one of the largest and fastest sailing ships in the world, holding the trans-Atlantic crossing record for a tall ship. Over 300 feet long, the full-rigged three-masted frigate carries armaments which are used for gunnery practice by her 392-man crew.



With a figurehead of the mustachioed Romanian naval hero Prince Mircea on her bow, the three-masted bark *Mircea* carries 107 naval cadets plus officers and crew.



The *Tovarisch*, a three-masted bark, was built in Hamburg in 1933, sunk in World War II and then salvaged by the USSR. The Soviet training ship is 243 feet long and carries 280 sailors.

"Go from Corlears Hook to Coenties Slip, and from thence by Whitehall, northward. What do you see?—Peated like silent sentinels all around the town, stand thousands upon thousands of mortal men fixed in ocean reveries. Some leaning against the spiles, some seated upon the pier-heads; some looking over the bulwarks of ships... here come more crowds, pacing straight for the water, and seemingly bound for a dive. Strange! Nothing will content them but the extremest limit of the land; loitering under the shady lee of yonder warehouses will not suffice. No. They must get just as nigh the water as they possibly can without falling in. And there they stand—miles of them—leagues... Tell me, does the magnetic virtue of the needles of the compasses of all those ships attract them? ... There is magic in it. Let the most absent-minded of men be plunged in his deepest reveries—stand that man on his legs, set his feet a-going, and he will infallibly lead you to water."

It was true when Melville wrote *"Moby Dick"* in the 1850's and it's still true today—the ocean and her ships have always kindled a sense of magic in America's people.

So is it any wonder that the biggest celebration in these gala days of America's 200th year of independence—the one that fired so many dreams and aroused the best instincts of people—centered around the water and the spectacular ships that played such an important part in the country's rise to prosperity.

New York's harbor is always busy, but as the sun rose on this July 4th its shores were lined with thousands of moored private sailboats, cabin cruisers and small craft, while naval vessels from countries around the world sat in a 20-mile column from the Narrows, through the upper bay and up the Hudson River to the George Washington Bridge.

By 9 a.m. the channel left open in mid-stream was teeming with every type of imaginable craft—tugs enforcing the channel perimeters, yachts with lightly clad sunbathers, Navy LSTs full of Admirals and other VIPs, ferries and excursion boats listing with sight-seers, a Stapleton Anchorage launch loaded with reporters, rowboats hugging the shoreline, fireboats adding to the excitement with red, white and blue water sirens into the air from their nozzles, small sailboats tacking down river against the tide and wind, and even one hardy soul in a kayak bobbing in the waves and wake.

Above this strange assortment of waterborne craft Army helicopters buzzed back and forth at low altitudes while small private planes swooped in with photographers recording the pageant and two stately blimps sailed leisurely over the entire scene.

But the real transformation had taken place on the harbor's shores as six million people, drawn by the ancient lure of the sea and her ships, fied right down to the water's edge.

In States Island and Bay Ridge, Jersey City, Bayonne, Red Hook, Hoboken and the West Side, the millions came to the water to celebrate our 200th birthday.

Along some 20 miles of New York Harbor and the mouth of the Hudson they gathered and then the first of the tall ships began its journey up the route.

Followed by 15 other tall ships and over 200 small sailing vessels, the U.S. Coast Guard bark *Eagle* led the Operation Sail flotilla up the parade route as the six million drawn by their potent magic were joined together in the joy and excitement of a very special bicentennial celebration, a celebration of our heritage and our unique bonds with the sea.



The lure of the tall ships attracted young and old as people turned out by the hundreds of thousands to greet the ships of this unusual fleet at their berths on Manhattan's West Side.



Digest of SIU Ships' Meetings




HOUSTON (Sea-Land Service), May 2—Chairman, Recertified Bosun C. James; Secretary A. Seda. \$4.62 in ship's fund. Some disputed OT in engine department. Some communications were received and given to the crewmembers to read. Chairman discussed the importance of donating to SPAD. If any repairs are needed they should be reported to each department delegate. Observed one minute of silence in memory of our departed brothers. Next port, Houston.

LYMAN HALL (Waterman Steamship), May 30—Chairman, Recertified Bosun John W. Altstatt; Secretary J. D. Wilson; Educational Director Stephen Divane. \$10 in ship's fund. No disputed OT. Chairman held a discussion on the importance of donating to SPAD. Next port, Chittagong.

BORINQUEN (Puerto Rico Marine Mgt.), May 2—Chairman, Recertified Bosun Calixto L. Gonzales; Secretary J. A. Fernandez; Educational Director B. Waddell; Engine Delegate John O'Neill. No disputed OT. Chairman reported on the Alcoholic Rehabilitation progress at Piney Point and urged everyone to read the *Seafarers Log* to be more informed about retirement and pension plans and other Union programs. Discussed the importance of donating to SPAD. A vote of thanks to the steward department for a job well done and the steward department gave a vote of thanks to the engine and deck departments for their cooperation. The bosun's cooperation with the crew and the master have been great. Next port, Elizabeth.

TRANSINDIANA (Hudson Waterways), May 30—Chairman, Recertified Bosun H. B. Walters; Secretary W. J. Fitch; Educational Director J. Shuler. \$25.17 in ship's fund. No disputed OT. The digests on surgical benefits, pensions, etc. have been received and a copy will be given to each delegate. Chairman gave a vote of thanks to the *Seafarers Log* for keeping all members posted on all Union matters. Next port, San Juan.

ELIZABETHPORT (Sea-Land Service), May 16—Chairman, Recertified Bosun V. T. Nielsen; Secretary George W. Gibbons; Educational Director David Able. \$117 in ship's fund. \$20 in movie fund. No disputed OT. A fire and boat drill with the Coast Guard will take place in the port of Elizabeth, N.J. Chairman discussed the importance of donating to SPAD. Next port, Algeciras.

ROBERT TOOMBS (Waterman Steamship), May 30—Chairman, Recertified Bosun Carl Thompson; Secretary J. D. Reyes; Educational Director Theodo Nacmal; Deck Delegate Jack Gomez; Engine Delegate C. E. Bethard; Steward Delegate Peter V. Hammel. No disputed OT. Brother John Dunn died at 0100 on May 18, 1976 and was buried at sea on May 20, 1976 at 1500 hours.

TRANSCOLORADO (Hudson Waterways), May 23—Chairman, Recertified Bosun T. A. Tolentino; Secretary J. Pitetta; Educational Director J. S. Peterson; Deck Delegate Wm. F. Doran; Steward Delegate John Shaw. \$7 in ship's fund. Some disputed OT in engine department. Chairman discussed with the crew articles of interest from the *Seafarers Log*. Also discussed the importance of donating to SPAD. A letter was received from the Merchant Marine library for contributions amounting to \$101. Observed one minute of silence in memory of our departed brothers.

DEL ORO (Delta Steamship Lines), May 23—Chairman, Recertified Bosun C. Jordan; Secretary Paul L. Hunt; Educational Director Reuben Villagran. \$215.15 in ship's fund. No disputed OT. A vote of thanks to the steward department for a job well done. Report to *Seafarers Log*: "First time back to Brazil for a long time for some of us. There was a delay in Belem so a very good time was had by all. (Just like old times.)" Next port, New Orleans.

SEA-LAND MARKET (Sea-Land Service), May 9—Chairman, Recertified Bosun W. Byrnes; Secretary T. Williams. No disputed OT. Chairman held a discussion on the galley vent system as this is a very dangerous condition. Also noted that skid pads should be put in tunnel and on decks. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

JACKSONVILLE (Sea-Land Service), May 16—Chairman, Recertified Bosun L. J. Pate; Secretary Bob L. Scarborough; Educational Director James E. Roberts; Deck Delegate Charles Wysacki; Engine Delegate J. Roberts. Some disputed OT in steward department. Chairman requests that whoever is taking life jackets out of the box should leave them where they belong. Also discussed was the gangway on this ship which is not safe and the matter should be taken up at the next safety meeting.

SEATTLE (Sea-Land Service), May 2—Chairman, Recertified Bosun F. Teti; Secretary S. Piatak; Educational Director A. Quinn; Steward Delegate A. Romero. Some disputed OT in deck department. A discussion was held on the importance of donating to SPAD and on the safety practices aboard ship. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

BEAVER STATE (Westchester Marine), May 2—Chairman, Recertified Bosun B. Mignano; Secretary W. Battle; Educational Director M. Wilhelm; Deck Delegate B. R. Scott; Engine Delegate R. C. Salley; Steward Delegate J. W. Murphy. No disputed OT. Chairman welcomed aboard the Piney Point graduates and the crew on the newest SIU ship. Requested the crew to cooperate in helping the new members in jobs. Bosun reminded the crew that when mailing Union forms their Social Security number must be correct. Also, that the men should get lifeboat and firefighting tickets. A vote of thanks to the steward department for a job well done.

SEA-LAND TRADE (Sea-Land Services), May 23—Chairman, Recertified Bosun Verner Poulsen; Secretary C. E. Bell; Educational Director Robert Bensen; Deck Delegate Carl Hargroves; Engine Delegate D. L. Coy. \$150 in movie fund. No disputed OT. The entire steward department wishes to thank the members of the deck department who are leaving in Seattle for the cooperation they have received for the past eleven months. Report to the *Seafarers Log*: "Bosun Verner Poulsen and several members of the deck gang will leave the S/L 7 *Sea-Land Trade* for a well deserved vacation and I can honestly say it has been a pleasure sailing with men of this caliber." Next port Seattle.

VANTAGE DEFENDER (National Transport), May 16—Chairman, Recertified Bosun K. Amat; Secretary L. Santa Ana; Educational Director N. Trahan; Deck Delegate C. Bramble; Engine Delegate F. Rivera; Steward Delegate M. Smith. No disputed OT. Chairman suggested that everyone should read the *Seafarers Log* to be aware of what is going on in our Union and that all members should take advantage of the opportunity to upgrade themselves at Piney Point. Discussed the importance of donating to SPAD. A vote of thanks was given to the whole crew for the cooperation they gave to all three departments. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

SEA-LAND PRODUCER (Sea-Land Service), May 23—Chairman, Recertified Bosun M. B. Woods; Secretary Harvey M. Lee; Educational Director V. A. Cover; Deck Delegate R. Dougherty; Engine Delegate J. Ruiz. \$45 in ship's fund. \$30 in movie fund. No disputed OT. Under good and welfare it was noted: "Everyone should remember the highly flammable cargo this ship carries every voyage and there is to be no smoking on deck at any time due to leakage of tanks." A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port, Port Everglades.

DELTA BRASIL (Delta Steamship), May 30—Chairman, Recertified Bosun Louis Guadamud; Secretary B. Guarino; Educational Director Hugh Wells; Engine Delegate Juan Cruz. \$95 in ship's fund. \$1,038 in movie fund. Some disputed OT in the engine and steward departments. Chairman would like to thank everyone for the cooperation that was extended during this trip. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

JAMES (Ogden Marine), May 9—Chairman, Recertified Bosun Durell McCorvey; Secretary Mario Canalejo, Sr.; Educational Director H. W. Hall; Deck Delegate Frank White; Engine Delegate H. Smith. No disputed OT. A few repairs have to be made on the crew quarters which will be taken care of when we arrive in San Francisco. Observed one minute of silence in memory of our departed brothers.

OGDEN WILLAMETTE (Ogden Marine), May 30—Chairman, Recertified Bosun R. D. Schwarz; Secretary R. M. Kennedy; Educational Director T. Jones; Deck Delegate Carlos Spina; Steward Delegate John A. Denais. No disputed OT. Chairman held a discussion on Joint & Survivor benefits, the Jones Act and the closing of the Virgin Islands Loophole. Suggested that all should read the *Seafarers Log* to keep up on these matters.

INGER (Reynolds Metals), May 3—Chairman, Recertified Bosun C. D'Amico, Jr.; Secretary Duke Hall; Educational Director R. D. Holmes; Steward Delegate Richard J. Sherman. \$69.11 in ship's fund. No disputed OT. Chairman suggested that all crewmembers read the *Seafarers Log* to keep up on Union news. Held a discussion on the importance of donating to SPAD. Observed one minute of silence in memory of our departed brothers.

Official ship's minutes were also received from the following vessels:

CANTIGNY
MONTICELLO VICTORY
VANTAGE HORIZON
MOBILE
ERIC K. HOLZER
NECHES
SEA-LAND MARKET
MOHAWK
SAN JUAN
SEA-LAND GALLOWAY
POTOMAC
OVERSEAS TRAVELER
BALTIMORE
SEA-LAND VENTURE
TRANSCOLUMBIA
TAMARA GULDEN
BOSTON
ARECIBO
SAN PEDRO
OVERSEAS NATALIE
ARTHUR MIDDLETON
GALVESTON
PANAMA
MAYAGUEZ
DELTA ARGENTINA
SEA-LAND ECONOMY
CHARLESTON
COLUMBIA
ALLEGIANCE
EAGLE VOYAGER
LONG BEACH
SEA-LAND COMMERCE
OVERSEAS JOYCE
SEA-LAND RESOURCE
LOS ANGELES
STONEWALL JACKSON
CAROLINA
BALTIMORE
MOHAWK
TRANSEASTERN
PORTMAR
GUAYAMA
ST. LOUIS
SEA-LAND McLEAN
THOMAS JEFFERSON
MERRIMAC
EAGLE TRAVELER
SEA-LAND EXCHANGE
SEA-LAND CONSUMER
DELTA BRASIL
PANAMA
NATHANIEL GREENE
ULTRASEA

Battle Goes On to Keep USPHS Hospitals Open

You would think the Department of Health, Education and Welfare could keep itself busy during this recession dealing constructively with the massive cuts in health, education and welfare benefits across the nation. Instead, these bureaucrats waste their own time and the time of Congress, the SIU, and other unions with a series of schemes for closing down the U.S. Public Health Service Hospitals.

No sooner does the SIU, and others who are concerned with the health and safety of merchant seamen, win one battle to keep the hospitals open, then HEW opens the attack on another front.

The Administration's latest tactic is to cut out funds for the hospitals. HEW, in its latest budget request for Fiscal Year 1977, asked for only \$90 million to cover health care for PHS primary beneficiaries only, which includes merchant seamen, Coast Guard personnel, retired military personnel, and a few other categories of government employees. Under HEW's plan, the \$90 million would be paid to private hospitals or Veteran's Hospitals in port cities, to provide "contract care" to merchant seamen and other USPHS benefi-

aries. The USPHS hospital system itself would be phased out.

The SIU opposes the concept of "contract care". First of all, anyone who has waited several weeks for a clinic appointment in a private or VA hospital, can imagine what this would mean to a seafarer who has only a few days shore leave and needs to be in top condition before he ships out. Long waiting lists for surgery in non-USPHS hospitals will mean extra weeks and months of lost work days for the men.

In contrast, the USPHS hospitals and their dedicated staffs are geared to the needs of seafarers. On the whole, the men are pleased with the speed and quality of care they receive there. One complaint is that there are long waits for dental care, which is a direct result of the cut-backs HEW has already managed to put through.

Second, during a time of escalating medical costs, health care treatment in the PHS hospital system costs upward of a third less than the same care would cost on a contract basis with local health care facilities. Thus, the HEW plan would actually waste money.

Third, the SIU estimates that \$129

million would keep the eight fine hospitals and 26 clinics operating at the January 1973 level. Since the hospitals perform needed research, provide emergency care for local communities and serve as a training ground for students of all medical occupations, nothing is saved by closing them down.

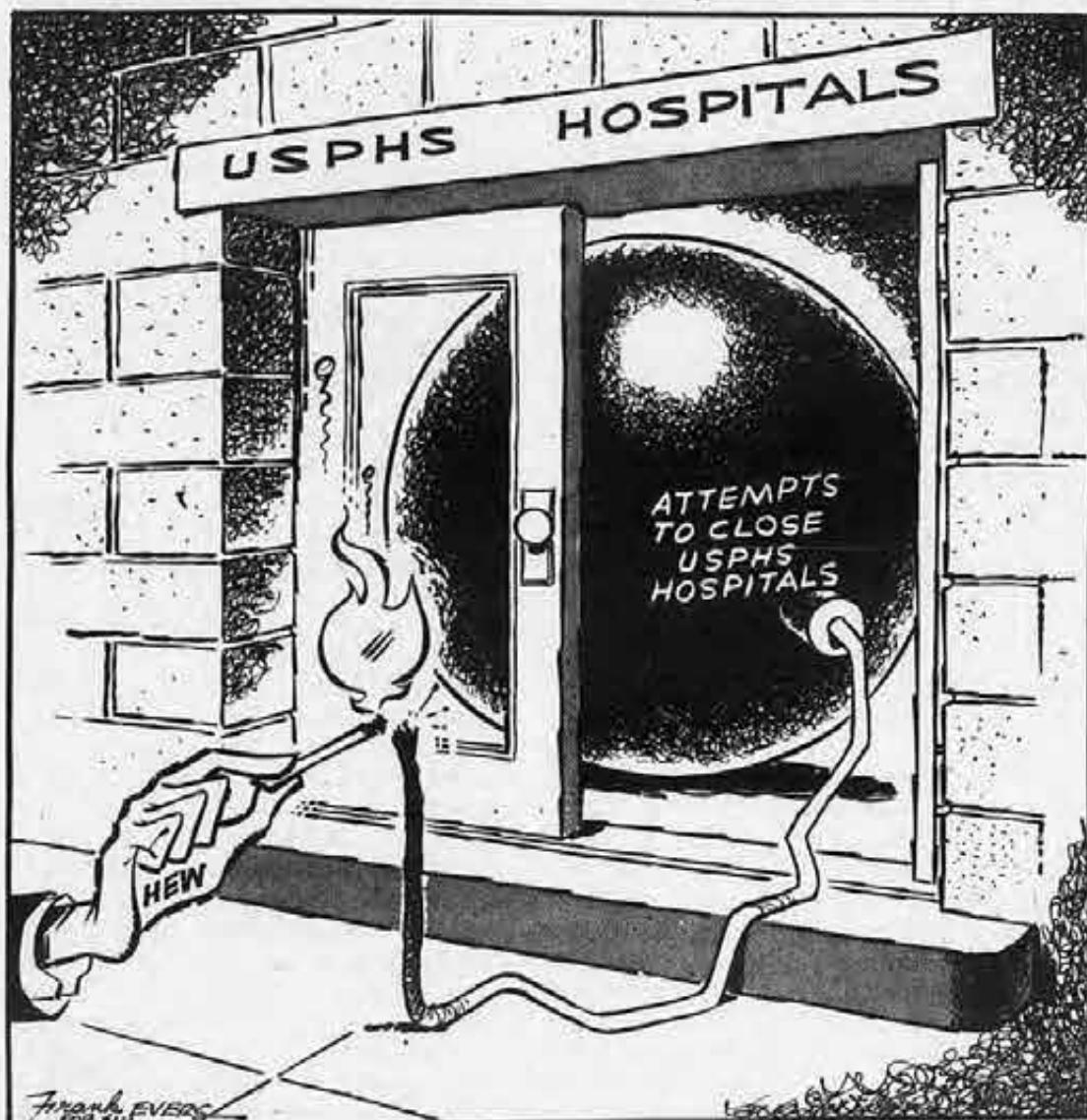
This past spring, in its effort to eliminate the hospitals, HEW attempted to enlist the support of communities where the facilities are located. This effort, which was opposed by the SIU, failed dismally. In every case, local health planning agencies decided that the federal government should continue the PHS hospital program. Yet the Administration refused to accept defeat and tried to write the hospitals out of the 1977 budget.

However, the hospitals cannot be closed without a mandate from Congress. To date, it seems that Congress is more sensitive to the needs of merchant seamen than the Administration.

In June, Rep. John Murphy (D-NY), of the House Merchant Marine and Fisheries Committee held hearings on the status of the PHS hospitals. These hearings demonstrated to the Administration that Congress has no intention of lessening its commitment to the Public Health Service System. Appropriations committees in both houses are discussing restoring the budget for the hospitals to a full operating level.

Public hospitals for merchant seamen date back to colonial times, when the government recognized what a vital service a merchant marine performed. In fact, the early American federal hospitals for seafaring men, established in 1798, where the forerunners of today's public health service system.

We applaud the efforts of these legislators who are honoring a tradition that dates back more than 200 years. And we will continue to oppose all efforts to close down the system of "safe harbor" hospitals.





THE CHARLES W. MORGAN
us8c

LETTERS TO THE EDITOR

HISTORIC PRESERVATION

Pensioner Ups SPAD

As a retiree with a continuing health problem and sustaining interest in the SIU's progress, I would like to stress the urgency for full support of SPAD, the Union's outlet for political activity that is supported by the voluntary contributions of the membership.

We are all aware of the legislative gains made through SPAD since its inception, and of the necessity for a continuing effort to combat the big money interests that would reduce the American merchant marine to an ineffective non-competitive industry. The actions of these groups affects each and every one of us personally.

I am reminded of this by the latest threats to close the USPHS hospitals, along with the first-hand experience of a recent emergency case in a local hospital under medicare. I needed treatment calling for special therapy which the hospital could not provide. But since I had maintained my eligibility for USPHS care, I was transferred to the Staten Island USPHS hospital where the physio-therapy set-up is the finest in the country. After a few weeks of this care, I was back on my feet and able to return home.

If closed, the USPHS system would be sorely missed by all seamen. It was through the efforts of SPAD they have remained open. We must continue to support SPAD because it would be a sad commentary to note that if they are closed down, it was through lack of support by American seamen.

Fraternally,
Art Lomas
Bronxville, N.Y. 10708

Kind Expression of Sympathy

On behalf of the family of Seafarer George Mike's recently deceased brother, Edward, we wish to sincerely thank the officers and crew of the S.S. Monticello Victory for their kind expression of sympathy.

The beautiful wreath of flowers as well as their generous contribution to Edward's memorial at St. George's Church of Albany, N.Y., were greatly appreciated. Their thoughtfulness will long be remembered by all the Mike family.

Gratefully,
Mrs. Zina M. Mike
Delmar, N.Y.

SECURITY IN UNITY

July, 1976 Official Publication of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO Vol. 38, No. 7

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Unclaimed Delta Wages

Below is a list of unclaimed wages due unlicensed seamen from Delta Steamship Lines as of May 29, 1976.

Wages may be claimed in person at Delta Lines, Napoleon Ave. Office, Monday through Friday from 8 a.m. to 4 p.m. or by letter addressed to Port Purser, Delta Steamship Lines, Inc. P.O. Box 50250, New Orleans, La. 70150.

According to Delta Lines, no unclaimed wages will be paid unless the social security number is furnished with the request.

SEAMAN NAME	AMOUNT
Adaire, James	6.00
Adams, J. J.	12.75
Amat, Ralph C.	4.00
Armstrong, Paul C.	16.00
Aumiller, Robert J.	4.00
Ayers, Cecil P.	3.74
Bacon, William	29.66
Bagley, Edgar S.	16.00
Baker, Robert T.	1.60
Ballard, Herbert	15.00
Balli, Albert R.	1.00
Barkins, Charles M.	1.00
Barton, Marlow Clinton	146.00

Bell, James E.	3.71
Bendeck, Roberto I.	2.00
Benedict, Anthony	12.00
Bennett, John P.	18.00
Bettineui, Louis R.	.40
Billot, Joseph F., Jr.	25.00
Bivens, Edgar	5.00
Blair, James P.	20.00
Blair, Kenneth	7.00
Blair, Kenneth E.	47.00
Boles, Richard J.	5.00
Bolling, William O.	16.00
Bolling, William O.	90.00
Bonner, Thomas, Jr.	7.00
Brock, Roy R.	8.00
Brown, Robert D.	6.00
Bryant, George H., Jr.	11.30
Buggs, James	3.71
Burch, George A.	7.00
Burmeister, David B.	8.00
Burns, Chesley E.	10.54
Campbell, Arthur	8.00
Cardona, Reinaldo	4.00
Cepeda, Cayo C.	2.00
Chavers, Frank W.	26.00
Cherry, John T.	14.00
Christensen, Robert A.	24.00
Christian, Calvin R.	5.00
Clevenger, Lyle	15.00
Collins, David	4.00
Cook, Tommie	4.00
Cook, Tommie	9.89

Craig, William H.	2.00
Crawford, Donald A.	34.00
Crosco, Gulesppe V.	8.00
Croto, Robert E.	1.00
Crow, Paul R.	33.00
Czerwinski, Josef A.	166.10
Czerwinski, Josef A.	34.44
Da Silva, Pedro	8.00
Davis, George W.	5.00
Deal, Wilson H.	2.00
Deangelo, Earl J.	7.00
Dedomenicis, Francesco	23.00
Dial, James C.	9.00
Diggs, Michael H.	16.00
Dowd, Oren H.	7.00
Dufore, Jimmie J.	6.00
Dunn, Walter	14.00
Durham, Garth G.	24.72
Ellis, Perry D.	10.00
Essberg, Gilbert	8.00
Esteve, George L.	5.00
Fabre, Alfred J., Jr.	9.00
Fisher, Eddie	2.00
Flanagan, Eugene F.	8.00
Fredericks, Ronald A.	19.00
Fruge, Wilbert	3.71
Gallant, Joseph R.	58.00
Gallier, Melvin	7.00
Garcia, Nathaniel R.	7.00
Geisler, Charles	29.66
Gervais, Jack E.	3.00
Gervais, Jack E.	.78
Gierczic, George C.	9.89
Gomez, Raymundo, Jr.	7.00
Gonzalez, Carlos J.	9.89
Gonzalez, James	5.00
Gonzalez, Orlando	32.75
Gonzalez, William	4.00
Grantham, Eugene T.	5.00
Gray, Alan B.	9.89
Gray, Earl H.	3.71
Gribbon, Lamar	4.00
Gross, Joseph S.	12.66
Guerrero, Gustavo P.	4.69
Hancock, Clarence A.	15.00
Havens, Milton	6.00
Hayden, Eugene V.	8.00
Hebert, Charles W.	143.00
Hermansen, Karl	3.00
Herrmann, M.	4.00
Higgins, James	19.77
Hildabrant, Walter J.	3.00
Holbrook, Wendell	7.00
Hollings, Claude, Jr.	7.41
Hontiveros, Felepe A.	2.00
Hubbell, Brian D.	3.00
Johnsen, Charles	30.00
Johnson, Christi N.	12.79
Johnson, Herbert	7.00
Johnson, Robert W.	3.00
Johnston, Vernon M.	12.00
Jones, Willie J.	4.00
Jordan, Russell H.	33.00
Kaiser, William P.	38.00
Keasley, Clarence, Jr.	9.00
Kelley, R. B.	31.00
Kirkwood, Robert M.	13.00
Kittchener, Frankie R.	25.00
Kittchner, Frankie R.	5.00
Knotts, B. C., Jr.	58.00
Korneliusen, Kristian	5.00
La Soya, Eligio	8.00
Lafleur, George	21.00
Laguaitte, Russell F.	20.52
Landry, Kirk	13.00
Latorre, Francisco P.	20.00
Lee, Archie B.	4.00
Lewis, Earl G.	2.00
Lewis, J. D.	12.75
Ligon, Edwood	9.89
Lipscomb, Thomas B.	12.75
Lizano, George	15.40
Lizano, George	9.00
Lyons, Robert J.	9.00
MacGregor, William A.	33.00
Madurei, Jose	91.38
Maher, John	13.00
Maldonado, Rafael R.	7.00
Mallini, Michael I.	2.00
Mallini, Michael I.	7.00
Marion, Robert P.	3.00
Martin, Edwin D., Jr.	29.66
Martinez, Guillermo	21.00
Marzett, Grant	23.00
Mata, Jose	13.00
Mayfield, Dennis J.	28.00
McDonald, John C.	15.00
McGahagin, Calvin	9.00
McGinnis, Arthur J.	36.23
McNati, Robert E.	17.00
Mesen, Fernando T.	17.85
Michaels, Donald D., Jr.	8.00
Miranda, Hilario	16.42
Missimer, Delmar B.	2.00
Missimer, Delmar B.	10.00
Missimer, Delmar B.	7.00
Mouton, Joseph	28.00
Murrell, William T.	20.00
Nelson, Kenneth D.	28.00
O'Neal, Donald	10.00
Osorio, Joseph A.	2.00
Parsons, Robert	5.00
Patterson, Harris, Jr.	33.60
Peavoy, Floyd H.	9.89
Peavoy, Floyd H.	15.00
Pennino, Anthony	4.00
Perdi, Esper	24.00
Perdi, Esper	36.00
Pickle, Cloudie	29.66
Pierce, Grafton J.	8.00
Placey, Victor F.	3.00
Pollamen, Veikko	36.19
Pradat, Thomas A.	4.00
Pursell, James K.	36.00
Rankin, Aubrey A.	3.71
Rankin, Aubrey A.	8.00
Reynolds, James H.	9.89
Rivera, Juan V.	4.00
Roberts, Oliver A.	14.00
Roche, William	20.00
Rowe, Stanley I.	20.00
Saenz, Jesse	11.00
Samuels, John E.	9.89
Sanders, Unlon H.	39.42
Sanderson, Richard B.	18.00
Schilder, Edward J.	15.00
Schrade, Melvin	3.00
Schrado, Melvin	17.00
Scott, John M.	4.00
Shaw, Lucien	5.00
Simoneaux, M. H., Jr.	18.00
Singletary, Murphy	7.00
Sinush, Edward P.	4.00
Slaughter, Gilbert	5.00
Smith, Clyde C.	9.89
Smith, Gregory M.	58.00
Soinet, Edmund	29.66
Soinet, Edmund	26.22
Soto, Angel L.	7.00
Spears, Claiborn, Jr.	9.89
Stanfield, Pete W.	134.00
Stauter, David W.	10.00
Stewart, Doughland O.	6.00
Stewart, Max L.	157.04
Stewart, Rusty R.	7.00
Stivers, Harold	6.00
Stout, David P.	9.89
Stout, John E.	5.00
Sullivan, Clofus Z., Jr.	64.00
Sumpter, James W.	3.71
Sweeney, Charles J.	10.21
Swing, Philip	4.00
Synan, Edward D.	17.00
Teel, David	8.00
Thomas, Larry	16.00
Thomas, William N.	2.00
Thomas, Willie E.	68.00
Thompson, Malcolm	13.00
Todd, James E.	9.89
Umholt, Fred E.	8.00
Umholt, Fred E.	5.10
Van Severn, Augustin	6.00
Van Severn, Augustin A.	20.52
Vasquez, Pete	30.76
Vazquez, Telesfaro	16.00
Ventry, Michael	71.00
Vieira, John	14.66
Vigo, Jose	13.00
Villagran, Ruben	34.00
Villagran, Ruben	10.00
Vonholden, Joachim R.	185.00
Walker, Floyd	42.00
Waller, David L.	8.00
Ward, Clinton H.	19.00
Wardlaw, Richard	10.00
Warfield, Joseph H.	28.00
Weems, Ulysses S.	12.00
Welch, Barry R.	19.00
Wheeler, Orien	10.00
White, John F.	5.00
White, Wayne	11.09
Whittington, William D.	9.89
Wilkerson, James A.	11.00
Williams, Alexander	19.77
Williams, Thomas	99.00
Williams, Thomas, Jr.	9.89
Williamson, Henry E.	5.00
Wilson, Richard C.	5.00
Wilson, Waldo, Jr.	2.00
Wolf, Justin T.	25.00
Woods, M. B.	9.89
Wright, L. P.	12.75
Wright, Stanley B.	7.41
Yeager, Donald S.	10.00
Young, Earl H.	7.00
Zepeda, John M.	3.00

2 Get Galley Endorsements



Seafarers Joe Nathan, left, and Leonard M. Leloner, right, display steward department endorsements they received through the Lundeborg School's upgrading program for that department. Nathan got his cook and baker endorsement while Leloner upgraded to chief cook. Center is Laymon Tucker, course instructor.

Personals

William Andersson

Jack Otte asks that you contact him at 4700 Ocean Beach Blvd., Fla. 32931, or call him at (305) 784-2648.

Carroll Bennet "Mike" Morris

Your daughter Elizabeth asks that you call her at (609) 848-9517.

Jimmy Berracossi

Ron Smith asks that you contact him at 4815 Osgood St., Bronx, N.Y.

Patrick O'Neal

Please contact the editor of the Seafarers Log at (212) 499-6600, Ext. 242.

Paul Francis Gordon

Your son Robert Paul Gordon requests that you contact him at 1080 68th St., Brooklyn, N.Y. 11219, or call him at (212) 238-4136.

Lewis Walker, Jr.

S. Mohssin asks that you contact him at P.O. Box 1319, Modesto, Calif. 95353.

A. H. Schwartz

Carroll Wilson requests that you contact him as soon as possible at 11417 Bowles Ave., Garden Grove, Calif., or call him at (714) 539-4481.

Politics Is Porkchops

Donate to SPAD

NOTICE OF ELECTION ON SIU-IBU MERGER

In the following pages you will find important information about the upcoming election—Aug. 16 to Sept. 15--to decide whether or not to merge the Inland Boatmen's Union into the SIU.

The material contained in this section consists of the following:

- 1) Dates, time and location of voting.
- 2) Agreement of Merger, as amended.
- 3) Report of the Constitutional Committee.
- 4) The proposed Constitution for the merged Union with shading over those areas which have been changed because of the proposed merger.

Here's Where to Get Ballots

Balloting shall commence on August 16, 1976 and continue through September 15, 1976. For the purpose of securing ballots, the Ports shall be open from 9:00 AM to 12 Noon, Monday through Saturdays, excluding holidays. This will be a mail referendum. You will pick up your ballot, mark it, place it in the inner (BALLOT) envelope, and then place it in an outer envelope which is stamped and addressed to the bank depository.

ALPENA—800 North Second Avenue, Alpena, Michigan

BALTIMORE—1216 East Baltimore Street, Baltimore, Maryland

BOSTON—215 Essex Street, Boston, Massachusetts

BUFFALO—290 Franklin Street, Buffalo, New York

CHICAGO—9383 South Ewing Avenue, Chicago Illinois

CLEVELAND—1290 Old River Road, Cleveland, Ohio

DETROIT—10225 West Jefferson Avenue, River Rouge, Michigan

DULUTH—2014 West Third Street, Duluth, Minnesota

FRANKFORT—417 Main Street, Frankfort, Michigan 49635

HOUSTON—5804 Canal Street, Houston, Texas

JACKSONVILLE—3315 Liberty Street, Jacksonville, Florida

JERSEY CITY—99 Montgomery Street, Jersey City, New Jersey

MOBILE—1 South Lawrence Street, Mobile, Alabama

NEW ORLEANS—630 Jackson Avenue, New Orleans, Louisiana

NEW YORK—675 Fourth Avenue, Brooklyn, New York

NORFOLK—115 Third Street, Norfolk, Virginia

PADUCAH—225 South Seventh Street, Paducah, Kentucky

PHILADELPHIA—2604 South Fourth Street, Philadelphia, Pennsylvania

PINEY POINT—Harry Lundeburg School of Seamanship, Piney Point, Maryland

PORT ARTHUR—534 Ninth Avenue, Port Arthur, Texas

SAN FRANCISCO—1311 Mission Street, San Francisco, California

SEATTLE—2505 First Avenue, Seattle, Washington

ST. LOUIS—4581 Gravois Avenue, St. Louis, Missouri

TAMPA—2610 West Kennedy Blvd., Tampa, Florida

TOLEDO—935 Summit Street, Toledo, Ohio

WILMINGTON—510 North Broad Avenue, Wilmington, California

PUERTO RICO—1313 Fernandez Juncos, Stop 20, Santurce, Puerto Rico

YOKOHAMA—Room 801, Nohkyo Kyosai Building, 1-2 Kaigan-Dori, Naka-Ku, Yokohama, Japan

AGREEMENT OF MERGER (As Amended)

WHEREAS, SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA-ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT (A & G), is a labor organization chartered by the SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA (SIUNA) representing unlicensed seamen employed aboard American flag merchant vessels upon the oceans, lakes and inland waters, and other maritime and allied workers; and

WHEREAS, A & G pursuant to its Constitution heretofore issued a charter to the INLAND BOATMEN'S UNION of the SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA-ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT (IBU), a labor organization whose membership constitute seamen, maritime and allied workers in and upon the coastal, harbors and inland waters and lakes of the United States and its possessions; and

WHEREAS, both of such labor organizations representing maritime and allied workers, have since the A & G's issuance of a charter to the IBU and to date, worked constantly with each other upon common and related problems affecting their membership and as such, their respective membership is most familiar with the operation of each organization, their respective members economic and social problems, their employing industries and the issues as they relate to their organizational and economic structure and have constantly rendered financial and trade union aid and assistance to each other; and

WHEREAS, both of such labor organizations are each parties to common union-management trusts to provide for their respective membership, fringe benefits including welfare, pension, training, etc., and as such, each organization has worked intimately with each other and their respective contracted employers with respect to matters arising under and in the administration of such trusts for their respective membership; and

WHEREAS, it is strongly felt and believed that the merger of the IBU with the A & G on the terms and conditions hereafter provided and subject to the approval of their respective membership in the manner hereafter provided, would be in the best interest of both unions and their membership by reason of their respective his-

tory and background and would result in a reduction of operating expenses and afford greater continued strength and resources to the membership as one organization, particularly in the area of organizing; and

WHEREAS, it is recognized that by reason of different type of sailing, offshore contrasted to inland, coastal or harbor waters, that with respect to any such merger, long established job rights of the respective membership with separate and distinct employers, should be protected, consistent with past practices; and

WHEREAS, the elected representatives of each organization have for some time past, in accordance with constitutional authority, discussed terms, provisions and advantages of merger and have now come to an agreement thereon as hereafter proposed.

NOW, THEREFORE, the parties hereto mutually agree as follows:

1. IBU shall merge into and become an integral part of the A & G.

2. The terms and provisions of such merger, except as specifically elaborated upon in subparagraphs of this Paragraph "2", and other paragraphs hereof, shall be as is set forth by the provisions of the proposed amended A & G Constitution contained in Paragraph "13" hereof, and which shall be the Constitution of the organization as merged and shall be voted upon by referendum vote of the membership of each organization as hereafter provided.

(a) The job rights of A & G Deep Sea and Great Lakes members as presently contained in the A & G separate shipping rules for its Deep Sea and Great Lakes shipping rules with contracted employers shall, subject to the provisions of such rules, continue in full force and effect. Similarly, the job or seniority rights of IBU members (inland, lakes and coastal) are presently contained in the IBU collective bargaining agreements and/or shipping rules with contracted employers shall, subject to the provisions of such collective bargaining agreements and/or rules, continue in full force and effect.

(b) All members shall have indicated upon their evidence of membership whether, in accord with the provisions of the aforesaid respective shipping rules and/or collective bargaining agreements, they have job rights in deep sea, great lakes and/or inland, lakes and coastal

employment (hereafter referred to as "units") or two or three such units. All members of the merged organization shall have equal rights in voting except that only members having evidence of job rights in the particular unit or units or part thereof involved shall be eligible to vote for acceptance of contracts with employers or seniority rules in collective bargaining agreements.

3. All IBU elected regular officers, to wit, National Director, Area and Assistant Area Directors and Secretary-Treasurer, except those who may already be employed as A & G officers or job holders, shall continue to be employed by A & G in such capacity as A & G may determine, for the balance of their present term of office, which expires in November, 1977.

4. (a) A & G is fully familiar with IBU's assets and fixed liabilities, including its accounts receivable and payable by reason of A & G's present performance of IBU's administrative bookkeeping and records administration. In the event of approval of this merger as hereafter provided, the parties hereto agree that such approval will constitute an assignment to A & G of all of IBU's right, title and interest in and to all assets, including but not limited to accounts receivable and union monetary obligations due from members, and A & G shall assume all IBU fixed obligations as of the date of such approval and the parties agree to execute such instruments as may be necessary to effectuate the foregoing. IBU agrees that, pending the vote on this merger as hereafter provided, it will incur no liabilities and make no expenditures without A & G's consent, except for necessary routine, ordinary expenses in connection with its functions during the period of the vote upon the merger agreement as hereafter provided for.

(b) For the purpose of executing any and all documents on behalf of IBU which may be required by any person, firm, association, corporation or governmental agency, subsequent to the effectuation of the within merger, for acts or matters of IBU prior to such merger, PAUL DROZAK or JOSEPH DiGIORGIO, IBU's present officers, shall be and both are so authorized.

5. Upon respective membership approval of the within merger as hereafter provided, IBU shall surrender its charter to A & G, the original issuing organization, and

Continued on Page 26

the same shall be retired. Simultaneously, the A & G shall notify the SIUNA of the foregoing as provided by SIUNA's Constitution and By-Laws.

*6. All IBU members in good standing, possessing such status pursuant to the IBU Constitution in effect prior to this merger shall be "full book members" under the terms of the A & G Constitution as amended and which Constitution shall be as hereafter set forth, except that such IBU members who possess less than 360 days seetime, (as such term "seetime" is defined in the above A & G Constitution), within 24 consecutive months, shall be A & G probationary members and upon completion of said 360 days seetime within 24 consecutive months shall be A & G "full book members". A suspended IBU member as so defined in the present IBU Constitution, shall not possess membership status in the A & G, unless within 90 days after the effective date of this merger, he has paid to the A & G all of his IBU union monetary obligations past due.

*Amended to read:

"6. All IBU members in good standing, possessing such status pursuant to the IBU Constitution in effect prior to the merger, shall be 'full book members' under the terms of the A & G Constitution as amended and such Constitution shall be as hereafter set forth. A suspended IBU member as so defined in the present IBU Constitution, shall not possess membership status in the A & G unless within 90 days after the effective date of this merger, he has paid to the A & G all his IBU union monetary obligations past due."

7. Upon approval of the merger in the manner hereafter provided, dues and initiation obligations of former IBU members to the A & G shall accrue and be payable for the fourth calendar quarter of 1976 (October-December). The foregoing shall be in addition to any other union monetary obligation that such union member had to the IBU for the period prior to October 1, 1976, and which pursuant to Paragraph "4" of this agreement is assigned to A & G upon approval of this merger.

8. In connection with Article XII, Sections 1(a) and (c) of the A & G Constitution hereafter set forth, and which sets forth qualifications for elective office or job, the term "union, its subsidiaries and its affiliates", as used therein shall, in addition to being applicable to the A & G, be equally applicable to the IBU, prior to this merger.

9. For all purposes of the A & G Constitution hereafter set forth, the terms "good standing or continuous good standing in the union", shall include such status of members in the IBU prior to this merger.

10. The parties hereto agree that upon the approval of this merger as herein provided, with respect to all agreements and beneficial trusts to which IBU is a party, the IBU shall assign all rights, title and interest of IBU to the A & G, which shall be the successor to the IBU, and A & G shall be deemed the union party thereto, in place of IBU.

11. IBU members' monetary obligations to the IBU shall be deemed, if unpaid, monetary obligations owed the A & G after approval of the within merger as provided in Paragraph 4(a) above, and moneys paid by such members shall be applied as provided in Article XX, Section 4 of the A & G Constitution hereafter set forth.

12. (a) As set forth in Paragraph "2" above, except as otherwise provided for in this agreement, the terms and provisions of this merger shall be reflected and set forth in the amended Constitution to be voted upon and approved by the respective membership in the manner hereafter provided and upon its approval, shall constitute the Constitution of the A & G which shall be binding upon all its members including those formerly members of IBU.

(b) A & G has advised that with respect to Article V, Section 1(b) of its amended Constitution, to date, the membership has determined that its provisions be applicable solely where vacation benefits are negotiated effective on or after September 15, 1975, and provided such negotiated vacation benefit be increased by not less than \$350.00 per year for a full year's employment, over that in effect on September 15, 1975.

13. (Except for the changes indicated in this paragraph, the A & G Constitution will not be modified and will remain in full force and effect.)

Article III, Section 1 which reads:

Section 1. There shall be two classes of membership, to wit, full book members and probationary members. Candidates for membership shall be admitted to membership in accordance with such rules as may be adopted from time to time, by a majority vote of the membership and which rules shall not be inconsistent with the provisions of this Constitution. All candidates with 360 days or more seetime in a consecutive 24 calendar month period commencing from January 1, 1968, in an unlicensed capacity, aboard an American-flag merchant vessel or vessels, covered by contracts with this Union, shall be eligible for full membership. All persons with less than the foregoing seetime but at least thirty (30) days of such seetime, shall be eligible for probationary membership. Only full book members shall be entitled to vote and to hold any office or elective job, except as otherwise speci-

fied herein. All probationary members shall have a voice in Union proceedings and shall be entitled to vote on union contracts.

Amended to read:

Section 1. There shall be two classes of membership, to wit full book members and probationary members. Candidates for membership shall be admitted to membership in accordance with such rules as may be adopted from time to time, by a majority vote of the membership and which rules shall not be inconsistent with the provisions of this Constitution. All candidates with 250 days or more seetime in a consecutive 24 calendar month period commencing from January 1, 1968, in an unlicensed capacity, aboard an American-flag merchant vessel or vessels, covered by contract with this Union, shall be eligible for full membership. All persons with less than the foregoing seetime but at least thirty (30) days of such seetime, shall be eligible for probationary membership. Only full book members shall be entitled to vote and to hold any office or elective job, except as otherwise specified herein. All probationary members shall have a voice in Union proceedings and shall be entitled to vote on Union contracts.

Article III, Section 3(e) which reads:

(e) While a member has no opportunity to pay dues, because of employment aboard an American-flag merchant vessel. The provision of this subsection (e) shall be inapplicable when such merchant vessel is operating upon the Great Lakes.

Amended to read as follows:

(e) While a member has no opportunity to pay dues, because of employment aboard an American-flag merchant vessel. The provision of this subsection (e) shall be inapplicable when such merchant vessel is operating upon the Great Lakes or upon the harbors, rivers or territorial waters of the United States.

Article V, Section 2 which reads:

Section 2. No candidate for full book membership shall be admitted into such membership without having paid an initiation fee of Six Hundred (\$600.00) Dollars except as otherwise provided in this Constitution. In addition, the candidate shall pay a Ten (\$10.00) Dollar "service fee" for the issuance of his full book.

Each candidate for probationary membership and each probationary member shall, with the payment of each of his first quarterly dues, as required by Section 1, pay at each such time the sum of One Hundred and Fifty (\$150.00) Dollars as partial initiation fee. The total of such initiation monies so paid shall be credited to his above required initiation fee for a full book member upon completion of the required seetime as provided for in Article III, Section 1. Monies paid to the Union by any non-full book member prior to the effective date of this amended Constitution, on account of initiation fee and assessments, not exceeding Two Hundred and Fifty (\$250.00) Dollars, shall be credited to such member's payment of his initiation fee as required by this section. Paragraph 2 amended to read as follows:

Each candidate for probationary membership and each probationary member shall, with the payment of each of his first quarterly dues, as required by Section 1, pay at each such time the sum of One Hundred and Fifty (\$150.00) Dollars as partial initiation fee. The total of such initiation monies so paid shall be credited to his above required initiation fee for a full book member upon completion of the required seetime as provided for in Article III, Section 1.

Article VI, Section 4 which reads:

Section 4. A member in retirement may be restored to membership after a two-year period of retirement consisting of eight full quarters only by majority vote of the membership.

Amended to read as follows:

Section 4. A member in retirement may be restored to membership after a one-year period of retirement consisting of four full quarters only by majority vote of the membership.

Article VII, Section 2 which reads:

Section 2. The headquarters of the Union shall be located in New York and the headquarters officers shall consist of a President, an Executive Vice-President, one Vice-President in Charge of Contracts and Contract Enforcement, a Secretary-Treasurer, one Vice-President in Charge of the Atlantic Coast, one Vice-President in Charge of the Gulf Coast, and one Vice-President in Charge of the Lakes and Inland Waters.

Amended to read:

Section 2. The headquarters of the Union shall be located in New York or at such place as the Executive Board may determine from time to time. The headquarters officers shall consist of a President, an Executive Vice-President, one Vice-President in Charge of Contracts and Contract Enforcement, a Secretary-Treasurer, one Vice-President in Charge of the Atlantic Coast, one Vice-President in Charge of the Gulf Coast, and one Vice-President in Charge of the Lakes and Inland Waters.

Article VII, Section 4 which reads:

Section 4. Every member of the Union shall be registered in one of three departments; namely, deck, engine and stewards department. The definition of these departments shall be in accordance with custom and usage. This definition may be modified by a majority vote of the membership. No member may transfer from one department to another except by approval as evidenced by a

majority vote of the membership.

Amended to read:

Section 4. Where applicable, every member of the Union shall be registered in one of three departments; namely, deck, engine and stewards department. The definition of these departments shall be in accordance with custom and usage. This definition may be modified by a majority vote of the membership. No member may transfer from one department to another except by approval as evidenced by a majority vote of the membership.

Article X, Section 1(e), Paragraph 1 which reads:

(e) Subject to approval by a majority vote of the membership, the President shall designate the number and location of ports the jurisdiction, status and activities thereof, and may close or open such ports, and may re-assign Vice-Presidents and the Secretary-Treasurer, without reduction of wages. He may also re-assign Headquarters Representatives, Port Agents, and Patrolmen, to other duties, without reduction in wages. The Ports of New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston, Detroit and San Francisco may not be closed except by Constitutional amendment.

Amended to read as follows:

(e) Subject to approval by a majority vote of the membership, the President shall designate the number and location of ports, the jurisdiction, status and activities thereof, and may close or open such ports, and may re-assign Vice-Presidents and the Secretary-Treasurer, without reduction of wages. He may also re-assign Headquarters Representatives, Port Agents, and Patrolmen, to other duties, without reduction in wages. The Ports of New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston, Detroit, San Francisco and St. Louis, may not be closed except by Constitutional amendment.

Article XI, Section 1 which reads:

Article XI

Wages and Terms of Office of Officers and Other Elective Job Holders, Union Employees, and Others

Section 1. The following elected officers and jobs shall be held for a term of four years:

President
Vice-Presidents
Secretary-Treasurer
Headquarters Representatives
Port Agents
Patrolmen

The term of four years set forth here is expressly subject to the provisions for assumption of office as contained in Article XIII, Section 6(b) of this Constitution.

The first nomination and election of officers and jobs under this amended Constitution as provided for in this Article XI and Articles XII and XIII, shall be held in the year 1975.

Amended to read as follows:

Section 1. The following elected officers and jobs shall be held for a term of four years, except the term of officers and jobs, elected in balloting conducted in 1975, shall be for five years:

President
Vice-Presidents
Secretary-Treasurer
Headquarters Representatives
Port Agents
Patrolmen

The term of years set forth here is expressly subject to the provisions for assumption of office as contained in Article XIII, Section 6(b) of this Constitution.

Article XII, Section 1 which reads:

Article XII

Qualifications for Officers, Headquarters Representatives, Port Agents, Patrolmen and Other Elective Jobs

Section 1. Any member of the Union is eligible to be a candidate for, and hold, any office or the job of Headquarters Representative, Port Agent or Patrolman provided:

(a) He has at least three (3) years of seetime in an unlicensed capacity aboard an American-flag merchant vessel or vessels. In computing time, time spent in the employ of the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction, shall count the same as seetime. Union records, Welfare Plan records and/or company records can be used to determine eligibility; and

(b) He has been a full book member in continuous good standing in the Union for at least three (3) years immediately prior to his nomination; and

(c) He has at least one hundred (100) days of seetime, in an unlicensed capacity, aboard an American-flag merchant vessel or vessels covered by contract with this Union, or one hundred (100) days of employment with, or in any office or job of, the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction, or a combination of these, between January 1st and the time of nomination in the election year, except if such seetime is wholly aboard such merchant vessels operating

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solely upon the Great Lakes, in which event he shall have at least sixty-five (65) days of such seetime instead of the foregoing one hundred (100) days; and

(d) He is a citizen of the United States of America; and
(e) He is not disqualified by law. He is not receiving a pension from this Union's Pension Fund, if any, or from a Union-Management Fund to which Fund this Union is a party or from a company under contract with this Union.

Amended as follows:

(c) He has at least one hundred (100) days of seetime, in an unlicensed capacity, aboard an American-flag vessel or vessels covered by contract with this Union or one hundred (100) days of employment with, or in any office or job of, the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction or a combination of these, between January 1 and the time of nomination in the election year, except if such seetime is wholly aboard such merchant vessels operating solely upon the Great Lakes or, if such seetime is wholly aboard tugboats, towboats or dredges and contractual employment thereon is for fixed days with equal amount of days off, he shall have at least sixty-five (65) days of such seetime instead of the foregoing one hundred (100) days;

and by addition of subsection (f) which reads as follows:
(f) He has not sailed in a licensed capacity aboard an American-flag merchant vessel or vessels within 24 consecutive months immediately prior to the opening of nominations.

Article XIII, Section 1. Nominations. Subsection (g) which reads:

(g) In the event the member is on a ship he shall notify the Credentials Committee what ship he is on. This shall be done also if he ships subsequent to forwarding his credentials.

amended to read:

(g) In the event the member is on a vessel, he shall notify the Credentials Committee what vessel he is on. This shall be done also if he ships subsequent to forwarding his credentials.

Article XIII, section 4 which reads:

(b) The Union Tallying Committee shall consist of 16 full book members. Two shall be elected from each of the eight ports of New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston, Detroit and San Francisco. The election shall be held at the regular meeting in December of the election year, or if the Executive Board otherwise determines prior thereto, at a special meeting held in the aforesaid ports, on the first business day of the last week of said month. No officer, Headquarters Representative, Port Agent, Patrolman, or candidate for office, or the job of Headquarters Representative, Port Agent or Patrolman, shall be eligible for election to this Committee, except as provided for in Article X, Section 4. In addition to its duties herein set forth, the Union Tallying Committee shall be charged with the tallying of all the ballots and the preparation of a closing report setting forth, in complete detail, the results of the election, including a complete accounting of all ballots and stubs, and reconciliation of the same with the rosters, and receipts of the Port Agents, all with detailed reference to serial numbers and amounts and with each total broken down into port totals. The Tallying Committee shall have access to all election records and files for their inspection, examination and verification. The report shall clearly detail all discrepancies discovered and shall contain recommendations for the treatment of these discrepancies. All members of the Committee shall sign the report, without prejudice, however, to the right of any member thereof to submit a dissenting report as to the accuracy of the count and the validity of the ballots, with pertinent details.

In connection with the tally of ballots there shall be no counting of ballots until all mailing envelopes containing valid ballots have first been opened, the ballot envelopes removed intact and then all of such ballot envelopes mixed together, after which such ballot envelopes shall be opened and counted in such multiples as the Committee may deem expedient and manageable. The Committee shall resolve all issues on challenged ballots and then tally those found valid, utilizing the same procedure as provided in the preceding sentence either jointly or separately.

Amended so that first two sentences read:

(b) The Union Tallying Committee shall consist of 18 full book members. Two shall be elected from each of the 9 ports of New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston, Detroit, San Francisco and St. Louis.

Article XIII, Section 4(c) which reads:

(c) The members of the Union Tallying Committee shall, after their election, proceed to the port in which Headquarters is located, to arrive at that port no later than January 5th of the year immediately after the election year. Each member of the Committee not elected from the port in which Headquarters is located shall be reimbursed for transportation, meals and lodging expenses occasioned by their traveling to and returning from that Port. Committee members elected from the port in which Headquarters is located, shall be similarly reimbursed, except for transportation. All members of the Committee shall also be paid at the prevailing standby rate of pay from the day subsequent to their election to the day they July, 1976

return, in normal course, to the port from which they were elected.

The Union Tallying Committee shall elect a chairman from among themselves and, subject to the express terms of this Constitution, adopt its own procedures. All decisions of such Committee and the contents of their report shall be valid if made by a majority vote, provided there be a quorum in attendance, which quorum is hereby fixed at nine (9). The Committee, but not less than a quorum thereof, shall have the sole right and duty to obtain all mailed ballots and the other mailed election material from the depository and to insure their safe custody during the course of the Committee's proceedings. The proceedings of the Committee except for their organizational meeting and their actual preparation of the closing report and dissents therefrom, if any, shall be open to any members, provided he observes decorum. Any candidate may act as an observer and/or designate another member to act as his observer at the counting of the ballots. In no event shall issuance of the above referred to closing report of the Committee be delayed beyond January 31st immediately subsequent to the close of the election year. In the discharge of its duties, the Committee may call upon and utilize the services of clerical employees of the Union. The Committee shall be discharged upon the completion of the issuance and dispatch of its report as required in this Article. In the event a recheck and recount is ordered pursuant to this Article, the Committee shall be reconstituted, except that if any member thereof is not available, a substitute therefore shall be elected from the appropriate port at a special meeting held for that purpose as soon as possible.

Amended so that the second sentence of Paragraph 2 reads as follows:

"All decisions of such Committee and the contents of their report shall be valid if made by a majority vote, provided there be a quorum in attendance, which quorum is hereby fixed at ten."

Article XXIII, Section 1 which reads:

Article XXIII

Meetings

Section 1. Regular membership meetings shall be held monthly only in the following major ports at the following times:

During the week following the first Sunday of every month a meeting shall be held on Monday—at New York; on Tuesday—at Philadelphia; on Wednesday—at Baltimore; and on Friday—at Detroit. During the next week, meetings shall be held on Monday—at Houston; on Tuesday—at New Orleans; on Wednesday—at Mobile; and on Thursday—at San Francisco. All regular membership meetings shall commence at 2:30 p.m. local time. Where a meeting day falls on a Holiday officially designated as such by the authorities of the state or municipality in which a port is located, the port meeting shall take place on the following business day. Saturday and Sunday shall not be deemed business days.

The Area Vice Presidents shall be the chairmen of all regular meetings in ports in their respective areas. In the event the Area Vice Presidents are unable to attend a regular meeting of a port, they shall instruct the Port Agents, or other elected job holders, to act as chairmen of the meetings.

In the event a quorum is not present at 2:30 P.M. the chairman of the meeting at the pertinent port shall postpone the opening of the meeting but in no event later than 3:00 P.M.

Amended as follows:

Section 1. Regular membership meetings shall be held monthly only in the following major ports at the following times:

During the week following the first Sunday of every month a meeting shall be held on Monday—at New York; on Tuesday—at Philadelphia; on Wednesday—at Baltimore; and on Friday—at Detroit. During the next week, meetings shall be held on Monday—at Houston; on Tuesday—at New Orleans; on Wednesday—at Mobile; on Thursday—at San Francisco; and on Friday at St. Louis. All regular membership meetings, etc. . . .

Article XXIV, Section 8 reads:

Section 8. The terms, "this Constitution", and "this amended Constitution," shall be deemed to have the same meaning and shall refer to the Constitution as amended which takes the place of the one adopted by the Union in 1939, as amended up through Jan. 1, 1974.

Amended as follows:

Section 8. The terms, "this Constitution", and "this amended Constitution," shall be deemed to have the same meaning and shall refer to the Constitution as amended which takes the place of the one adopted by the Union in 1939, as amended up through September, 1976.

Article XXIV amended by addition of two Sections:

Section 13. The term "seetime" shall include employment upon any navigable waters, or days of employment in a contracted employer unit represented by the Union.

Section 14. The term "in an unlicensed capacity aboard an American flag merchant vessel or vessels," shall include persons employed in an unlicensed or licensed capacity aboard dredges, tugboats, towboats and similar vessels used to tow, propel, or push barges or other conveyances or assist merchant vessels in docking or undocking, or persons otherwise employed in a contracted employer unit represented by the Union.

14. The parties hereto agree to the terms of the within

merger, subject, however, to the approval of their respective membership to be conducted by referendum votes as hereinafter provided:

15. The A & G shall cause this Agreement, including the proposed Constitutional provisions which are to be amended, set forth in Paragraph 13 above, to be introduced at its June 1976 Membership Meeting, as a resolution for vote and as proposed Constitutional amendments. As Constitutionally provided, if the foregoing shall be accepted at the Port meeting where introduced and a Constitutional Committee thereafter elected, reports favorably upon the same, it shall as further Constitutionally provided, be submitted to the July Membership Meetings and if the membership accept such report, it shall be recommended that the proposition constituting this Merger Agreement, including the proposed Constitutional amendments, be voted upon by secret ballot as one proposition, with the vote to be held commencing August 16, 1976, and ending September 15, 1976. Copies of this proposed Merger Agreement, including the proposed amended Constitution set forth in Paragraph 13, shall be available at A & G Headquarters and Ports for its membership no later than August 6, 1976. Copies of this proposed Agreement including the proposed A & G Constitution as amended, together with the scheduled date and time of the referendum shall also be published in the Union newspaper before the end of July, 1976.

16. (a) The IBU shall cause this Agreement, including the proposed amended Constitution set forth in Paragraph 13 above, to be approved by its Executive Board. If said Executive Board so approves and if the A & G membership, at their July 1976 Membership Meeting, authorizes a referendum vote for the A & G membership, as provided in Paragraph 15 above, then this Agreement and proposed A & G amended Constitution shall be submitted to the IBU membership for mail referendum vote by secret ballot to be held during the period August 16-September 15, 1976.

(b) The ballot to be voted upon by the IBU membership shall contain the proposition whether or not to approve the Agreement, including the A & G Constitution as amended.

(c) The ballots shall be available at IBU Headquarters and all Ports from 9 A.M. to 12 Noon on Monday through Saturday excepting holidays. The ballots shall be tallied commencing September 20, 1976, by a four man Tallying Committee elected at a Special Meeting at Headquarters no later than September 18, 1976. All ballots postmarked after September 15, 1976 shall not be counted. Upon completion of the tally, the Committee shall make its report and certification.

(d) Copies of this proposed Merger Agreement including the proposed Amended Constitution set forth in Paragraph 13, shall be available at IBU Headquarters and Ports no later than August 6, 1976. Copies of this proposed Agreement including the proposed A & G Constitution as amended, together with the scheduled date and time of the referendum, shall be published in the Union newspaper before the end of July.

(e) The Executive Board, as Constitutionally provided, shall take such steps as it deems necessary to assure that the vote is secret, including but not limited to the procedure for the voting, the administration, tallying and certification of the balloting.

17. This Merger Agreement, including the proposed amended Constitution set forth in Paragraph 13 above, shall not become effective unless both the A & G and IBU members voting, voting separately as provided above, vote affirmatively on the proposition for merger and the A & G Constitution as amended.

18. This Merger Agreement and all its provisions except as otherwise provided herein shall become effective on the latest date of the Tallying Committee of the A & G and IBU, counting the aforesaid votes, certifies that each of the foregoing propositions have been voted affirmatively by their respective membership.

IN WITNESS WHEREOF, we have made and executed this Agreement this 17th day of May, 1976.

SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA-ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT, AFL-CIO BY:

s/ PAUL HALL
PAUL HALL, President
s/ FRANK DROZAK
FRANK DROZAK, Executive Vice President

INLAND BOATMEN'S UNION OF THE SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA-ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT, AFL-CIO

BY: s/ PAUL DROZAK
PAUL DROZAK, National Director
s/ BYRON KELLEY
BYRON KELLEY,
Great Lakes Area Director

The foregoing Agreement has been approved by the INLAND BOATMEN'S UNION OF THE SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA-ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT EXECUTIVE BOARD

Dated: May 17, 1976

s/ JOSEPH DiGIORGIO
JOSEPH DiGIORGIO, Secretary-Treasurer
INLAND BOATMEN'S UNION

REPORT OF CONSTITUTIONAL COMMITTEE SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA- ATLANTIC, GULF, LAKES & INLAND WATERS DISTRICT, AFL-CIO ON RESOLUTION FOR IBU MERGER AND AMENDMENTS

We, the undersigned Constitutional Committee were duly elected at a special meeting at Headquarters, Port of New York, on June 21, 1976, in accordance with Article XXV, Section 2 of our Union Constitution. We herewith submit this report and recommendation, in accordance with Article XXV which reads as follows:

ARTICLE XXV AMENDMENTS

This Constitution shall be amended in the following manner:

Section 1. Any full book member may submit at any regular meeting of any Port proposed amendments to this Constitution in resolution form. If a majority vote of the membership of the Port approves it, the proposed amendment shall be forwarded to all Ports for further action.

Section 2. When a proposed amendment is accepted by a majority vote of the membership, it shall be referred to a Constitutional Committee in the Port where Headquarters is located. This Committee shall be composed of six full book members, two from each department and shall be elected in accordance with such rules as are established by a majority vote of that Port. The Committee will act on all proposed amendments referred to it. The Committee may receive whatever advice and assistance, legal or otherwise, it deems necessary. It shall prepare a report on the amendment together with any proposed changes or substitutions or recommendations and the reasons for such recommendations. The latter shall then be submitted to the membership. If a majority vote of the membership approves the amendment as recommended, it shall then be voted upon, in a yes or no vote by the membership of the Union by secret ballot in accordance with the procedure directed by a majority vote of the membership at the time it gives the approval necessary to put the referendum to a vote. The Union Tallying Committee shall consist of six (6) full book members, two from each of the three (3) departments of the Union, elected from Headquarters Port. The amendment shall either be printed on the ballot, or if too lengthy, shall be referred to on the ballot. Copies of the amendment shall be posted on the bulletin boards of all ports and made available at the voting site in all ports.

Section 3. If approved by a majority of the valid ballots cast, the amendment shall become effective immediately upon notification by the aforesaid Union Tallying Committee to the Secretary-Treasurer that the amendment has been so approved, unless otherwise specified in the amendment. The Secretary-Treasurer shall immediately notify all ports of the results of the vote on the amendment.

At the regular membership meeting held in the Port of New York on June 7, 1976, the following resolution was submitted:

WHEREAS, this Union—the SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA, ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT (A & G) chartered many years ago, the INLAND BOATMEN'S UNION OF THE SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA, ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT (IBU); and

WHEREAS, the membership of this Union essentially constitutes unlicensed seamen employed aboard American flag merchant vessels operating upon the Deep Seas and Great Lakes; and

WHEREAS, IBU essentially represents seamen, maritime and allied workers in and upon the coastal, harbors and inland waters and lakes of the United States and its possessions; and

WHEREAS, both of such Unions have consistently and constantly worked with each other upon common and related problems affecting their membership and each is familiar with the operation of the other as well as the economic and social problems of their respective membership and are further familiar with each others membership, industry and their issues as they relate to their organizational and economic structure and, finally, throughout the years they have constantly rendered financial and trade union aid and assistance to each other; and

WHEREAS, both unions are each parties to common union management trusts that provide for their respective membership, various welfare, pension, training and other fringe benefits and each organization has worked intimately with the other and their respective contracted employers with respect to matters arising under and in the administration of such trusts for the respective membership; and

WHEREAS, it is strongly felt and believed that the merger of the IBU with this Union would be in the best interests of both their membership and would result in a

reduction of operating expenses and afford greater continued strength and resources as one organization, particularly in the area of organization; and

WHEREAS, it is recognized that by reason of different contractual employment relationships, there are long established job rights of the respective membership with separate and distinct employers, which should be protected for each respective membership as to job or sailing rights; and

WHEREAS, the Executive officers of each such Union, over a period of time, have met and discussed terms of merger and have now agreed to merge into one organization preserving, however, the long established job and shipping rights of the respective membership and which merger is subject to the approval of the respective membership as constitutionally required.

NOW, THEREFORE, in the interest of our membership, in the interest of the unlicensed seaman and maritime worker, and in the interest of a stronger trade union capable of preserving, protecting and enhancing the rights of our membership, it is hereby

RESOLVED, that the Merger Agreement between this Union and the IBU, dated May 17, 1976, be in all respects approved; and it is further

RESOLVED, that in order to effectuate the said Merger Agreement, certain Constitutional amendments are necessary and that our Constitution shall be amended in the following respects:

1. Article III, Section 3(e), last sentence thereof shall be amended to read as follows:

"The provision of this Subsection (e) shall be inapplicable when such merchant vessel is operating upon the Great Lakes or upon the harbors, rivers or territorial waters of the United States."

2. Article V, Section 2, second paragraph shall be amended by striking the last sentence thereof, which reads as follows:

"Monies paid to the Union by any non-full book member prior to the effective date of this amended Constitution, on account of initiation fee and assessments, not exceeding Two Hundred and Fifty (\$250.00) Dollars, shall be credited to such member's payment of his initiation fee as required by this section."

3. Article VII, Section 4, and specifically the first sentence thereof, shall be amended to read as follows:

"Where applicable, every member of the Union shall be registered in one of three departments; namely, deck, engine and stewards department."

4. Article X, Section 1(e) and particularly, the first paragraph thereof and specifically, the last sentence of such first paragraph, shall be amended to read as follows:

"The Ports of New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston, Detroit, San Francisco and St. Louis, may not be closed except by Constitutional amendment."

5. Article XIII, Section 1(g) shall be amended to read as follows:

"In the event the member is on a vessel he shall notify the Credentials Committee what vessel he is on. This shall be done also if he ships subsequent to forwarding his credentials."

6. Article XIII, Section 4(b) and specifically the first two sentences thereof, shall be amended to read as follows:

"The Union Tallying Committee shall consist of 18 full book members. Two shall be elected from each of the 9 ports of New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston, Detroit, San Francisco and St. Louis."

7. Paragraph 2 of Article XIII, Section 4(c) shall be amended so that the number nine (9) is changed to ten (10).

8. Article XXIII, Section 1, second paragraph, first two sentences shall be amended to read as follows:

"During the week following the first Sunday of every month a meeting shall be held on Monday—at New York; on Tuesday—at Philadelphia; on Wednesday—at Baltimore; and on Friday—at Detroit. During the next week, meetings shall be held on Monday—at Houston; on Tuesday—at New Orleans; on Wednesday—at Mobile; on Thursday—at San Francisco; and on Friday at St. Louis."

9. Article XXIV, Section 8, shall be amended so as to delete the term "January 1, 1974" and replace it with the term "September, 1976."

10. Article XXIV, shall be amended by adding thereto Sections "13" and "14", which shall read as follows:

"Section 13. The term "seaside" shall include employment upon any navigable waters, or days of employment in a contracted employer unit represented by the Union, or contractually mandated time off.

Section 14. The term "in an unlicensed capacity aboard an American flag merchant vessel or vessels," shall include persons employed in an unlicensed or licensed capacity aboard dredges, tugboats, towboats and similar vessels used to tow, propel or push barges or other conveyances or assist merchant vessels in docking or undocking, or persons otherwise employed in a contracted employer unit represented by the Union."

and it is further

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The Constitutional Committee, elected June 21 at Headquarters, works on their report on the merger of the SIU and the Inland Boatmen's Union. Clockwise from left, they are: Kenneth Bowman, engine department; Frank Teti, deck department; Warren Cassidy, steward department; James Goldor, chairman, steward department; John McHale, deck department, and William Drew, engine department.

RESOLVED, that additional amendments, unrelated to the proposed Merger, be adopted as follows:

11. Article VI, Section 4, shall be amended to read as follows:

"A member in retirement may be restored to membership after a one year period of retirement consisting of four full quarters, only by a majority vote of the membership."

12. Article XI, Section 1, shall be amended to read as follows:

"The following elected officers and jobs shall be held for a term of four years, except the term of officers and jobs, elected in balloting conducted in 1975, shall be for five years:

President
Vice-Presidents
Secretary-Treasurer
Headquarters Representatives
Port Agents
Patrolmen

The term of years set forth here is expressly subject to the provisions for assumption of office as contained in Article XIII, Section 6(b) of this Constitution."

and the last paragraph of Section 1, which reads "The first nomination etc.", shall be deleted.

13. Article XII, Section 1, shall be amended by adding Subsection (f) which shall read:

"(f) He has not sailed in a licensed capacity aboard an American flag merchant vessel or vessels within 24 consecutive months immediately prior to the opening of nominations,"

and it is further

RESOLVED, that as constitutionally provided, if a majority of the membership of the Port Meeting where this Resolution is introduced, approves the Resolution, and thereafter refers it to all Ports and the majority of the membership approves the Resolution, then as constitutionally provided, a Constitutional Committee shall thereafter be elected at a Special meeting to be held on June 21, 1976, at 10:00 AM, at Headquarters, and such Committee, as constitutionally required, shall report upon the amendments as proposed, to the July, 1976 Membership Meeting; and it is further

RESOLVED, that if the membership accept such report of the Constitutional Committee the proposition constituting the Merger Agreement including the proposed Constitutional amendments be voted upon in secret ballot with the vote to be held commencing August 16, 1976, and ending on September 15, 1976; and it is further

RESOLVED, that on the balloting to be taken on the proposed amendments, as well as the Merger Agreement, said amendments and Merger Agreement be voted "up" or "down" as one proposition, and it is further

RESOLVED, that copies of the proposed Merger Agreement, including the proposed amended Constitution set forth in Paragraph 13 thereof, shall be available at A & G Headquarters and Ports, for the membership, no later than August 6, 1976; and it is further

RESOLVED, that the Merger Agreement, including the proposed amendments shall not become effective unless the members of the IBU voting, vote affirmatively as to the proposition to be set forth on their ballot, and unless the members of this Union voting, vote affirmatively on the proposition to be voted upon by them; and that if both groups vote affirmatively, the Merger Agreement and the amendments to the Constitution shall become effective on the latest date that the Tallying Committee of both organizations certifies that each of the propositions have been voted upon affirmatively by their respective membership; and it is further

RESOLVED, that if either of the membership shall not vote affirmatively on the propositions set forth on their ballot, then the Merger Agreement, including the proposed amendments to the Constitution set forth above, shall be deemed cancelled, null and void and of no force and effect.

Fraternal submitted:

Paul Hall, President, H-1

Frank Drozak, Executive Vice President, D-22

Cal Tanner, Vice President, T-1

Lindsey J. Williams, Vice President, W-1

Joe DiGiorgio, Secretary-Treasurer, D-2

Earl Shepard, Vice President, S-2

Paul Drozak, Vice President, D-180

Fred Farnen, F-656, Headquarters Representative

Leon Hall, Jr., H-125, Headquarters Representative

William W. Hall, H-272, Headquarters Representative

Edward X. Mooney, M-7, Headquarters Representative

George McCartney, M-948, New York Agent

Ted Babkowski, B-1, New York Joint Patrolman

Jack Caffey, C-1010, New York Joint Patrolman

Angus Campbell, C-217, New York Joint Patrolman

Luige Iovino, I-11, New York Joint Patrolman

Frank Mongelli, M-1111, New York Joint Patrolman

Michael Sacco, S-1288, New York Joint Patrolman

Keith Terpe, T-3, New York Joint Patrolman

Herman Troxclair, T-4, New York Joint Patrolman

John Fay, F-363, Philadelphia Agent

Albert Bernstein, B-3, Philadelphia Joint Patrolman

William Morris, M-4, Philadelphia Joint Patrolman

Ben Wilson, W-217, Baltimore Agent

Tony Kastina, K-5, Baltimore Joint Patrolman

Robert Pomerlane, P-437, Baltimore Joint Patrolman

Louis Neira, N-1, Mobile Agent

Harold Fischer, F-1, Mobile Joint Patrolman

C. J. "Buck" Stephens, Agent, New Orleans, S-4

Thomas E. Gould, G-267, New Orleans

Joint Patrolman

Louis Guarino, G-520, New Orleans Joint Patrolman

Stanley Zeagler, Z-60, New Orleans Joint Patrolman

Robert "Mickey" Wilburn, W-6, Houston Agent

Frank "Scottie" Aubusson, A-8, Houston

Joint Patrolman

Roan Lightfoot, L-562, Houston Joint Patrolman

Franklin Taylor, T-180, Houston Joint Patrolman

Steve Troy, T-485, San Francisco Agent

Pat Marinelli, M-462, San Francisco Joint Patrolman

Joseph Sacco, S-1287, San Francisco Joint Patrolman

Jack Bluit, B-15, Detroit Agent

Roy Boudreau, B-1473, Detroit Joint Patrolman

The membership voted to accept this resolution. The resolution was thereafter submitted to all Constitutional Ports commencing with Philadelphia on June 8, and ending at San Francisco on June 17, 1976. Headquarters has made available to us the results of the vote on the resolution in all of the Constitutional Ports.

It is the finding of this Committee that a majority of the membership at the regular membership meetings held in the Constitutional Ports voted to accept the proposed amendments as embodied in this resolution. The proposed amendments reflect necessary changes as a result of the agreement between this District and the Inland Boatmen's Union to merge into one organization, with resultant increased strength of our Union and more economic and efficient administration. Additionally, the proposed amendments reflect other changes which are of particular significance and others which are merely housekeeping and technical changes updating our Constitution.

Basically, the merger agreement provides that the Inland Boatmen's Union will merge into and become part of the Atlantic, Gulf, Lakes and Inland Waters District and the members of the Inland Boatmen's Union will become bound by our Constitution. Thus, while IBU members will soon be voting upon the merger agreement and as a result also to accept our Constitution, which is entirely new to them and which will set forth their rights and privileges as Union members, the amendments actually required to be made in our Constitution to accomplish the merger, are few in number.

This Committee, as constitutionally authorized, proposes changes or substitutions for some of the proposed Constitutional amendments. Additionally, we recommend further Constitutional changes.

We hereafter set forth our comments upon the proposed amendments, our proposed changes or substitutions and the reasons therefor, as well as our recommendations as to additional Constitutional changes and the reasons for such recommendations. In our discussion, we shall refer to each proposed amendment by their paragraph numbers, all of which are set forth above.

1. Article III, Section 3(e)

This amendment is necessitated to accommodate to the merger so as to treat the IBU members in the same manner as that provided for our Great Lakes members, none of whom sail aboard vessels which are gone from the continental United States for substantial periods of time.

2. Article V, Section 2

This amendment constitutes a typical housekeeping provision in that it deletes from the Constitution provisions which were applicable in 1970 and immediately thereafter but which, fundamentally, are no longer applicable.

3. Article VII, Section 4

This amendment is necessitated to accommodate to the merger so that the requirement as to registration in one of three departments of the vessel shall only take place where applicable. It is to be noted that on some of the vessels manned by IBU members, there is no such division as three separate departments.

4. Article X, Section 1(e)

Again, this is a Constitutional change to accommodate to the merger. In effect, St. Louis, Missouri is made a Constitutional Port.

5. Article XIII, Section 1(g)

This amendment is to accommodate to the merger and recognizes the nature of vessels upon which IBU members are employed, therefore the present word "ship" is changed to "vessel".

6. Article XIII, Section 4(b)

Again, this amendment is to accommodate to the merger. In substance, it provides for Union Tallying Committee members to come from all Constitutional Ports including the new Constitutional Port of St. Louis.

7. Article XIII, Section 4(c)

This amendment, which fixes the quorum for the Union Tallying Committee at ten (10), instead of nine (9) as presently provided, is also to accommodate to the merger and the addition of St. Louis as a Constitutional Port.

8. Article XXIII, Section 1

This amendment is necessitated to accommodate to

the merger. It provides for membership meetings to be held at the Constitutional Port of St. Louis.

9. Article XXIV, Section 8

This is a housekeeping amendment to update the Constitution as amended.

10. Article XXIV is amended by adding two new Sections, Sections 13 and 14.

Under Section 13, the definition of "seaside" is appropriately amended so as to credit employment of all members including those of the IBU.

Section 14 defines the term "in an unlicensed capacity aboard an American-flag merchant vessel or vessels" to include employment aboard vessels manned by IBU members.

11. Article VI, Section 4

This amendment changes from two years to one year the time within which a member in retirement may be restored to membership by a majority vote of the membership.

12. Article XI, Section 1

Our Constitution has always provided for a four year term of office, commencing and ending with even years. In December, 1969, by Constitutional amendment, the term of office for the period 1968-1972 was shortened to end in 1971. The purpose of this amendment is to restore our past practice of term of officers commencing and ending with even years. By reason thereof, the present term of our officers would be extended one year with the next election of officers to be held in 1980.

13. Article XII, Section 1(f)

This amendment is to assure that candidates for office have not during a recent period prior to nominations been employed in a working unit where the general, economic and other interest of the personnel and such unit, may be adverse to those of our membership's interest.

With respect to the above proposed amendments, we recommend the following changes.

It is to be noted in the proposed amendment Paragraph 10, provision is made under Section 13, for the definition of the term "seaside". It is further provided by that definition that "seaside" shall include "contractually mandated time off." The purpose of this latter provision is intended to assure a reasonable opportunity for a present IBU member to receive one hundred (100) days seaside between January 1, and time of nomination during election years specifically where such member, by contract, works a specified number of days on and an equal number of days off. This appears to us to be comparable and analogous to the short season which our Great Lakes members have and concerning which appropriate adjustment was made in our Constitution to accommodate to the same when the Great Lakes members merged into our Union. It appears to us that a similar procedure and format should be utilized in our Constitution as applicable to such IBU members. In view of the same, we suggest the following change.

The proposed amendment to Article XXIV, by adding Section "13", should be changed to read as follows:

"Section 13. the term "seaside" shall include employment upon any navigable waters, or days of employment in a contracted employer unit represented by the Union."

In addition, Article XII, Section 1(c) should be amended to read as follows:

"(c) He has at least one hundred (100) days of seaside, in an unlicensed capacity, aboard an American-flag merchant vessel or vessels covered by contract with this Union or one hundred (100) days of employment with, or in any office or job of, the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction or a combination of these, between January 1, and the time of nomination in the election year, except if such seaside is wholly aboard such merchant vessels operating solely upon the Great Lakes or, if such seaside is wholly aboard tugboats, towboats or dredges and contractual employment thereon is for fixed days with equal amount of days off, he shall have at least sixty-five (65) days of such seaside instead of the foregoing one hundred (100) days; and"

Finally, we recommend two further amendments. We recognize in today's rapidly moving society, places of operations change quickly. As a Union, our structure should be elastic enough to accommodate to such changes. It is further noted, that as presently provided, the Headquarters of our Union is in New York. In the event of economic changes, it may be necessary, in the best interests of the membership, for the Headquarters to be at some other location. However, to accomplish this under our present Constitution, it will be necessary to go through the time consuming procedures for a Constitutional amendment. It appears to us that we should have a more flexible and timely method to effectuate such a change. It further appears to us that such determination should be left to our Executive Board. By reason of the foregoing, we recommend the following amendment to be voted upon by the membership.

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Article VII, Section 2 shall be amended to read as follows:

"Section 2. The Headquarters of the Union shall be located in New York or at such place as the Executive Board may determine from time to time. The Headquarters officers shall consist of a President, an Executive Vice-President, one Vice-President in Charge of Contracts and Contract Enforcement, a Secretary-Treasurer, one Vice-President in Charge of the Atlantic Coast, one Vice-President in Charge of the Gulf Coast, and one Vice-President in Charge of the Lakes and Inland Waters."

The other recommended amendment is to accommodate to the proposed merger.

In our Article III, Section 1, it is provided that all candidates for full membership must have 360 days, or more seetime in a consecutive 24 calendar month period. Some of the IBU contracts provide for fixed number of days employment with an equal number of days off. As a result, it may be difficult, if not improbable for such men to qualify for full membership under present Constitutional provisions. The reduction of the seetime period will accommodate the IBU members and yet not adversely effect A&G probationary or full members. In view of the foregoing, we recommend:

"Article III, Section 1, third sentence thereof, which provides—'All candidates with 360 days or more seetime in a consecutive 24 calendar month period etc.'—shall be changed to read: 'All candidates with 260 days or more seetime in a consecutive 24 calendar month period etc.'"

We further note that the first "RESOLVED" of the Resolution upon which we are acting, provides that the merger agreement "be in all respects approved". It appears to us, that in one respect a modification is in order.

Paragraph "6" of the merger agreement provides that an IBU member in good standing prior to the merger, is not to be a "full book member" of the A&G, unless he has not less than 360 days seetime, within 24 consecutive months, notwithstanding that prior to the merger such IBU member had full and complete IBU membership privileges. It appears to us, that such full rights should be carried over and recognized by the A&G. Although this proposed modification is not a constitutional amendment provision, nevertheless in view of the fact that the merger agreement is part of the Resolution con-

taining proposed constitutional amendments, we believe that the same suggests it is appropriate to make this recommendation relative to modification of the merger agreement.

We, therefore, recommend that a modification of Paragraph "6" of the merger agreement be made by the parties thereto prior to any vote by the respective membership upon the merger agreement. Such Paragraph "6" should be amended to read as follows:

"6. All IBU members in good standing, possessing such status pursuant to the IBU Constitution in effect prior to the merger, shall be 'full book members' under the terms of the A&G Constitution as amended and such Constitution shall be as hereafter set forth. A suspended IBU member as so defined in the present IBU Constitution, shall not possess membership status in the A&G unless within 90 days after the effective date of this merger, he has paid to the A&G all his IBU union monetary obligations past due."

The amendments discussed and recommended above are, as previously stated, in part in connection with the merger agreement and in other part in connection with housekeeping or substantive changes in our Constitution. As proposed by the resolution, copies of the proposed merger agreement including proposed amended Constitutional provisions will be available at Headquarters and Ports for the membership no later than August 6, 1976. We earnestly suggest that all of our members read the full text of the agreement and proposed amendments so as to become familiar with all of its terms and provisions. We believe that our membership, based upon all the facts, will approve the merger agreement and the proposed Constitutional amendments as well as those proposed changes and the further proposed amendments and we recommend such approval.

Your Committee recommends that in connection with the ballot to be used by the membership in the vote on your Committee's recommendations, in accordance with the merger agreement, there be one proposition to be voted "Yes" or "No", reading as follows:

"Shall the merger agreement between Atlantic, Gulf, Lakes and Inland Waters District and the Inland Boatmen's Union of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, including the proposed Constitutional amendments,

be approved.

[] Yes

[] No "

If this Constitutional Committee's report and recommendation in concurred in by the membership at the July, 1976 membership meetings, it is recommended that, as provided in the merger agreement and resolution for Constitutional amendments, that the ballot on the above proposition be held by referendum vote in accordance with Article XIII, Sections 3, 4 and 7 of our Constitution, subject, however, to the following:

The election shall be held commencing at all Ports on August 16, 1976 and ending September 15, 1976.

The Committee further recommends that Herbert D. Bacher, Executive Vice-President, Sterling National Bank & Trust Company of New York, 1410 Broadway, New York, New York 10018 serve as depository for ballots cast in this referendum.

In accordance with Article XXV of our Constitution, the Union Tallying Committee shall consist of six full book members, two from each of the three departments of the Union, elected from Headquarters Port at a special meeting to be held there on September 18, 1976, and shall begin their duties on September 20, 1976.

Requests for absentee ballots must be postmarked no later than 12 midnight on August 25, 1976, and must be delivered to the Secretary-Treasurer at Headquarters no later than August 31, 1976. Absentee ballots shall be mailed by the Secretary-Treasurer no later than September 2, 1976. All ballots to be counted must bear a postmark on or before September 15, 1976. Upon the completion of the tallying, the Committee shall make its report and certification.

This Committee finally recommends, in accordance with the merger agreement and our Constitution's provisions with respect to amendments, that this report and recommendations be read at Headquarters and all branches at the regular July, 1976 membership meetings for the purpose of acting upon this report and recommendations in accordance with Article XXV of our Constitution.

Dated: June 25, 1976

Fraternal submitted,
James Golder, G-72, Chairman
Frank Teti, T-93
John McHale, M-520
Kenneth Bowman, B-1778
Warren Cassidy, C-724
William Drew, D-533



EVERY SEAFARER IS GUARANTEED:

- Protection of the rights and privileges guaranteed him under the Constitution of the Union.
- The right to vote.
- The right to nominate himself for, and to hold, any office in the Union.
- That every official of the Union shall be bound to uphold and protect the rights of every member and that in no case shall any member be deprived of his rights and privileges as a member without due process of the law of the Union.
- The right to be confronted by his accuser and to be given a fair trial by an impartial committee of his brother Union members if he should be charged with conduct detrimental to the welfare of Seafarers banded together in this Union.
- The right to express himself freely on the floor of any Union meeting or in committee.
- The assurance that his brother Seafarers will stand with him in defense of the democratic principles set forth in the Constitution of the Union.

PROPOSED CONSTITUTION

THE SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA— ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT

Affiliated with Seafarers International Union of North America,
American Federation of Labor-Congress of Industrial Organizations

(As Amended September, 1975)

PREAMBLE

As maritime and allied workers and realizing the value and necessity of a thorough organization, we are dedicated to the forming of one Union for our people, the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District, based upon the following principles:

All members shall be entitled to all the rights, privileges and guarantees as set forth in this Constitution, and such rights, privileges and guarantees shall be preserved in accordance with its terms.

We declare that American seamen are entitled to receive their employment without interference of crimps, ship-owners, fink halls or any shipping bureaus maintained by the Government.

We affirm that every worker has the right to receive fair and just remuneration for his labor, and to gain sufficient leisure for mental cultivation and physical recreation.

We proclaim the right of all seamen to receive healthful and sufficient food, and proper forecabin in which to rest.

We defend the right of all seamen to be treated in a decent and respectful manner by those in command, and

We hold that the above rights belong to all workers alike, irrespective of nationality or creed.

Recognizing the foregoing as our inalienable rights, we are conscious of corresponding duties to those in command, our employers, our craft and our country.

We will, therefore, try by all just means to promote harmonious relations with those in command by exercising due care and diligence in the performance of the duties of our profession, and by giving all possible assistance to our employers in caring for their gear and property.

Based upon these principles, it is among our objects: To use our influence individually and collectively for the purpose of maintaining and developing skill in seamanship and effecting a change in the maritime law of the United States, so as to render it more equitable and to make it an aid instead of a hindrance to the development of a merchant marine and a body of American seamen.

To support a journal which shall voice the sentiments of maritime workers and through its columns seek to maintain their knowledge of, and interest in, maritime affairs.

To assist the seamen of other countries in the work of organization and federation, to the end of establishing the Brotherhood of the Sea.

To form and to assist by legal means other bona fide labor organizations whenever possible in the attainment of their just demands.

To regulate our conduct as a Union and as individuals so as to make seamanship what it rightly is—an honorable and useful calling. And bearing in mind that we are migratory, that our work takes us away in different directions from any place where the majority might otherwise meet to act, that meetings can be attended by only a fraction of the membership, that the absent members, who cannot be present, must have their interests guarded from what might be the results of excitement and passions aroused by persons or conditions, and that those who are present may act for and in the interest of all, we have adopted this Constitution.

Statement of Principles and Declaration of Rights

In order to form a more perfect Union, we workers in the maritime and allied industries, realizing the value and necessity of uniting in pursuit of our improved economic and social welfare, have determined to bind ourselves together in the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District, and hereby dedicate ourselves to the following principles:

In promoting our economic and social welfare, we shall ever be mindful, not only of our rights, but also of our duties and obligations as members of the community, our duties as citizens, and our duty to combat the menace of communism and any other enemies of freedom and the democratic principles to which we seafaring men dedicate ourselves in this Union.

We shall affiliate and work with other free labor organizations; we shall support a journal to give additional voice to our views; we shall assist our brothers of the sea and other workers of all countries in these obligations to the fullest extent consistent with our duties, obligations, and law. We shall seek to exert our individual and collective influence in the fight for the enactment of labor and other legislation and policies which look to the attainment of a free and happy society, without distinction based on race, creed or color.

To govern our conduct as a Union and bearing in mind that most of our members are migratory, that their duties carry them all over the world, that their rights must and shall be protected, we hereby declare these rights as members of the Union to be inalienable.

I

No member shall be deprived of any of the rights or privileges guaranteed him under the Constitution of the Union.

II

Every qualified member shall have the right to nominate himself for, and, if elected, or appointed, to hold office in this Union.

III

No member shall be deprived of his membership without due process of the law of this Union. No member shall be compelled to be a witness against himself in the trial of any proceeding in which he may be charged with failure to observe the law of this Union. Every official and job hold-

er shall be bound to uphold and protect the rights of every member in accordance with the principles set forth in the Constitution of the Union.

IV

Every member shall have the right to be confronted by his accuser whenever he is charged with violating the law of this Union. In all such cases, the accused shall be guaranteed a fair and speedy trial by an impartial committee of his brother Union members.

V

No member shall be denied the right to express himself freely on the floor of any Union meeting or in committee.

VI

A militant membership being necessary to the security of a free union, the members shall at all times stand ready to defend this Union and the principles set forth in the Constitution of the Union.

VII

The powers not delegated to the officers, job holders, and Executive Board by the Constitution of the Union shall be reserved to the members.

CONSTITUTION

Article I

Name and General Powers

This Union shall be known as the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District. Its powers shall be legislative, judicial, and executive, and shall include the formation of, and/or issuance of charters to, subordinate bodies and divisions, corporate or otherwise, the formation of funds and participation in funds, the establishment of enterprises for the benefit of the Union and similar ventures. This Union shall exercise all of its powers in aid of subordinate bodies and divisions created or chartered by it. For convenience of administration and in furtherance of its policies of aid and assistance, the Union may make its property, facilities and personnel available for the use and on behalf of such subordinate bodies and divisions. A majority vote of the membership shall be authorization for any Union action, unless otherwise specified in the Constitution or by law. This Union shall at all times protect and maintain its jurisdiction.

Article II

Affiliation

Section 1. This Union shall be affiliated with the Seafarers International Union of North America and the American Federation of Labor—Congress of Industrial Organizations. All other affiliations by the Union or its subordinate bodies or divisions shall be made or withdrawn as determined by a majority vote of the Executive Board.

Section 2. In addition to such other provisions as are contained herein, all subordinate bodies and divisions seeking a charter from and/or affiliation with this Union, shall be required to adopt, within a time period set by the Executive Board, a constitution containing provisions as set forth in Exhibit A, annexed to this Constitution and made a part hereof. All other provisions adopted by such subordinate bodies and divisions as part of their constitutions shall not be inconsistent therewith. No such constitution or amendments thereto shall be deemed to be effective without the approval of the Executive Board of this Union, which shall be executed in writing, on its behalf, by the President or, in his absence, by any other officer designated by it. Such approval shall be deemed to be recognition of compliance herewith by such subordinate body or division.

Where a subordinate body or division violates any of the foregoing, and, in particular, seeks to effectuate any constitutional provision not so authorized and approved, or commits acts in violation of its approved constitution, or fails to act in accordance therewith, this Union, through its Executive Board, may withdraw its charter and/or sever its affiliation forthwith, or on such terms as it may impose not inconsistent with law, in addition to exercising any and all rights it may have pursuant to any applicable agreements or understandings.

Section 3. This Union shall also have the power, acting through its Executive Board, and after a fair hearing, to impose a trusteeship upon any subordinate body or divisions chartered by and affiliated with it, for the reasons and to the extent provided by law.

Article III

Membership

Section 1. There shall be two classes of membership, to wit, full book members and probationary members. Candidates for membership shall be admitted to membership in accordance with such rules as may be adopted from time to time, by a majority vote of the membership and which rules shall not be inconsistent with the provisions of this Constitution. All candidates with 260 days or more seetime in a consecutive 24 calendar month period commencing from January 1, 1968, in an unlicensed capacity, aboard an American-flag merchant vessel or vessels, covered by contract with this Union, shall be eligible for full membership. All persons with less than the foregoing seetime but at least thirty (30) days of such seetime, shall be eligible for pro-

probationary membership. Only full book members shall be entitled to vote and to hold any office or elective job, except as otherwise specified herein. All probationary members shall have a voice in Union proceedings and shall be entitled to vote on Union contracts.

Section 2. No candidate shall be granted membership who is a member of any dual organization hostile to the aims, principles, and policies of this Union.

The members, by majority vote, shall at all times have the right to determine the membership status of pensioners.

Section 3. Members more than one quarter in arrears in dues shall be automatically suspended, and shall forfeit all benefits and all other rights and privileges in the Union. They shall be automatically dismissed if they are more than two quarters in arrears in dues. An arrearage in dues shall be computed from the first day of the applicable quarter, but this time shall not run:

(a) While a member is actually participating in a strike or lockout.

(b) While a member is an in-patient in a USPHS or other accredited hospital.

(c) While a member is under an incapacity due to activity in behalf of the Union.

(d) While a member is in the armed services of the United States, provided the member was in good standing at the time of entry into the armed forces, and further provided he applies for reinstatement within ninety (90) days after discharge from the armed forces.

(e) While a member has no opportunity to pay dues, because of employment aboard an American-flag merchant vessel. The provision of this Subsection (e) shall be inapplicable when such merchant vessel is operating upon the Great Lakes or upon the harbors, rivers or territorial waters of the United States.

Section 4. A majority vote of the membership shall be sufficient to designate additional circumstances during which the time specified in Section 3 shall not run. It shall be the right of any member to present, in writing, to any Port at any regular meeting, any question with regard to the application of Section 3, in accordance with procedures established by a majority vote of the membership. A majority vote of the membership shall be necessary to decide such questions.

Section 5. The membership shall be empowered to establish, from time to time, by majority vote, rules under which dues and assessments may be excused where a member has been unable to pay dues and assessments for the reasons provided in Sections 3 and 4.

Section 6. To preserve unity, and to promote the common welfare of the membership, all members of the Union shall uphold and defend this Constitution and shall be governed by the provisions of this Constitution and all policies, rulings, orders and decisions duly made.

Section 7. Any member who gives aid to the principles and policies of any hostile or dual organization shall be denied further membership in this Union to the full extent permitted by law. A majority vote of the membership shall decide which organizations are dual or hostile.

Section 8. Evidence of membership or other affiliation with the Union shall be in such form or forms as determined by the Executive Board, and shall at all times remain the property of the Union. Members may be required to show their evidence of membership in order to be admitted to Union meetings, or into, or on Union property.

Article IV

Reinstatement

Members dismissed from the Union may be reinstated in accordance with such rules and under such conditions as are adopted, from time to time, by a majority vote of the membership.

Article V

Dues and Initiation Fee

Section 1. All members' dues shall consist of:

(a) dues in effect on July 1, 1975, which shall be paid quarterly on a calendar year basis, no later than the first business day of each quarter, except as herein otherwise provided, and;

(b) the sum of \$50.00 for each ninety days worked in twelve consecutive months for contracted employers and for days worked subsequent to such first ninety days in such twelve consecutive months, which are less than ninety, a proportionate sum of such \$50.00 which shall be equal to the percentage which such worked days bears to ninety days. Dues payable under this subsection (b) shall be payable on the day that the member receives payment for his earned compensatory credit on account of having worked such days, anything to the contrary herein notwithstanding, and shall become effective as to members in the manner designated and determined by majority vote of the membership by secret ballot. When so determined by the membership, members in the employ of the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction as provided for in Article XII, Section 1(a) and (c) shall pay in addition to that provided for in paragraph (a) immediately above, the sum of Fifty (\$50.00) Dollars quarterly on a calendar year basis, no later than the first business day of each quarter, while so employed.

(c) Changes of the above dues shall only be by Constitutional amendment.

Section 2. No candidate for full book membership shall be admitted into such membership without having paid an initiation fee of Six Hundred (\$600.00) Dollars, except as otherwise provided in this Constitution. In addition, the candidate shall pay a Ten (\$10.00) Dollar "service fee" for the issuance of his full book.

Each candidate for probationary membership and each probationary member shall, with the payment of each of his first quarterly dues, as required by Section 1, pay at each such time the sum of One Hundred and Fifty (\$150.00) Dollars as partial initiation fee. The total of such initiation monies so paid shall be credited to his above required initiation fee for a full book member upon completion of the required seafaring as provided for in Article III, Section 1. Monies paid to the Union by any non-full book member prior to the effective date of this amended Constitution, on account of initiation fee and assessments, not exceeding Two Hundred and Fifty (\$250.00) Dollars, shall be credited to such member's payment of his initiation fee as required by this section.

Section 3. Payment of dues and initiation fees may be waived for organizational purposes in accordance with such rules as are adopted by a majority vote of the Executive Board.

Section 4. All members shall be and remain in good standing.

Article VI

Retirement from Membership

Section 1. Members may retire from membership by surrendering their Union books or other evidence of affiliation and paying all unpaid dues for the quarter in which they retire, assessments, fines and other monies due and owing the Union. When the member surrenders his book or other evidence of affiliation in connection with his application for retirement he shall be given a receipt therefor. An official retirement card shall be issued by Headquarters, upon request, dated as of the day that such member accomplishes these payments and shall be given to the member upon presenting the aforesaid receipt.

Section 2. All the rights, privileges, duties and obligations of membership shall be suspended during the period of retirement, except that a retired member shall not be disloyal to the Union nor join or remain in any dual or hostile organization, upon penalty or forfeiture of his right to reinstatement.

Section 3. Any person in retirement for a period of two quarters or more shall be restored to membership, except as herein indicated, by paying dues for the current quarter, as well as all assessments accruing and newly levied during the period of retirement. If the period of retirement is less than two quarters, the required payments shall consist of all dues accruing during the said period of retirement, including those levied during that period. Upon such payment, the person in retirement shall be restored to membership, and his membership book, appropriately stamped, shall be returned to him.

Section 4. A member in retirement may be restored to membership after a one year period of retirement consisting of four full quarters only by a majority vote of the membership.

Section 5. The period of retirement shall be computed from the first day of the quarter following the one in which the retirement card was issued.

Section 6. No member may retire his membership during the period of a strike or lockout.

Article VII

Systems of Organization

Section 1. This Union, and all officers, headquarters representatives, port agents, patrolmen, and members shall be governed in this order by:

- (a) The Constitution.
- (b) The Executive Board.
- (c) Majority vote of the membership.

Section 2. The Headquarters of the Union shall be located in New York or at such place as the Executive Board may determine from time to time. The headquarters officers shall consist of a President, an Executive Vice-President, one Vice-President in Charge of Contracts and Contract Enforcement, a Secretary-Treasurer, one Vice-President in Charge of the Atlantic Coast, one Vice-President in Charge of the Gulf Coast, and one Vice-President in Charge of the Lakes and Inland Waters.

Section 3. The staff of each port shall consist of such personnel as is provided for herein, and the port shall bear the name of the city in which the Union's port offices are located.

Section 4. Where applicable, every member of the Union shall be registered in one of three departments, namely, deck, engine and stewards department. The definition of these departments shall be in accordance with custom and usage. This definition may be modified by a majority vote of the membership. No member may transfer from one department to another except by approval as evidenced by a majority vote of the membership.

Article VIII

Officers, Headquarters Representatives, Port Agents and Patrolmen

Section 1. The officers of the Union shall be elected as otherwise provided in this Constitution. These officers shall be the President, an Executive Vice-President, one Vice-President in Charge of Contracts and Contract Enforcement, a Secretary-Treasurer, one Vice-President in Charge of the Atlantic Coast, one Vice-President in Charge of the Gulf Coast, and one Vice-President in Charge of the Lakes and Inland Waters.

Section 2. Port Agents, Headquarters Representatives, and Patrolmen shall be elected, except as otherwise provided in this Constitution.

Article IX

Other Elective Jobs

Section 1. In addition to the elective jobs provided for in Article VIII, the following jobs in the Union shall be voted upon in the manner prescribed by this Constitution:

Committee members of:

- (1) Trial Committees
- (2) Quarterly Financial Committees
- (3) Appeals Committees
- (4) Strike Committees
- (5) Credentials Committees
- (6) Union Tallying Committees
- (7) Constitutional Committees

Section 2. Additional committees may be formed as provided by a majority vote of the membership. Committees may also be appointed as permitted by this Constitution.

Article X

Duties of Officers, Headquarters Representatives, Port Agents, Other Elected Job Holders and Miscellaneous Personnel

Section 1. (a) The President shall be the executive officer of the Union and shall represent, and act for and in behalf of the Union in all matters except as otherwise specifically provided for in the Constitution.

(b) He shall be a member ex-officio of all committees, except as otherwise herein expressly provided.

(c) The President shall be in charge of, and responsible for, all Union property, and shall be in charge of headquarters and port offices. Wherever there are time restrictions or other considerations affecting Union action, the President shall take appropriate action to insure observance thereof.

(d) In order that he may properly execute his responsibilities, he is hereby instructed and authorized to employ any help he deems necessary, be it legal, accounting or otherwise.

(e) Subject to approval by a majority vote of the membership, the President shall designate the number and location of ports the jurisdiction, status and activities thereof, and may close or open such ports, and may re-assign Vice-Presidents and the Secretary-Treasurer, without reduction in wages. He may also re-assign Headquarters Representatives, Port Agents, and Patrolmen, to other duties, without reduction in wages. The ports of New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston, Detroit, San Francisco and St. Louis, may not be closed except by Constitutional amendment.

Where ports are opened between elections, the President shall designate the Union personnel thereof.

The President shall designate, in the event of the incapacity of any Headquarters Representative, Port Agent or Patrolman, or any officer other than the President, a replacement to act as such during the period of incapacity, provided such replacement is qualified under Article XII of the Constitution to fill such job.

At the regular meeting in May of every election year, the President shall submit to the membership a pre-balloting report. In his report he shall recommend the number and location of ports, the number of Headquarters Representatives, Port Agents and Patrolmen which are to be elected. He shall also recommend a bank, a bonded warehouse, a regular office thereof, or any similar depository, to which the ballots are to be mailed, except that the President may, in his discretion, postpone the recommendation as to the depository until no later than the first regular meeting in October.

This recommendation may also specify, whether any Patrolman and/or Headquarters Representative, shall be designated as departmental or otherwise. The report shall be subject to approval or modification by a majority vote of the membership.

(f) The President shall be chairman of the Executive Board and may cast one vote in that body.

(g) He shall be responsible, within the limits of his powers, for the enforcement of this Constitution, the policies of the Union, and all rules and rulings adopted by the Executive Board, and those duly adopted by a majority vote of the membership. Within these limits, he shall strive to enhance the strength, position, and prestige of the Union.

(h) The foregoing duties shall be in addition to those other duties lawfully imposed upon him.

(i) The responsibility of the President may not be delegated, but the President may delegate to a person or persons the execution of such of his duties as he may in his discretion decide, subject to the limitations set forth in this Constitution.

(j) Any vacancy in any office or the job of Headquarters Representative, Port Agent, or Patrolman shall be filled by the President by temporary appointment of a member qualified for the office or job under Article XII of this Constitution, except in those cases where the filling of such vacancy is otherwise provided for by this Constitution.

(k) The President is directed to take any and all measures and employ such means which he deems necessary or advisable, to protect the interests, and further the welfare of the Union and its members, in all matters involving national, state or local legislation issues, and public affairs.

(l) The President shall have authority to require any officer or Union representative to attend any regular or special meeting if, in his opinion, it is deemed necessary.

Section 2. Executive Vice-President.

The Executive Vice-President shall perform any and all duties assigned him or delegated to him by the President. The Executive Vice-President shall be a member of the Executive Board and may cast one vote in that body.

Section 3. Vice-President in Charge of Contracts and Contract Enforcement.

The Vice-President in Charge of Contracts and Contract Enforcement shall perform any and all duties assigned him or delegated to him by the President. In addition, he shall be responsible for all contract negotiations, the formulation of bargaining demands, and the submission of proposed collective bargaining agreements to the membership for ratification. He shall also be responsible, except as otherwise provided in Article X, Section 13(d) (1), for strike authorization, signing of new contracts, and contract enforcement. He shall also act for headquarters in executing the administrative functions assigned to headquarters by this Constitution with respect to trials and appeals except if he is a witness or party thereto, in which event the Secretary-Treasurer shall act in his place. In order that he may properly execute these responsibilities he is hereby instructed and authorized to employ such help as he deems necessary, be it legal, or otherwise, subject to approval of the Executive Board.

The Vice-President in Charge of Contracts and Contract Enforcement shall be a member of the Executive Board and may cast one vote in that body.

Section 4. Secretary-Treasurer.

The Secretary-Treasurer shall perform any and all duties assigned him or delegated to him by the President. He shall be responsible for the organization and maintenance of the correspondence, files, and records of the Union; setting up, and maintenance of, sound accounting and bookkeeping systems; the setting up, and maintenance of, proper office and other administrative Union procedures; the proper collection, safeguarding, and expenditure of all Union funds, port or otherwise. He shall submit to the membership, for each quarterly period, a detailed report of the entire Union's financial operations and shall submit simultaneously therewith, the Quarterly Financial Committee report for the same period. The Secretary-Treasurer's report shall be prepared by an independent Certified Public Accountant. He shall also work with all duly elected finance committees. The Secretary-Treasurer shall be responsible for the timely

filing of any and all reports on the operations of the Union, financial or otherwise, that may be required by any Federal or state laws. In order that he may properly execute his responsibilities, he is hereby instructed and authorized to employ any help he deems necessary, be it legal, accounting, or otherwise, subject to approval of the Executive Board.

The Secretary-Treasurer shall be a member of the Executive Board and may cast one vote in that body.

The Secretary-Treasurer shall be a member ex-officio of the Credentials and Union Tallying Committees. In addition he shall make himself and the records of his office available to the Quarterly Financial Committee.

Section 5. Vice-President in Charge of the Atlantic Coast.

The Vice-President in Charge of the Atlantic Coast shall be a member of the Executive Board and shall be entitled to cast one vote in that body.

He shall supervise and be responsible for the activities of all the ports, and the personnel thereof on the Atlantic Coast, including their organizing activities. The Atlantic Coast area is deemed to mean that area from and including Georgia through Maine and shall also include the Islands in the Caribbean. In order that he may properly execute his responsibilities he is empowered and authorized to retain any technical or professional assistance he deems necessary, subject to approval of the Executive Board.

Section 6. Vice-President in Charge of the Gulf Coast.

The Vice-President in Charge of the Gulf Coast shall be a member of the Executive Board and shall be entitled to cast one vote in that body.

He shall supervise and be responsible for the activities of all the Ports, and the personnel thereof on the Gulf Coast including their organizing activities. The Gulf Coast area is deemed to mean the State of Florida, all through the Gulf, including Texas.

In order that he may properly execute his responsibilities he is empowered and authorized to retain any technical or professional assistance he deems necessary, subject to approval of the Executive Board.

Section 7. Vice-President in Charge of the Lakes and Inland Waters.

The Vice-President in Charge of the Lakes and Inland Waters shall be a member of the Executive Board and shall be entitled to cast one vote in that body.

He shall supervise and be responsible for the activities of all the ports, and the personnel thereof on the Lakes and Inland Waters, including their organizing activities.

In order that he may properly execute his responsibilities he is empowered and authorized to retain any technical or professional assistance he deems necessary, subject to approval of the Executive Board.

Section 8. Headquarters Representatives.

The Headquarters Representatives shall perform any and all duties assigned them or delegated to them by the President or the Executive Board.

Section 9. Port Agents.

(a) The Port Agent shall be in direct charge of the administration of Union affairs in the port of his jurisdiction subject to the direction of the area Vice-President.

(b) He shall, within the jurisdiction of his port, be responsible for the enforcement and execution of the Constitution, the policies of the Union, and the rules adopted by the Executive Board, and by a majority vote of the membership. Wherever there are time restrictions or other considerations affecting port action, the Port Agent shall take appropriate action to insure observance thereof.

(c) He shall be prepared to account, financially or otherwise, for the activities of his port, whenever demanded by the President, the Vice-President of the area in which his port is located, or by the Secretary-Treasurer.

(d) In any event, he shall prepare and forward to the Secretary-Treasurer, a weekly financial report showing, in detail, weekly income and expenses, and complying with all other accounting directions issued by the Secretary-Treasurer.

(e) The Port Agent may assign each port Patrolman to such duties as fall within the jurisdiction of the port, regardless of the departmental designation, if any, under which the Patrolman was elected.

(f) The Port Agent shall designate which members at that port may serve as representatives to other organizations, affiliation with which has been properly authorized.

Section 10. Patrolmen.

Patrolmen shall perform any duties assigned them by the Agent of the Port to which they are assigned.

Section 11. Executive Board.

The Executive Board shall consist of the President, the Executive Vice-President, the Vice-President in Charge of Contracts and Contract Enforcement, the Secretary-Treasurer, the Vice-President in Charge of the Atlantic Coast Area, the Vice-President in Charge of the Gulf Coast Area, the Vice-President in Charge of the Lakes and Inland Waters, and the National Director (or chief executive officer) of each subordinate body or division created or chartered by the Union whenever such subordinate body or division has attained a membership of 3,200 members and has maintained that membership for not less than three (3) months. Such National Director (or chief executive officer) shall be a member of the respective subordinate body or division and must be qualified to hold office under the terms of the Constitution of such division or subordinate body.

The Executive Board shall meet no less than twice each year and at such times as the President and/or a majority of the Executive Board may direct. The President shall be chairman of all Executive Board meetings unless absent, in which case the Executive Board shall designate the chairman. Each member of the Executive Board shall be entitled to cast one vote in that body. Its decision shall be determined by majority vote of those voting, providing a quorum of three is present. It shall be the duty of the Executive Board to develop policies, strategies and rules which will advance and protect the interests and welfare of the Union and the Members. It shall be the duty of the Secretary-Treasurer, or in his absence, an appointee of the Executive Board, to keep accurate minutes of all Executive Board meetings. The Executive Board shall determine per capita tax to be levied and other terms and conditions of affiliation for any group of workers desiring affiliation. The Executive Board may direct the administration of all Union affairs, properties, policies and personnel in any and all areas not otherwise specifically provided for in this Constitution. Notwithstanding the foregoing, the Executive Board may act without holding a formal meeting provided all members of the Board are sent notice of the proposed action or actions and the decision thereon is reduced to writing and signed by a majority of the Executive Board.

In the event that death, resignation or removal from office for any reason should occur to the President, the Executive Board by majority vote shall name a successor from its own membership who shall fill that vacancy until

the next general election.

In the event the President is incapacitated for a period of more than thirty (30) days, and the Executive Board by majority vote thereafter determines that such incapacity prevents the President from carrying out his duties, the Executive Board by majority vote may appoint from among its own membership the officer to fill the office of President. This appointment shall terminate upon the President's recovery from such incapacity or upon the expiration of the President's term of office, whichever occurs first.

The Executive Board by majority vote may grant requests for leaves of absence with or without pay to officers. In the event that a leave is granted to the President, the Executive Board by a majority vote, shall designate from among its own membership who shall exercise the duties of the President during such period of leave.

Notwithstanding the provision of Section 1(j) of this Article X, the Executive Board, by majority vote, may determine not to fill any vacancy in any office or job for any part of an unexpired term.

Section 12. Delegates.

(a) The term "delegates" shall mean those members of the Union and its subordinate bodies or divisions who are elected in accordance with the provisions of this Constitution, to attend the convention of the Seafarers International Union of North America. The following officers and job holders, upon their election to office or job shall, during the term of their office or job, be delegates to all Conventions of the Seafarers International Union of North America in the following order of priority: President; Executive Vice-President; Vice-President in Charge of Contracts and Contract Enforcement; Secretary-Treasurer; Vice-President in Charge of the Atlantic Coast; Vice-President in Charge of the Gulf Coast; Vice-President in Charge of the Lakes and Inland Waters; Headquarters Representatives, with priority to those most senior in full book Union membership; Port Agents, with priority to those most senior in full book Union membership; and Patrolmen, with priority to those most senior in full book Union membership.

(b) Each delegate shall, by his vote and otherwise, support those policies agreed upon by the majority of the delegates to the Convention.

(c) The President shall assign to each subordinate body or division that number of delegates to which this Union would have been entitled, if its membership had been increased by the number of members of the subordinate body or division, in accordance with the formula set forth in the Constitution of the Seafarers International Union of North America, except that this provision shall not be applied so as to reduce the number of delegates to which this Union would otherwise have been entitled.

Section 13. Committees.

(a) Trial Committee.

The Trial Committee shall conduct the trials of a person charged, and shall submit findings and recommendations as prescribed in this Constitution. It shall be the special obligation of the Trial Committee to observe all the requirements of this Constitution with regard to charges and trials, and their findings and recommendations must specifically state whether or not, in the opinion of the Trial Committee, the rights of any accused, under this Constitution, were properly safeguarded.

(b) Appeals Committee.

1. The Appeals Committee shall hear all appeals from trial judgments, in accordance with such procedures as are set forth in this Constitution and such rules as may be adopted by a majority vote of the membership not inconsistent therewith.

2. The Appeals Committee shall, within not later than one week after the close of the said hearing, make and submit findings and recommendations in accordance with the provisions of this Constitution and such rules as may be adopted by a majority vote of the membership not inconsistent therewith.

(c) Quarterly Financial Committee.

1. The Quarterly Financial Committee shall make an examination for each quarterly period of the finances of the Union and shall report fully on their findings and recommendations. Members of this committee may make dissenting reports, separate recommendations and separate findings.

2. The findings and recommendations of this committee shall be completed within a reasonable time and after the election of the members thereof, and shall be submitted to the Secretary-Treasurer who shall cause the same to be read in all ports, as set forth herein.

3. All officers, Union personnel and members are responsible for complying with all demands made for records, bills, vouchers, receipts, etc., by the said Quarterly Financial Committee. The committee shall also have available to it, the services of the independent certified public accountants retained by the Union.

4. Any action on the said report shall be as determined by a majority vote of the membership.

5. The Quarterly Financial Committee shall consist of seven (7) full book members in good standing to be elected at Headquarters—Port of New York. No officer, Headquarters Representative, Port Agent, or Patrolman, shall be eligible for election to this Committee. Committee members shall be elected at the regular Headquarters—Port of New York meeting designated by the Secretary-Treasurer. In the event such regular meetings cannot be held for lack of a quorum, the New York Port Agent shall call a special meeting as early as possible for the electing of Committee members to serve on the Quarterly Financial Committee. On the day following their election, and continuing until the Committee has completed its report, each Committee member shall be paid for hours worked at the standby rate of pay, but in no event shall they be paid less than eight (8) hours per day. They shall be furnished room and board during the period they are performing their duties.

In the event a committee member ceases to act, no replacement need be elected, unless there are less than three (3) committee members, in which event they shall suspend their work until a special election for committee members shall be held as provided above, for such number of committee members as shall be necessary to constitute a committee of not less than three (3) members in good standing.

(d) Strike Committee

1. In no event shall a general strike take place unless approved by a majority vote of the membership or segment of the Union, whichever applies.

2. In the event a general strike has been approved by the membership the Port Agents in all affected ports shall call a timely special meeting for the purpose of electing a strike committee. This committee shall be composed of three full book members and their duties shall consist of assisting the Port Agent to effectuate all strike policies and strategies.

Article XI Wages and Terms of Office of Officers and Other Elective Job Holders, Union Employees, and Others

Section 1. The following elected officers and jobs shall be held for a term of four years, except the term of officers and jobs, elected in balloting conducted in 1975, shall be for five years:

President
Vice-Presidents
Secretary-Treasurer
Headquarters Representatives
Port Agents
Patrolmen

The term of years set forth here is expressly subject to the provisions for assumption of office as contained in Article XIII, Section 6(b) of this Constitution.

Section 2. The term of any elective jobs other than those indicated in Section 1 of this Article shall continue for so long as is necessary to complete the functions thereof, unless sooner terminated by a majority vote of the membership or segment of the Union, whichever applies, whose vote was originally necessary to elect the one or ones serving.

Section 3. The compensation to be paid the holder of any office or other elective job shall be determined from time to time by the Executive Board subject to approval of the membership.

Section 4. The foregoing provisions of this Article do not apply to any corporation, business, or other venture in which this Union participates; or which it organizes or creates. In such situations, instructions conveyed by the Executive Board shall be followed.

Article XII Qualifications for Officers, Headquarters Representatives, Port Agents, Patrolmen and Other Elective Jobs

Section 1. Any member of the Union is eligible to be a candidate for, and hold, any office or the job of Headquarters Representative, Port Agent or Patrolman provided:

(a) He has at least three (3) years of seetime in an unlicensed capacity aboard an American-flag merchant vessel or vessels. In computing time, time spent in the employ of the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction, shall count the same as seetime. Union records, Welfare Plan records and/or company records can be used to determine eligibility; and

(b) He has been a full book member in continuous good standing in the Union for at least three (3) years immediately prior to his nomination; and

(c) He has at least one hundred (100) days of seetime, in an unlicensed capacity, aboard an American-flag vessel or vessels covered by contract with this Union or one hundred (100) days of employment with, or in any office or job of, the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction or a combination of these, between January 1 and the time of nomination in the election year, except if such seetime is wholly aboard such merchant vessels operating solely upon the Great Lakes or, if such seetime is wholly aboard tugboats, towboats or dredges and contractual employment thereon is for fixed days with equal amount of days off, he shall have at least sixty-five (65) days of such seetime instead of the foregoing one hundred (100) days; and

(d) He is a citizen of the United States of America; and

(e) He is not disqualified by law. He is not receiving a pension from this Union's Pension Fund, if any, or from a Union-Management Fund to which this Union is a party or from a company under contract with this Union.

(f) He has not sailed in a licensed capacity aboard an American flag merchant vessel or vessels within 24 consecutive months immediately prior to the opening of nominations.

Section 2. All candidates for, and holders of, other elective jobs not specified in the preceding sections shall be full book members of the Union.

Section 3. All candidates for, and holders of elective offices and jobs, whether elected or appointed in accordance with this Constitution, shall maintain full book membership in good standing.

Article XIII Elections for Officers, Headquarters Representatives, Port Agents and Patrolmen

Section 1. Nominations.

Except as provided in Section 2 (b) of this Article, any full book member may submit his name for nomination for any office, or the job of Headquarters Representative, Port Agent or Patrolman, by delivering or causing to be delivered in person, to the office of the Secretary-Treasurer at headquarters, or sending, a letter addressed to the Credentials Committee, in care of the Secretary-Treasurer, at the address of headquarters. This letter shall be dated and shall contain the following:

(a) The name of the candidate.
(b) His home address and mailing address.
(c) His book number.
(d) The title of the office or other job for which he is a candidate, including the name of, the Port in the event the position sought is that of Agent or Patrolman.
(e) Proof of citizenship.
(f) Proof of seetime and/or employment as required for candidates.

(g) In the event the member is on a vessel, he shall notify the Credentials Committee what vessel he is on. This shall be done also if he ships subsequent to forwarding his credentials.

(h) Annexing a certificate in the following form, signed and dated by the proposed nominee:

"I hereby certify that I am not now, nor, for the five (5) years last past, have I been either a member of the Communist Party or convicted of, or served any part of a prison term resulting from conviction of robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of Title II or III of the Landrum-Griffin Act, or

conspiracy to commit any such crimes."

Dated _____
Signature of member _____

Book No. _____

Printed forms of the certificate shall be made available to nominees. Where a nominee cannot truthfully execute such a certificate, but is, in fact, legally eligible for an office or job by reason of the restoration of civil rights originally revoked by such conviction or a favorable determination by the Board of Parole of the United States Department of Justice, he shall, in lieu of the foregoing certificate, furnish a complete signed statement of the facts of his case together with true copies of the documents supporting his statement.

Any full book member may nominate any other full book member in which event such full book member so nominated shall comply with the provisions of this Article as they are set forth herein, relating to the submission of credentials. By reason of the above self nomination provision the responsibility if any, for notifying a nominee of his nomination to office, shall be that of the nominator.

All documents required herein must reach headquarters no earlier than July 15 and no later than August 15 of the election year.

The Secretary-Treasurer is charged with safekeeping of these letters and shall turn them over to the Credentials Committee upon the latter's request.

Section 2. Credentials Committee.

(a) A Credentials Committee shall be elected at the regular meeting in August of the election year, at the port where Headquarters is located. It shall consist of six (6) full book members in attendance at the meeting, with two (2) members to be elected from each of the Deck, Engine and Stewards Departments. No officer, Headquarters Representative, Port Agent or Patrolman, or candidate for office or the job of Headquarters Representative, Port Agent or Patrolman, shall be eligible for election to this Committee, except as provided for in Article X, Section 4. In the event any committee member is unable to serve, the Committee shall suspend until the President or Executive Vice-President, or the Secretary-Treasurer, in that order, calls a special meeting at the port where Headquarters is located in order to elect a replacement. The Committee's results shall be by majority vote, with any tie vote being resolved by a majority vote of the membership at a special meeting called for that purpose at that Port.

(b) After its election, the Committee shall immediately go into session. It shall determine whether the person has submitted his application correctly and possesses the necessary qualifications. The Committee shall prepare a report listing each applicant and his book number under the office or job he is seeking. Each applicant shall be marked "qualified" or "disqualified" according to the findings of the Committee. Where an applicant has been marked "disqualified," the reason therefor must be stated in the report. Where a tie vote has been resolved by a special meeting of the membership, that fact shall also be noted, with sufficient detail. The report shall be signed by all of the Committee members, and be completed and submitted to the Ports in time for the next regular meeting after their election. At this meeting, it shall be read and incorporated in the minutes, and then posted on the bulletin board in each port.

On the last day of nominations, one member of the Committee shall stand by in Headquarters to accept delivery of credentials. All credentials must be in headquarters by midnight of closing day.

(c) When an applicant has been disqualified by the committee, he shall be notified immediately by telegram at the addresses listed by him pursuant to Section 1 of this Article. He shall also be sent a letter containing their reasons for such disqualification by air mail, special delivery, registered or certified, to the mailing address designated pursuant to Section 1(b) of this Article. A disqualified applicant shall have the right to take an appeal to the membership from the decision of the Committee. He shall forward copies of such appeal to each port, where the appeal shall be presented and voted upon at a regular meeting no later than the second meeting after the Committee's election. It is the responsibility of the applicant to insure timely delivery of his appeal. In any event, without prejudice to his written appeal, the applicant may appear in person before the Committee within two days after the day on which the telegram is sent, to correct his application or argue for his qualification.

The committee's report shall be prepared early enough to allow the applicant to appear before it within the time set forth in this Constitution and still reach the ports in time for the first regular meeting after its election.

(d) A majority vote of the membership shall, in the case of such appeals, be sufficient to over-rule any disqualification by the Credentials Committee, in which event the one so previously classified shall then be deemed qualified.

(e) The Credentials Committee, in passing upon the qualifications of candidates, shall have the right to conclusively presume that anyone nominated and qualified in previous elections for candidacy for any office, or the job of Headquarters Representative, Port Agent or Patrolman, has met all the requirements of Section 1(a) of Article XII.

Section 3. Balloting Procedures.

(a) Balloting in the manner hereafter provided, shall commence on November 1st of the election year and shall continue through December 31st, exclusive of Sundays and (for each individual Port) holidays legally recognized in the City of which the port affected is located. If November 1st or December 31st falls on a holiday legally recognized in a Port in the City in which that port is located, the balloting period in such port shall commence or terminate, as the case may be, on the next succeeding business day. Subject to the foregoing, for the purpose of full book members securing their ballots, the ports shall be open from 9:00 A.M. to 12 Noon, Monday through Saturdays, excluding holidays.

(b) Balloting shall be by mail. The Secretary-Treasurer shall insure the proper and timely preparation of ballots, without partiality as to candidates or ports. The ballots may contain general information and instructive comments not inconsistent with the provisions of this Constitution. All qualified candidates shall be listed thereon alphabetically within each category with book number and job seniority classification status.

The listing of the ports shall first set forth Headquarters and then shall follow a geographical pattern, commencing with the most northerly port of the Atlantic Coast, following the Atlantic Coast down to the most southerly port on that coast, then westerly along the Gulf of Mexico and so on, until the list of ports is exhausted. Any port outside the Continental United States shall then be added. There shall be no write-in voting and no provisions for the same

shall appear on the ballot. Each ballot shall be so prepared as to have the number thereon placed at the top thereof and shall be so perforated as to enable that portion containing the said number to be easily removed to insure secrecy of the ballot. On this removable portion shall also be placed a short statement indicating the nature of the ballot and the voting date thereof.

(c) The ballots so prepared at the direction of the Secretary-Treasurer shall be the only official ballots. No others may be used. Each ballot shall be numbered as indicated in the preceding paragraphs and shall be numbered consecutively, commencing with number 1. A sufficient amount shall be printed and distributed to each Port. A record of the ballots, both by serial numbers and amount, sent thereto, shall be maintained by the Secretary-Treasurer, who shall also send each Port Agent a verification list indicating the amount and serial numbers of the ballots sent. The Secretary-Treasurer shall also send to each Port Agent a sufficient amount of blank opaque envelopes containing the word, "Ballot" on the face of the envelope, as well as a sufficient amount of opaque mailing envelopes, first class postage prepaid and printed on the face thereon as the addressee shall be the name and address of the depository for the receipt of such ballots as designated by the President in the manner provided by Article X, Section 1, of this Constitution. In the upper left-hand corner of such mailing envelope, there shall be printed thereon, as a top line, provision for the voter's signature and on another line immediately thereunder, provision for the printing of the voter's name and book number. In addition, the Secretary-Treasurer shall also send a sufficient amount of mailing envelopes identical with the mailing envelopes mentioned above, except that they shall be of different color, and shall contain on the face of such envelope in bold letters, the word, "Challenge." The Secretary-Treasurer shall further furnish a sufficient amount of "Roster Sheets" which shall have printed thereon, at the top thereof, the year of the election, and immediately thereunder, five (5) vertical columns designated, date, ballot number, signature full book member's name, book number, and comments, and such roster sheets shall contain horizontal lines immediately under the captions of each of the above five columns. The Secretary-Treasurer shall also send a sufficient amount of envelopes with the printed name and address of the depository on the face thereof, and in the upper left-hand corner, the name of the port and address, and on the face of such envelope, should be printed the words, "Roster Sheets and Ballot Stubs". Each Port Agent shall maintain separate records of the ballots sent him and shall inspect and count the ballots when received, to insure that the amount sent, as well as the numbers thereon, conform to the amount and numbers listed by the Secretary-Treasurer as having been sent to that Port. The Port Agent shall immediately execute and return to the Secretary-Treasurer a receipt, acknowledging the correctness of the amount and the numbers of the ballots sent, or shall notify the Secretary-Treasurer of any discrepancy. Discrepancies shall be corrected as soon as possible prior to the voting period. In any event, receipts shall be forwarded for all the aforementioned election material actually received. The Secretary-Treasurer shall prepare a file in which shall be kept memoranda and correspondence dealing with the election. This file shall at all times be available to any member asking for inspection of the same at the office of the Secretary-Treasurer and shall be turned over to the Union Tallying Committee.

(d) Balloting shall be secret. Only full book members in good standing may vote. Each full book member may secure his ballot at Port offices, from the Port Agent or his duly designated representative at such port. Each Port Agent shall designate an area at the Port office over which should be posted the legend "Voting Ballots Secured Here." When a full book member appears to vote he shall present his book to the Port Agent or his aforementioned duly designated representative. The Port Agent or his duly designated representative shall insert on the roster sheet under the appropriate column the date, the number of the ballot given to such member and his full book number, and the member shall then sign his name on such roster sheet under the appropriate column. Such member shall have his book stamped with the word, "Voted" and the date, and shall be given a ballot, and simultaneously the perforation on the top of the ballot shall be removed. At the same time the member shall be given the envelope marked "Ballot" together with the pre-paid postage mailing envelope addressed to the depository. The member shall take such ballot and envelopes and in secret thereafter, mark his ballot, fold the same, insert it in the blank envelope marked "Ballot", seal the same, then insert such "Ballot" envelope into the mailing envelope, seal such mailing envelope, sign his name on the upper left-hand corner on the first line of such mailing envelope and on the second line in the upper left-hand corner print his name and book number, after which he shall mail or cause the same to be mailed. In the event a full book member appears to vote and is not in good standing, or does not have his membership book with him or it appears for other valid reasons he is not eligible to vote, the same procedure as provided above shall apply to him, except that on the roster sheet under the column "Comments", notation should be made that the member voted a challenged ballot and the reason for his challenge. Such member's membership book shall be stamped "voted challenge", and the date, and such member instead of the above-mentioned mailing envelope, shall be given the mailing envelope of a different color marked on the face thereof with the word, "Challenge". At the end of each day, the Port Agent or his duly designated representative shall enclose in the envelope addressed to the depository and marked "Roster Sheets and Ballot Stubs", the roster sheet or sheets executed by the members that day, together with the numbered perforated slips removed from the ballots which had been given to the members, and then mail the same to such depository. To insure that an adequate supply of all balloting material is maintained in all ports at all times, the Port Agent or his duly designated representative, simultaneously with mailing of the roster sheets and ballot stubs to the depository at the end of each day, shall also make a copy of the roster sheet for that day and mail the same to the Secretary-Treasurer at Headquarters. The Port Agent shall be responsible for the proper safeguarding of all election material and shall not release any of it until duly called for and shall insure that no one tampers with the material placed in his custody.

(e) Full book members may request and vote an absentee ballot under the following circumstances; while such member is employed on a Union contracted vessel and which vessel's schedule does not provide for it to be at a port in which a ballot can be secured during the time and period provided for in Section 4(a) of this Article or is in a USPHS Hospital anytime during the first ten (10) days of the month of November of the Election Year. The mem-

ber shall make a request for an absentee ballot by registered or certified mail or the equivalent mailing device at the location from which such request is made, if such be the case. Such request shall contain a designation as to the address to which such member wishes his absentee ballot returned. The request shall be postmarked no later than 12:00 P.M. on the 15th day of November of the election year, shall be directed to the Secretary-Treasurer at Headquarters and must be delivered no later than the 25th of such November. The Secretary-Treasurer shall determine whether such member is eligible to vote such absentee ballot. The Secretary-Treasurer, if he determines that such member is so eligible, he shall by the 30th of such November, send by registered mail, return receipt requested, to the address so designated by such member, a "Ballot", after removing the perforated numbered stub, together with the hereinbefore mentioned "Ballot" envelope, and mailing envelope addressed to the depository, except that printed on the face of such mailing envelope, shall be the words "Absentee Ballot" and appropriate voting instructions shall accompany such mailing to the member. If the Secretary-Treasurer determines that such member is ineligible to receive such absentee ballot, he shall nevertheless send such member the aforementioned ballot with accompanying material except that the mailing envelope addressed to the depository shall have printed on the face thereof the words "Challenged Absentee Ballot." The Secretary-Treasurer shall keep records of all of the foregoing, including the reasons for determining such member's ineligibility, which records shall be open for inspection by full book members and upon the convening of the Union Tallying Committee, presented to them. The Secretary-Treasurer shall send to all Ports, the names and book numbers of the members to whom absentee ballots were sent.

(f) All ballots to be counted, must be received by the depository no later than the January 5th immediately subsequent to the election year and must be postmarked no later than 12 midnight December 31st of the election year.

Section 4. (a) At the close of the last day of the period for securing ballots, the Port Agent in each port, in addition to his duties set forth above, shall deliver or mail to Headquarters by registered or certified mail, attention Union Tallying Committee, all unused ballots and shall specifically set forth, by serial number and amount, the unused ballots so forwarded.

(b) The Union Tallying Committee shall consist of 18 full book members. Two shall be elected from each of the 9 ports of New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston, Detroit, San Francisco and St. Louis. The election shall be held at the regular meeting in December of the election year, or if the Executive Board otherwise determines prior thereto, at a special meeting held in the aforesaid ports, on the first business day of the last week of said month. No officer, Headquarters Representative, Port Agent, Patrolman, or candidate for office, or the job of Headquarters Representative, Port Agent or Patrolman, shall be eligible for election to this Committee, except as provided for in Article X, Section 4. In addition to its duties herein set forth, the Union Tallying Committee shall be charged with the tallying of all the ballots and the preparation of a closing report setting forth, in complete detail, the results of the election, including a complete accounting of all ballots and stubs, and reconciliation of the same with the rosters, and receipts of the Port Agents, all with detailed reference to serial numbers and amounts and with each total broken down into port totals. The Tallying Committee shall have access to all election records and files for their inspection, examination and verification. The report shall clearly detail all discrepancies discovered and shall contain recommendations for the treatment of these discrepancies. All members of the Committee shall sign the report, without prejudice, however, to the right of any member thereof to submit a dissenting report as to the accuracy of the count and the validity of the ballots, with pertinent details.

In connection with the tally of ballots there shall be no counting of ballots until all mailing envelopes containing valid ballots have first been opened, the ballot envelopes removed intact and then all of such ballot envelopes mixed together, after which such ballot envelopes shall be opened and counted in such multiples as the Committee may deem expedient and manageable. The Committee shall resolve all issues on challenged ballots and then tally those found valid, utilizing the same procedure as provided in the preceding sentence either jointly or separately.

(c) The members of the Union Tallying Committee shall, after their election, proceed to the port in which Headquarters is located, to arrive at that port no later than January 5th of the year immediately after the election year. Each member of the Committee not elected from the port in which Headquarters is located shall be reimbursed for transportation, meals, and lodging expenses occasioned by their traveling to and returning from that Port. Committee members elected from the port in which Headquarters is located, shall be similarly reimbursed, except for transportation. All members of the Committee shall also be paid at the prevailing standby rate of pay from the day subsequent to their election to the day they return, in normal course, to the port from which they were elected.

The Union Tallying Committee shall elect a chairman from among themselves and, subject to the express terms of this Constitution, adopt its own procedures. All decisions of such Committee and the contents of their report shall be valid if made by a majority vote, provided there be a quorum in attendance, which quorum is hereby fixed at ten. The Committee, but not less than a quorum thereof, shall have the sole right and duty to obtain all mailed ballots and the other mailed election material from the depository and to insure their safe custody during the course of the Committee's proceedings. The proceedings of the Committee except for their organizational meeting and their actual preparation of the closing report and dissents therefrom, if any, shall be open to any member, provided he observes decorum. Any candidate may act as an observer and/or designate another member to act as his observer at the counting of the ballots. In no event shall issuance of the above referred to closing report of the Committee be delayed beyond January 31st immediately subsequent to the close of the election year. In the discharge of its duties, the Committee may call upon and utilize the services of clerical employees of the Union. The Committee shall be discharged upon the completion of the issuance and dispatch of its report as required in this Article. In the event a recheck and recount is ordered pursuant to this Article, the Committee shall be reconstituted, except that if any member thereof is not available, a substitute therefore shall be elected from the appropriate port at a special meeting held for that purpose as soon as possible.

(d) The report of the Committee shall be made up in sufficient copies to comply with the following requirements: two copies shall be mailed by the Committee to each Port Agent and the Secretary-Treasurer no later than January

31st immediately subsequent to the close of the election year. As soon as these copies are received, each Port Agent shall post one copy of the report on the bulletin board, in a conspicuous manner, and notify the Secretary-Treasurer, in writing, as to the date of such posting. This copy shall be kept posted until after the Election Report Meeting, which shall be the March regular membership meeting immediately following the close of the election year. At the Election Report Meeting, the other copy of the report shall be read verbatim.

(e) Any full book member claiming a violation of the election and balloting procedure or the conduct of the same, shall within 72 hours of the occurrence of the claimed violation, notify the Secretary-Treasurer at Headquarters, in writing, by certified mail, of the same, setting forth his name, book number and the details so that appropriate corrective action if warranted may be taken. The Secretary-Treasurer shall expeditiously investigate the facts concerning the claimed violation, take such action as may be necessary, if any, and make a report and recommendation, if necessary, a copy of which shall be sent to the member and the original shall be filed for the Union Tallying Committee for their appropriate action, report and recommendation, if any. The foregoing shall not be applicable to matters involving the Credentials Committee's action or report, the provisions of Article XIII, Sections 1 and 2 being the pertinent provisions applicable to such matters.

All protests as to any and all aspects of the election and balloting procedures or the conduct of the same, not passed upon by the Union Tallying Committee in its report, excluding therefrom matters involving the Credentials Committee's action or report as provided in the last sentence of the immediately preceding paragraph, but including the procedure and report of the Union Tallying Committee, shall be filed in writing by certified mail with the Secretary-Treasurer at Headquarters, to be received no later than the February 25th immediately subsequent to the close of the election year. It shall be the responsibility of the member to insure that his written protest is received by the Secretary-Treasurer no later than such February 25th. The Secretary-Treasurer shall forward copies of such written protest to all ports in sufficient time to be read at the Election Report Meeting. The written protest shall contain the full book member's name, book number, and all details constituting the protest.

(f) At the Election Report Meeting the report and recommendation of the Union Tallying Committee, including but not limited to discrepancies, protests passed upon by them, as well as protests filed with the Secretary-Treasurer as provided for in Section (e) immediately above, shall be acted upon by the meeting. A majority vote of the membership shall decide what action, if any, in accordance with the Constitution shall be taken thereon, which action, however, shall not include the ordering of a special vote, unless reported discrepancies or protested procedure or conduct found to have occurred and to be violative of the Constitution, affected the results of the vote for any office or job, in which event, the special vote shall be restricted to such office, offices and/or job or jobs, as the case may be. A majority of the membership at the Election Report Meetings may order a recheck and recount when a dissent to the closing report has been issued by three (3) or more members of the Union Tallying Committee. Except for the contingencies provided for in this Section 4(f), the closing report shall be accepted as final. There shall be no further protest or appeal from the action of the majority of the membership at the Election Report Meetings.

(g) Any special vote ordered pursuant to Section 4(f) shall be commenced within ninety (90) days after the first day of the month immediately subsequent to the Election Report Meetings mentioned above. The depository shall be the same as designated for the election from which the special vote is ordered. And the procedures shall be the same as provided for in this Section 4, except where specific dates are provided for, the days shall be the dates applicable, which provide for the identical time and days originally provided for in this Section 4. The Election Report Meeting for the aforesaid special vote shall be that meeting immediately subsequent to the report of the Union Tallying Committee separated by one calendar month.

Section 5. Elected Officers and Job Holders:

(a) A candidate unopposed for any office or job shall be deemed elected to such office or job notwithstanding that his name may appear on the ballot. The Union Tallying Committee shall not be required to tally completely the results of the voting for such unopposed candidate but shall certify in their report, that such unopposed candidate has been elected to such office or job. The Election Report Meeting shall accept the above certification of the Union Tallying Committee without change.

Section 6. Installation into Office and the Job of Headquarters Representative, Port Agent or Patrolman:

(a) The person elected shall be that person having the largest number of votes cast for the particular office or job involved. Where more than one person is to be elected for a particular office or job, the proper number of candidates receiving the successively highest number of votes shall be declared elected. These determinations shall be made only from the results deemed final and accepted as provided in this Article. It shall be the duty of the President to notify each individual elected.

(b) The duly elected officers and other job holders shall take over their respective offices and jobs, and assume the duties thereof, at midnight of the night of the Election Report Meeting, or the next regular meeting, depending upon which meeting the results as to each of the foregoing are deemed final and accepted, as provided in this Article. The term of their predecessors shall continue up to, and expire at, that time, notwithstanding anything to the contrary contained in Article XI, Section 1. This shall not apply where the successful candidate cannot assume his office because he is at sea.

In such event, a majority vote of the membership may grant additional time for the assumption of the office or job. In the event of the failure of the newly-elected President to assume office the provisions of Article X, Section 11 shall apply until the expiration of the term. All other cases of failure to assume office shall be dealt with as decided by a majority vote of the membership.

Section 7. The Secretary-Treasurer is specifically charged with the preservation and retention of all election records, including the ballots, as required by law, and is directed and authorized to issue such other and further directives as to the election procedures as are required by law, which directives shall be part of the election procedures of this Union.

Article XIV

Other Elections

Section 1. Trial Committee.

A Trial Committee shall be elected at a special meeting held at 10:00 A.M., the next business day following the regular meeting of the Port where the Trial is to take place. It shall consist of five full book members, of which three shall constitute a quorum. No officer, Headquarters Representative, Port Agent, Port Patrolman, or other Union personnel may be elected to serve on a Trial Committee. No member who intends to be a witness in the pending trial may serve, nor may any member who cannot for any reason, render an honest decision. It shall be the duty of every member to decline nomination if he knows, or has reason to believe, any of the foregoing disqualifications apply to him. The members of this committee shall be elected under such generally applicable rules as are adopted by a majority vote of the membership.

Section 2. Appeals Committee.

The Appeals Committee shall consist of seven full book members, five of whom shall constitute a quorum, elected at the port where headquarters is located. The same disqualifications and duties of members shall apply with regard to this committee as apply to the Trial Committee. In addition, no member may serve on an Appeals Committee in the hearing of an appeal from a Trial Committee decision, if the said member was a member of the Trial Committee.

Article XV

Trials and Appeals

Section 1. Any member may bring charges against any other member for the commission of an offense as set forth in this Constitution. These charges shall be in writing and signed by the accuser, who shall also include his book number. The accuser shall deliver these charges to the Port Agent of the port nearest the place of the offense, or the port of pay-off, if the offense took place aboard ship. He shall also request the Port Agent to present these charges at the next regular meeting. The accuser may withdraw his charges before the meeting takes place.

Section 2. After presentation of the charges and the request to the Port Agent, the Port Agent shall cause those charges to be read at the said meeting.

If the charges are rejected by a majority vote of the port, no further action may be taken thereon, unless ruled otherwise by a majority vote of the membership of the Union within 90 days thereafter. If the charges are accepted, and the accused is present, he shall be automatically on notice that he will be tried the following morning. At his request, the trial shall be postponed until the morning following the next regular meeting, at which time the Trial Committee will then be elected. He shall also be handed a written copy of the charges made against him.

If the accused is not present, the Port Agent shall immediately cause to be sent to him, by registered mail addressed to his last known mailing address on file with the Union a copy of the charges, the names and book numbers of the accusers, and a notification, that he must appear with his witnesses, ready for trial the morning after the next regular meeting, at which meeting the Trial Committee will be elected.

In the event a majority of the membership of the Union shall vote to accept charges after their rejection by a port, the trial shall take place in the Port where Headquarters is located. Due notice thereof shall be given to the accused, who shall be informed of the name of his accusers, and who shall receive a written statement of the charges. At the request of the accused, transportation and subsistence shall be provided the accused and his witnesses.

Section 3. The Trial Committee shall hear all pertinent evidence and shall not be bound by the rules of evidence required by courts of law but may receive all relevant testimony. The Trial Committee may grant adjournments, at the request of the accused, to enable him to make a proper defense. In the event the Trial Committee falls beneath the quorum, it shall adjourn until a quorum does exist.

Section 4. No trial shall be conducted unless all the accusers are present. The Trial Committee shall conduct the trial except that the accused shall have the right to cross-examine the accuser, or accusers and the witnesses, as well as to conduct his own defense. The accused may select any member to assist him in his defense at the trial, provided, (a) the said member is available at the time of the trial and (b) the said member agrees to render such assistance. If the accused challenges the qualifications of the members of the Trial Committee, or states that the charges do not adequately inform him of what wrong he allegedly committed, or the time and place of such commission, such matters shall be ruled upon and disposed of, prior to proceeding on the merits of the defense. The guilt of an accused shall be found only if proven by the weight of the evidence, and the burden of such proof shall be upon the accuser. Every finding shall be based on the quality of the evidence and not solely on the number of witnesses produced.

Section 5. The Trial Committee shall make findings as to guilt or innocence, and recommendations as to punishment and/or other Union action deemed desirable in the light of the proceedings. These findings and recommendations shall be those of a majority of the committee, and shall be in writing, as shall be any dissent. The committee shall forward its findings and recommendations, along with any dissent to the Port Agent of the port where the trial took place, while a copy thereof shall be forwarded to the accused and the accuser, either in person or by mail addressed to their last known addresses. The findings shall include a statement that the rights of the accused under this Constitution, were properly safeguarded. The findings also must contain the charges made, the date of the trial, the name and address of the accused, the accuser, and each witness; shall describe each document used at the trial; shall contain a fair summary of the proceedings, and shall state the findings as to guilt or innocence. If possible, all documents used at the trial shall be kept. All findings and recommendations shall be made a part of the regular files.

Section 6. The Port Agent of the Port of Trial shall, upon receipt of the findings and recommendations of the Trial Committee, cause the findings and recommendations to be presented, and entered into the minutes, at the next regular meeting.

Section 7. The Port Agent shall send the record of the entire proceedings to headquarters, which shall cause sufficient copies thereof to be made and sent to each Port in time for the next regularly scheduled meeting.

Section 8. At the latter meeting, the proceedings shall be discussed. The meeting shall then vote. A majority vote of the membership of the Union shall:

- Accept the findings and recommendations, or
- Reject the findings and recommendations, or
- Accept the findings, but modify the recommendations, or

(d) Order a new trial after finding that substantial justice has not been done with regard to the charges. In this event, a new trial shall take place at the port where headquarters is located and upon application, the accused, the accusers, and their witnesses shall be furnished transportation and subsistence.

Section 9. After the vote set forth in Section 8, any punishment so decided upon shall become effective. Headquarters shall cause notice of the results thereof to be sent to each accused and accuser.

Section 10. An accused who has been found guilty, or who is under effective punishment may appeal in the following manner:

He may send or deliver a notice of appeal to Headquarters within 30 days after receipt of the notice of the decision of the membership.

Section 11. At the next regular meeting of the port where Headquarters is located, after receipt of the notice of appeal, the notice shall be presented and shall then become part of the minutes. An Appeals Committee shall then be elected. The Vice-President in charge of contracts is charged with the duty of presenting the before-mentioned proceedings and all available documents used as evidence at the trial to the Appeals Committee, as well as any written statement or argument submitted by the accused. The accused may argue his appeal in person, if he so desires. The appeal shall be heard at Union Headquarters on the night the committee is elected. It shall be the responsibility of the accused to insure that his written statement or argument arrives at headquarters in time for such presentation.

Section 12. The Appeals Committee shall decide the appeal as soon as possible, consistent with fair consideration of the evidence and arguments before it. It may grant adjournments and may request the accused or accusers to present arguments, whenever necessary for such fair consideration.

Section 13. The decision of the Appeals Committee shall be by majority vote, and shall be in the form of findings and recommendations. Dissents will be allowed. Decisions and dissents shall be in writing and signed by those participating in such decision or dissent. In making its findings and recommendations, the committee shall be governed by the following:

(a) No finding of guilt shall be reversed if there is substantial evidence to support such a finding and, in such case, the Appeals Committee shall not make its own findings as to the weight of evidence.

(b) In no event shall increased punishment be recommended.

(c) A new trial shall be recommended if the Appeals Committee finds—(a) that any member of the Trial Committee should have been disqualified, or (b) that the accused was not adequately informed of the details of the charged offense, which resulted in his not having been given a fair trial, or (c) that for any other reason, the accused was not given a fair trial.

(d) If there is not substantial evidence to support a finding of guilt, the Appeals Committee shall recommend that the charge on which the finding was based be dismissed.

(e) The Appeals Committee may recommend lesser punishment.

Section 14. The Appeals Committee shall deliver its decision and dissent, if any, to headquarters, which shall cause sufficient copies to be published and shall have them sent to each port in time to reach there before the next regular scheduled meeting. Headquarters shall also send a copy to each accused and accuser at their last known address, or notify them in person.

Section 15. At the meeting indicated in Section 14 of this Article, the membership, by a majority vote, shall accept the decision of the Appeals Committee, or the dissent therein. If there is no dissent, the decision of the Appeals Committee shall stand.

If a new trial is ordered, that trial shall be held in the port where headquarters is located, in the manner provided for in Section 2 of this Article. Any decision so providing for a new trial shall contain such directions as will insure a fair hearing to the accused.

Section 16. Headquarters shall notify the accused and each accuser, either in person or in writing addressed to their last known address, of the results of the appeal. A further appeal shall be allowed as set forth in Section 17 of this Article.

Section 17. Each member is charged with knowledge of the provisions of the Constitution of the Seafarers International Union of North America, and the rights of, and procedure as to, further appeal as provided for therein. Decisions reached thereunder shall be binding on all members of the Union.

Section 18. It shall be the duty of all members of the Union to take all steps within their constitutional power to carry out the terms of any effective decisions.

Section 19. Every accused shall receive a written copy of the charges preferred against him and shall be given a reasonable time to prepare his defense, but he may thereafter plead guilty and waive any or all of the other rights and privileges granted to him by this Article. If an accused has been properly notified of his trial and fails to attend without properly requesting a postponement, the Trial Committee may hold its trial without his presence.

Article XVI

Offenses and Penalties

Section 1. Upon proof of the commission of the following offenses, the member shall be expelled from membership:

(a) Proof of membership in any organization advocating the overthrow of the Government of the United States by force;

(b) Acting as an informer against the interest of the Union or the membership in any organizational campaign;

(c) Acting as an informer for, or agent of, the company against the interest of the membership or the Union;

(d) The commission of any act as part of a conspiracy to destroy the Union.

Section 2. Upon proof of the commission of any of the following offenses, the member shall be penalized up to and including a penalty of expulsion from the Union. In the event the penalty of expulsion is not invoked or recommended, the penalty shall not exceed suspension

from the rights and privileges of membership, for more than two (2) years, or a fine of \$50.00 or both:

(a) Willfully misappropriating or misusing Union property of the value in excess of \$50.00.

(b) Unauthorized use of Union property, records, stamps, seals, etc., for the purpose of personal gain;

(c) Willful misuse of any office or job, elective or not, within the Union for the purpose of personal gain, financial or otherwise, or the willful refusal or failure to execute the duties or functions of the said office or job, or gross neglect or abuse in executing such duties or functions or other serious misconduct or breach of trust. The President may, during the pendency of disciplinary proceedings under this subsection, suspend the officer or jobholder from exercising the functions of the office or job, with or without pay, and designate his temporary replacement.

(d) Unauthorized voting, or unauthorized handling of ballots, stubs, rosters, verification lists, ballot boxes, or election files, or election material of any sort;

(e) Preferring charges with knowledge that such charges are false;

(f) Making or transmitting, with intent to deceive, false reports or communications which fall within the scope of Union business;

(g) Deliberate failure or refusal to join one's ship or misconduct or neglect of duty aboard ship, to the detriment of the Union or its agreements;

(h) Deliberate and unauthorized interference, or deliberate and malicious vilification, with regard to the execution of the duties of any office or job;

(i) Paying for, or receiving money for, employment aboard a vessel, exclusive of proper earnings and Union payments;

(j) Willful refusal to submit evidence of affiliation for the purpose of avoiding or delaying money payments to the Union, or unauthorizedly transferring or receiving evidence of Union affiliation, with intent to deceive;

(k) Willful failure or refusal to carry out the order of those duly authorized to make such orders during time of strike.

(l) Failure or refusal to pay a fine or assessment within the time limit set therefore either by the Constitution or by action taken in accordance with the Constitution.

Section 3. Upon proof of the commission of any of the following offenses, members shall be penalized up to and including a suspension from the rights and privileges of membership for two (2) years, or a fine of \$50.00 or both:

(a) Willfully misappropriating or misusing Union property of the value under \$50.00;

(b) Assuming any office or job, whether elective or not with knowledge of the lack of possession of the qualifications required therefor;

(c) Misconduct during any meeting or other official Union proceeding, or bringing the Union into disrepute by conduct not provided for elsewhere in this Article.

(d) Refusal or negligent failure to carry out orders of those duly authorized to make such orders at any time.

Section 4. Upon proof of the commission of any of the following offenses, members shall be penalized up to and including a fine of \$50.00:

(a) Refusal or willful failure to be present at sign-ons or pay-offs;

(b) Willful failure to submit his Union book to Union representatives at pay-off;

(c) Disorderly conduct at pay-off or sign-on;

(d) Refusal to cooperate with Union representatives in discharging their duties;

(e) Disorderly conduct in the Union hall;

(f) Gambling in the Union hall;

(g) Negligent failure to join ship.

Section 5. Any member who has committed an offense penalized by no more than a fine of \$50.00 may elect to waive his rights under this Constitution subject to the provisions of Article XV, Section 19 and to pay the maximum fine of \$50.00 to the duly authorized representative of the Union.

Section 6. This Union, and its members, shall not be deemed to waive any claim, of personal or property rights to which it or its members are entitled, by bringing the member to trial or enforcing a penalty as provided in this Constitution.

Section 7. Any member under suspension for an offense under this Article shall continue to pay all dues and assessments and must observe his duties to the Union, members, officials, and job holders.

Article XVII

Publications

This Union may publish such pamphlets, journals, newspapers, magazines, periodicals and general literature, in such manner as may be determined, from time to time, by the Executive Board.

Article XVIII

Bonds

Officers and job holders, whether elected or appointed as well as all other employees handling monies of the Union shall be bonded as required by law.

Article XIX

Expenditures

Section 1. In the event no contrary policies or instructions are in existence, the President may authorize, make, or incur such expenditures and expenses as are normally encompassed within the authority conferred upon him by Article X of this Constitution.

Section 2. The provisions of Section 1 shall similarly apply to the routine accounting and administrative procedures of the Union except those primarily concerned with trials, appeals, negotiations, strikes, and elections.

Section 3. The provisions of this Article shall supersede to the extent applicable, the provisions of Article X of this Constitution.

Article XX

Income

Section 1. The income of this Union shall include dues, initiation fees, fines, assessments, contributions, loans, inter-

est, dividends, as well as income derived from any other legitimate business operation or other legitimate source.

Section 2. An official Union receipt, properly filled out, shall be given to anyone paying money to the Union or to any person authorized by the Union to receive money. It shall be the duty of every person affiliated with the Union who makes such payments to demand such receipt.

Section 3. No assessments shall be levied except after a ballot conducted under such general rules as may be decided upon by a majority vote of the membership, provided that:

- (a) The ballot must be secret.
- (b) The assessment must be approved by a majority of the valid ballots cast.

Section 4. Except as otherwise provided by law, all payments by members or other affiliates of this Union shall be applied successively to the monetary obligations owed the Union commencing with the oldest in point of time, as measured from the date of accrual of such obligation. The period of arrears shall be calculated accordingly.

Section 5. To the extent deemed appropriate by the majority of the Executive Board, funds and assets of the Union may be kept in an account or accounts without separation as to purpose and expended for all Union purposes and objects.

Article XXI

Other Types of Union Affiliation

To the extent permitted by law, this Union, by majority vote of the membership, may provide for affiliation with it by individuals in a lesser capacity than membership, or in a capacity other than membership. By majority vote of the membership, the Union may provide for the rights and obligations incident to such capacities or affiliations. These rights and obligations may include, but are not limited to: (a) the applicability or non-applicability of all or any part of the Constitution; (b) the terms of such affiliation; (c) the right of the Union to peremptory termination of such affiliation and, (d) the fees required for such affiliation. In no event may anyone not a member receive evidence of affiliation equivalent to that of members, receive priority or rights over members, or be termed a member.

Article XXII

Quorums

Section 1. Unless elsewhere herein otherwise specifically provided, the quorum for a special meeting of a port shall be six (6) full book members.

Section 2. The quorum for a regular meeting of a Port shall be fifty (50) members.

Section 3. Unless otherwise specifically set forth herein, the decisions, reports, recommendations, or other functions of any segment of the Union requiring a quorum to act officially, shall be a majority of those voting, and shall not be official or effective unless the quorum requirements are met.

Section 4. Unless otherwise indicated herein, where the requirements for a quorum are not specifically set forth, a quorum shall be deemed to be a majority of those composing the applicable segment of the Union.

Article XXIII

Meetings

Section 1. Regular membership meetings shall be held monthly only in the following major ports at the following times:

During the week following the first Sunday of every month a meeting shall be held on Monday—at New York, on Tuesday—at Philadelphia; on Wednesday—at Baltimore; and on Friday—at Detroit. During the next week, meetings shall be held on Monday—at Houston; on Tuesday—at New Orleans; on Wednesday—at Mobile; on Thursday—at San Francisco; and on Friday—at St. Louis. All regular membership meetings shall commence at 2:30 p.m. local time. Where a meeting day falls on a Holiday officially designated as such by the authorities, of the state or municipality in which a port is located, the port meeting shall take place on the following business day. Saturday and Sunday shall not be deemed business days.

The Area Vice Presidents shall be the chairmen of all regular meetings in ports in their respective areas. In the event the Area Vice Presidents are unable to attend a regular meeting of a port, they shall instruct the Port Agents, or other elected job holders, to act as chairmen of the meetings.

In the event a quorum is not present at 2:30 P.M. the chairman of the meeting at the pertinent port shall postpone the opening of the meeting but in no event later than 3:00 P.M.

Section 2. A special meeting at a port may be called only at the direction of the Port Agent or Area Vice President. No special meeting may be held, except between the hour of 9:00 A.M. and 5:00 P.M. Notice of such meeting shall be posted at least two hours in advance, on the port bulletin board.

The Area Vice Presidents shall be the chairmen of all special meetings in ports in their respective areas. In the event the Area Vice Presidents are unable to attend a special meeting of a port, they shall instruct the Port Agents, or other elected job holders, to act as chairmen of the meetings.

Section 3. Notwithstanding anything to the contrary, all regular meetings shall be governed by the following:

1. The Union Constitution.
2. Majority vote of the members assembled.

Article XXIV

Definitions and Miscellaneous Provisions Relating Thereto

Section 1. Incapacity. Unless otherwise set forth or dealt with herein, the term "incapacity," shall mean any illness or situation preventing the affected person from carrying out his duties for more than 30 days, provided that this does not result in a vacancy. However, nothing contained in this Article shall be deemed to prohibit the execution of the functions of more than one job and/or office in

which event no incapacity shall be deemed to exist with regard to the regular job or office of the one taking over the duties and functions of the one incapacitated. The period of incapacity shall be the time during which the circumstances exist.

Section 2. Unless otherwise set forth or dealt with herein the term "vacancy" shall include failure to perform the functions of any office or job by reason of death, or resignation, or suspension from membership or expulsion from the Union with no further right to appeal in accordance with the provisions of Article XV of this Constitution.

Section 3. When applicable to the Union as a whole the term, "majority vote of the membership," shall mean the majority of all the valid votes cast by full book members at an official meeting of those ports holding a meeting. This definition shall prevail notwithstanding that one or more ports cannot hold meetings because of no quorum. For the purpose of this Section, the term "meeting" shall refer to those meetings to be held during the time period within which a vote must be taken in accordance with the Constitution and the custom and usage of the Union in the indicated priority.

Section 4. When applicable solely to port action and not concerned with, or related to, the Union as a whole, and not forming part of a Union-wide vote, the term "majority vote of the membership," shall refer to the majority of the valid votes cast by the full book members at any meeting of the Port, regular or special.

Section 5. The term, "membership action," or reference thereto, shall mean the same as the term "majority vote of the membership."

Section 6. Where the title of any officer or job, or the holder thereof, is set forth in this Constitution, all references thereto and the provisions concerned therewith shall be deemed to be equally applicable to whomever is duly acting in such office or job.

Section 7. The term "Election Year" shall be deemed to mean that calendar year prior to the calendar year in which elected officials and other elected job-holders are required to assume office.

Section 8. The terms, "this Constitution," and "this amended Constitution," shall be deemed to have the same meaning and shall refer to the Constitution as amended which takes the place of the one adopted by the Union in 1939, as amended up through September, 1976.

Section 9. The term, "member in good standing," shall mean a member whose monetary obligations to the Union are not in arrears for thirty days or more, or who is not under suspension or expulsion effective in accordance with this Constitution. Unless otherwise expressly indicated, the term, "member," shall mean a member in good standing.

Section 10. Unless plainly otherwise required by the context of their use, the terms "Union book," "membership book," and "book," shall mean official evidence of Union membership.

Section 11. The term "full book" or "full Union book" shall mean only an official certificate issued as evidence of Union membership which carries with it complete rights and privileges of membership except as may be specifically constitutionally otherwise provided.

Section 12. The term, "full book member," shall mean a member to whom a full book has been duly issued and who is entitled to retain it in accordance with the provisions of this Constitution.

Section 13. The term "seaman" shall include employment upon any navigable waters, or days of employment in a contracted employer unit represented by the Union.

Section 14. The term "in an unlicensed capacity aboard an American flag merchant vessel or vessels," shall include persons employed in an unlicensed or licensed capacity aboard dredges, tugboats, lowboats and similar vessels used to tow, propel, or push barges or other conveyances or assist merchant vessels in docking or undocking, or persons otherwise employed in a contracted employer unit represented by the Union.

Article XXV

Amendments

This Constitution shall be amended in the following manner:

Section 1. Any full book member may submit at any regular meeting of any Port proposed amendments to this Constitution in resolution form. If a majority vote of the membership of the Port approves it, the proposed amendment shall be forwarded to all Ports for further action.

Section 2. When a proposed amendment is accepted by a majority vote of the membership, it shall be referred to a Constitutional Committee in the Port where Headquarters is located. This Committee shall be composed of six full book members, two from each department and shall be elected in accordance with such rules as are established by a majority vote of that Port. The Committee will act on all proposed amendments referred to it. The Committee may receive whatever advice and assistance, legal or otherwise, it deems necessary. It shall prepare a report on the amendment together with any proposed changes or substitutions or recommendations and the reasons for such recommendations. The latter shall then be submitted to the membership. If a majority vote of the membership approves the amendment as recommended, it shall then be voted upon, in a yes or no vote by the membership of the Union by secret ballot in accordance with the procedure directed by a majority vote of the membership at the time it gives the approval necessary to put the referendum to a vote. The Union Tallying Committee shall consist of six (6) full book members, two from each of the three (3) departments of the Union, elected from Headquarters Port. The amendment shall either be printed on the ballot, or if too lengthy, shall be referred to on the ballot. Copies of the amendment shall be posted on the bulletin boards of all ports and made available at the voting site in all ports.

Section 3. If approved by a majority of the valid ballots cast, the amendment shall become effective immediately upon notification by the aforesaid Union Tallying Committee to the Secretary-Treasurer that the amendment has been so approved, unless otherwise specified in the amendment. The Secretary-Treasurer shall immediately notify all ports of the results of the vote on the amendment.

EXHIBIT A

Minimal requirements to be contained in Constitution of subordinate bodies and divisions chartered by or affiliated with the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District.

I

All members shall have equal rights and privileges, subject to reasonable rules and regulations, contained in this Constitution, including secret election, freedom of speech, the right to hold office and the right of secret votes on assessment and dues increases, all in accordance with the law.

II

No member may be automatically suspended from membership except for non-payment of dues, and all members shall be afforded a fair hearing upon written charges, with a reasonable time to prepare defense, when accused of an offense under the Constitution.

III

This Union is chartered by (and/or affiliated with), the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District, and this Constitution and any amendments thereto, shall not take effect unless and until approved as set forth in the Constitution of that Union.

IV

An object of this Union is, within its reasonable capacity, to promote the welfare of, and assist, the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District.

V

The charter (and/or affiliation) relationship between this Union and the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District shall not be dissolved so long as at least ten members of this Union, and the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District acting through its Executive Board wish to continue such relationship.

VI

No amendment to this Constitution shall be effective unless and until approved by at least a two-thirds vote of the membership in a secret referendum conducted for that purpose. In any event, the adoption of this Constitution and any amendments thereto, will not be effective unless and until compliance with Article II of the Constitution of the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District is first made.

VII

The Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District shall have the right to check, inspect and make copies of all the books and records of this Union upon demand.

VIII

This Union shall not take any action which will have the effect of reducing its net assets, calculated through recognized accounting procedures, below the amount of its indebtedness to the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District, unless approved by that Union through its Executive Board.

IX

So long as there exists any indebtedness by this Union to the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District, that Union shall have the right to appoint a representative or representatives to this Union who shall have the power to attend all meetings of this Union, or its sub-divisions, or governing boards, if any; and who shall have access to all books and records of this Union on demand. This representative, or these representatives, shall be charged with the duty of assisting this Union and its membership, and acting as a liaison between the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District and this Union.

X

So long as any unpaid per capita tax, or any other indebtedness of any sort is owed by this Union to the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District, such indebtedness shall constitute a first lien on the assets of this Union, which lien shall not be impaired without the written approval of the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District acting through its Executive Board.

XI

The per capita tax payable by this Union to the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District shall be that which is fixed in accordance with the terms of the Constitution of that Union.

XII

This Constitution and actions by this Union pursuant thereto are subject to those provisions of the Constitution of the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District pertaining to affiliation, disaffiliation, trusteeships, and the granting and removal of charters.

XIII

This Union shall be affiliated with the Seafarers International Union of North America through the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District. It shall share in, and participate as part of, the delegation of that District to the Convention of the Seafarers International Union of North America in accordance with the provisions of the Constitution of the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District.

36th Recertified Bosuns' Class

The 36th and last class in this phase of the Bosuns Recertification Program graduated this month bringing to 402 the number of Seafarers who completed this important program.

The current phase of the Bosuns Recertification Program lasted three years and during that time the Seafarers who spent one month at the Henry Lundeberg School and one month at Union Headquarters gained valuable knowledge about the SIU, the problems it faces and the way it deals with them.

The Bosun is the top unlicensed man on our SIU-contracted ships; he is the leader of the crew. The Seafarers who have participated in the Recertification Program are more qualified to lead their crews, are able to hold better shipboard meetings, and should be better able to

answer questions by any crewmember.

It is more important now than ever before that the SIU membership be an informed membership. In order for that to happen, the members themselves must take an interest in all that affects them and their Union, from events on the waterfront to actions in the Halls of Congress. This objective was one of the main reasons for establishing this Program: to keep the SIU membership better informed, to take the message right to the ships rather than only hearing it at the Union Halls.

After three years of putting Seafarers through this Program, with more and more recertified bosuns leading our crews, that goal has largely been accomplished. But more work must be done. For only when that goal is completely realized, when the entire SIU

membership is more fully informed, will the job security of all be assured for the future.

NOTE: A special eight-page supplement covering the highlights of the Bosuns Recertification Program will appear in the next issue of the Seafarers Log.

Tom Price



Seafarer Tom Price, 42, has been a member of the SIU since 1951 and he began sailing as a bosun in 1959. A native of Long Island, N.Y., Brother Price makes his home in Orange County, Calif., with his wife, Sachiko and four children. He ships out of the port of Wilmington.

Seafarer Tom Price, 42, has been a member of the SIU since 1951 and he began sailing as a bosun in 1959. A native of Long Island, N.Y., Brother Price makes his home in Orange County, Calif., with his wife, Sachiko and four children. He ships out of the port of Wilmington.

William MacArthur



Seafarer William MacArthur, 47, has been a member of the SIU since 1952 and he began sailing as a bosun in 1968. A native of Massachusetts, Brother MacArthur makes his home in Pasadena, Calif. with his wife, Rose Marie. He ships out of the port of Wilmington.

Seafarer William MacArthur, 47, has been a member of the SIU since 1952 and he began sailing as a bosun in 1968. A native of Massachusetts, Brother MacArthur makes his home in Pasadena, Calif. with his wife, Rose Marie. He ships out of the port of Wilmington.

Michael Ignatius Mallini



Seafarer Michael Ignatius "Moose" Mallini has been sailing in the engine department since graduating from the Harry Lundeberg School in 1973. Before attending the 'A' Seniority Upgrading Program, Brother Mallini obtained his FOWT endorsement at Piney Point. Brother Mallini is a native and resident of Mobile, Ala., and ships from that port.

Seafarer Michael Ignatius "Moose" Mallini has been sailing in the engine department since graduating from the Harry Lundeberg School in 1973. Before attending the 'A' Seniority Upgrading Program, Brother Mallini obtained his FOWT endorsement at Piney Point. Brother Mallini is a native and resident of Mobile, Ala., and ships from that port.

Jaymee Haga



Brother Jay Haga has been sailing in the steward department since graduating from the Harry Lundeberg School's trainee and third cook programs in 1972. A native of Greenbelt, Md., Brother Haga now lives in Crystal River, Fla. He ships from the port of Baltimore.

Brother Jay Haga has been sailing in the steward department since graduating from the Harry Lundeberg School's trainee and third cook programs in 1972. A native of Greenbelt, Md., Brother Haga now lives in Crystal River, Fla. He ships from the port of Baltimore.

John Little



Seafarer John Little, 44, has been a member of the SIU since 1952 and he began shipping out as a bosun in 1959. A native of Kentucky, Brother Little makes his home there with his wife, Sandra. He ships out of the port of Houston.

Seafarer John Little, 44, has been a member of the SIU since 1952 and he began shipping out as a bosun in 1959. A native of Kentucky, Brother Little makes his home there with his wife, Sandra. He ships out of the port of Houston.

David Gilmore



Seafarer David Gilmore, 51, has been a member of the SIU since 1944 and he began shipping out as a bosun in 1954. A native of North Carolina, Brother Gilmore makes his home in Houston and ships out of that port.

Seafarer David Gilmore, 51, has been a member of the SIU since 1944 and he began shipping out as a bosun in 1954. A native of North Carolina, Brother Gilmore makes his home in Houston and ships out of that port.

Willie Chestnutt



Seafarer Willie Chestnutt has been sailing with the SIU as an AB since his discharge from the U.S. Navy in 1970. Before attending the 'A' Seniority Upgrading program, Brother Chestnutt upgraded to quartermaster at the Harry Lundeberg School. A native and resident of Chicago, Brother Chestnutt ships from the port of New Orleans.

Seafarer Willie Chestnutt has been sailing with the SIU as an AB since his discharge from the U.S. Navy in 1970. Before attending the 'A' Seniority Upgrading program, Brother Chestnutt upgraded to quartermaster at the Harry Lundeberg School. A native and resident of Chicago, Brother Chestnutt ships from the port of New Orleans.

Richard Thoe



Seafarer Richard "Blackie" Thoe, 50, has been a member of the SIU since 1965 and he began sailing as a bosun in 1967. A native of Minnesota, Brother Thoe makes his home in Mobile with his wife, Levis. He ships out of the port of Mobile.

Seafarer Richard "Blackie" Thoe, 50, has been a member of the SIU since 1965 and he began sailing as a bosun in 1967. A native of Minnesota, Brother Thoe makes his home in Mobile with his wife, Levis. He ships out of the port of Mobile.

William C. Osborne



Seafarer William C. Osborne, 47, has been a member of the SIU since 1947 and he began shipping out as a bosun in 1963. A native of the port of Tampa, Brother Osborne makes his home there. He ships out of the port of Houston.

Seafarer William C. Osborne, 47, has been a member of the SIU since 1947 and he began shipping out as a bosun in 1963. A native of the port of Tampa, Brother Osborne makes his home there. He ships out of the port of Houston.

Ray Schrum



Seafarer Ray Schrum, 48, has been a member of the SIU since 1945 and he began shipping out as a bosun in 1957. A native of Lincolnton, N. C., Brother Schrum makes his home there with his wife, Emogene. He ships out of the port of Houston.

Seafarer Ray Schrum, 48, has been a member of the SIU since 1945 and he began shipping out as a bosun in 1957. A native of Lincolnton, N. C., Brother Schrum makes his home there with his wife, Emogene. He ships out of the port of Houston.

Ron Smith



Seafarer Ron Smith began sailing with the SIU after graduating from the trainee program at the Harry Lundeberg School in 1972. Shipping as an AB, Brother Smith obtained his ticket at the Lundeberg School, as well as an LNG/LPG endorsement. A native and resident of New York City, Brother Smith ships from that port.

Seafarer Ron Smith began sailing with the SIU after graduating from the trainee program at the Harry Lundeberg School in 1972. Shipping as an AB, Brother Smith obtained his ticket at the Lundeberg School, as well as an LNG/LPG endorsement. A native and resident of New York City, Brother Smith ships from that port.

Albert H. Schwartz



Seafarer Albert H. Schwartz, 57, has been a member of the SIU since 1947 and he began sailing as a bosun in 1955. A native of Chicago, Brother Schwartz makes his home in Midland, Tex. with his wife, Pauline. He ships out of the port of Houston.

Seafarer Albert H. Schwartz, 57, has been a member of the SIU since 1947 and he began sailing as a bosun in 1955. A native of Chicago, Brother Schwartz makes his home in Midland, Tex. with his wife, Pauline. He ships out of the port of Houston.

Leo W. Gallagher



Seafarer Leo W. Gallagher, 50, has been a member of the SIU since 1946 and he began sailing as a bosun in 1952. A native of Chelsea, Mass., Brother Gallagher makes his home there. He ships out of the port of Boston.

Seafarer Leo W. Gallagher, 50, has been a member of the SIU since 1946 and he began sailing as a bosun in 1952. A native of Chelsea, Mass., Brother Gallagher makes his home there. He ships out of the port of Boston.

William Smith



Seafarer William Smith, 53, has been a member of the SIU since 1946 and he began sailing as a bosun in 1950. A native of Texas, Brother Smith makes his home in Oregon with his wife, Beatrice. He ships out of the port of Seattle.

Seafarer William Smith, 53, has been a member of the SIU since 1946 and he began sailing as a bosun in 1950. A native of Texas, Brother Smith makes his home in Oregon with his wife, Beatrice. He ships out of the port of Seattle.

Rufino Garay



Seafarer Rufino Garay, 49, has been a member of the SIU since 1956 and he began sailing as a bosun in 1974. A native of New York City, Brother Garay makes his home in Flushing, Queens, N.Y. He ships out of the port of New York.

Seafarer Rufino Garay, 49, has been a member of the SIU since 1956 and he began sailing as a bosun in 1974. A native of New York City, Brother Garay makes his home in Flushing, Queens, N.Y. He ships out of the port of New York.

Ron Farris



Seafarer Ron Farris first sailed with the SIU in 1973 after graduating from the trainee program at the Harry Lundeberg School. Brother Farris, who sails in the steward department, also obtained his third cook's endorsement at the Lundeberg School. A native and resident of St. Louis, Mo., Brother Farris usually ships out of San Francisco or New York.

Seafarer Ron Farris first sailed with the SIU in 1973 after graduating from the trainee program at the Harry Lundeberg School. Brother Farris, who sails in the steward department, also obtained his third cook's endorsement at the Lundeberg School. A native and resident of St. Louis, Mo., Brother Farris usually ships out of San Francisco or New York.

Abdul Hassan



Seafarer Abdul Hassan began sailing with the SIU in 1966 in the steward department. Usually shipping as a chief cook, Brother Hassan upgraded to chief steward at Piney Point before attending the 'A' Seniority Program. A native of Malaysia, Brother Hassan now lives in New York City with his wife Anna and their two children. He also ships from the port of New York.

Seafarer Abdul Hassan began sailing with the SIU in 1966 in the steward department. Usually shipping as a chief cook, Brother Hassan upgraded to chief steward at Piney Point before attending the 'A' Seniority Program. A native of Malaysia, Brother Hassan now lives in New York City with his wife Anna and their two children. He also ships from the port of New York.

Six Graduate With 'A' Book

The SIU's 'A' Seniority Upgrading Program has six more graduates this month, bringing the total number of Seafarers who have completed this program to 239. They are Willie Chestnutt, Ron Smith, Abdul Hassan, Ron Farris, Jaymee Haga and Michael Mallini.

These men spent two weeks at the Harry Lundeberg School in Piney Point where they attended Union classes, reviewed the administrative procedures of the Lundeberg School and spoke to trainees during their engine, deck or steward training session.

The six seniority upgraders then spent two weeks at Union Headquarters

in New York. While in New York they visited all of the various departments that administer the Union's funds, keep employment records, publish the LOG and keep track of SIU-contracted ships. They also accompanied Union patrolmen servicing SIU ships.

By going through this in-depth study of their Union's activities, both at the SIU's training facilities in Piney Point and at the administrative offices in New York, these Seafarers leave the 'A' Seniority Program with a better understanding of their Union, its purpose, its membership, its role in the modern maritime industry and its problems.

For a
Better Job
Today



The Harry Lundeborg

Deck Department

ABLE SEAMAN

The course of instruction is four weeks in length and leads to the Coast Guard endorsement of Able Seaman—12 Months—Any Waters or Able Seaman—Unlimited—Any Waters.

Course Requirements: Able Seaman 12 Months—Any Waters. You must:

- Be 19 years of age
- Have 12 months seetime as Ordinary Seaman, *OR*
Be a graduate of HLS at Piney Point and have eight months seetime as Ordinary Seaman
- Be able to pass the prescribed physical, including eyesight requirements. Able Seaman Unlimited—Any Waters. You must:
- Be 19 years of age
- Have 36 months seetime as Ordinary Seaman or Able Seaman 12 Months
- Be able to pass the prescribed physical, including eyesight requirements.

Starting Dates:
May 27, September 2.

QUARTERMASTER

The course of instruction leading to certification as Quartermaster consists of Basic Navigation instruction to include Radar; Loran; Fathometer; RDF; and



AB Tickets for 7 Seafarers

Seven more Seafarers upgraded this month through the Lundeborg School's course for able-seamen. They are, from the left: Richard Gayle; Ray Kauffman; Ruben Morales; Joe Edwards; Mark Wooley; Frank Campobasso, and Howard Anderson. Course instructor, not shown, is Chuck Dwyer.

also includes a review of Basic Seamanship; use of the Magnetic and Gyro Compass; Rules of the Road; Knots and Splices; Firefighting and Emergency Procedures.

Course Requirements: Must hold endorsement as Able Seaman (Unlimited—Any Waters).

Starting Dates:
April 29, August 2.

LIFEBOATMAN

The course of instruction is two weeks in length and leads to the Coast Guard endorsement of Lifeboatman.

Course Requirements: Must have 90 days seetime in any department.

Starting Dates:
April 29; May 13, 27; June 10, 24; July 8, 22; August 5, 19; September 2, 16, 30; October 14, 28.

Engine Department

QMED—Any Rating

The course of instruction leading to certification as QMED—Any Rating is eight weeks in length and includes instruction leading to the Coast Guard endorsements which comprise this rating.

Course Requirements: You must show



2 Get Lifeboat Tickets

Flanking Lifeboat Course Instructor Tom Doyle on either side are Seafarers Gary Gross, left, and Roberto Burgos. The two received their lifeboat endorsements after completing the Lundeborg School course.

These Courses Will Be Starting Soon:

- **Advanced Pumpman Procedures**
- **LNG/LPG**

Watch the Seafarers Log for Starting Dates

evidence of six months seetime in at least one engine department rating.

Starting Dates:
April 29; May 27; June 24; July 22.

FOWT

The course is four weeks in length and leads to endorsement as Fireman, Water-tender, and/or Oiler.

Course Requirements: If you have a Wiper endorsement only, you must:

- Be able to pass the prescribed physical, including eyesight requirements
- Have six months seetime as Wiper, *OR*
Be a graduate of HLS at Piney Point and have three months seetime as Wiper
- If you have an engine department rating there are no requirements.

Starting Dates:
July 12.

WELDING

The course of instruction in basic welding consists of classroom and on-the-job training including practical training in electric arc welding and cutting; and oxy-acetylene brazing, welding and cutting. On completion of the course, an HLS Certificate of Graduation will be awarded.

Course Requirements:

- Engine department personnel must hold endorsement as QMED—Any Rating
- Deck and steward department personnel must hold a rating in their department.

Starting Dates:
May 27, October 1.

DIESELS

The four-week course covers: types, designs, construction and characteristics of various diesel engines; nomenclature and principal design features of all parts of diesel engines; formulas and hydraulic principles; introduction to fuel, air, lubrication and exhaust systems; use of various gauges, meters and instruments used on diesel engines; care, operations maintenance and recording of diesel engine performance; signals used between bridge and engine room; fundamentals of electricity and refrigeration; basic fire fighting, first aid and safety.

Course Requirements: No requirements for those who are not interested in receiving the Coast Guard license.

Starting date: August 9.

A College Career Is Available to You

One college and two post secondary trade/vocational school scholarships are awarded to Seafarers each year. These scholarships have been specially designed to meet the educational needs of Seafarers.

Application requirements are geared for the man who has been out of school several years, so you will only be competing with other seamen with similar educational backgrounds. The awards are granted in April, but you should begin your application process now.

These are the scholarships offered:

1. Four-year college degree scholarship. This award is in the amount of \$10,000.

2. Two-year community or junior college or post secondary trade/vocational schools scholarships. These awards are in the amount of \$5000.

The trade/vocational awards offer various options if you wish to continue shipping. In such a program you may develop a trade or skill which would improve your performance aboard ship as well as help you obtain a better paying job when you are ashore.

Eligibility requirements are as follows:

1. Have not less than two years of actual employment on vessels of companies signatory to Seafarers Welfare Plan.
2. Have one day of employment on a vessel in the sixth-month period

immediately preceding date of application.

3. Have 90 days of employment on a vessel in the previous calendar year.

Pick up a scholarship application now. They are available in the ports or you

may write to the following address and request a copy of the *Seafarers Application*:

Seafarers Welfare Plan
College Scholarships
275 20th Street
Brooklyn, New York 11215

A College Education For Your Children

Four scholarships are awarded to dependents of Seafarers. These four-year scholarships are for \$10,000 each at any accredited college or university. If you

have three years sea time, encourage your children to apply. They should request the *Dependents Application* from the above address.

School Of Seamanship



For Job
Security
Tomorrow

Steward Department

Steward Department
All Steward Department Courses Lead
To Certification By HLSS.

CHIEF STEWARD

The course of instruction is six weeks long and covers all phases of Steward Department management and operation.

Course Requirements: All candidates must have seetime and/or training in compliance with one of the following:

- Three years seetime in a rating above 3rd cook or assistant cook OR
- Six months seetime as 3rd cook or assistant cook, six months seetime as cook and baker, six months seetime as chief cook and hold HLS certificates of completion for each program OR
- 12 months seetime as 3rd cook or assistant cook, six months seetime as cook and baker, six months seetime as chief cook and hold HLS certificates of completion for the cook and baker and chief cook programs OR
- 12 months seetime as 3rd cook or assistant cook, 12 months seetime as cook and baker, and six months seetime as chief cook and hold an HLS

certificate of completion for the chief cook program.

Starting Dates:
April 29; June 10; July 22; September 2;
October 14.

CHIEF COOK

The course of instruction is six weeks in length and students specialize in the preparation of soups, sauces, meats, seafoods, and gravies.

Course Requirements: All candidates must have seetime and/or training in compliance with one of the following:

- 12 months seetime as cook and baker OR
- Three years seetime in the steward department, with six months as 3rd cook or assistant cook and six months as cook and baker OR
- Six months seetime as 3rd cook or assistant cook and six months as cook and baker OR
- 12 months seetime as 3rd cook or assistant cook and six months seetime as cook and baker and hold a certificate of completion for the HLS cook and baker training program.

Starting Dates:

Starting Dates:
May 13; June 24; August 5; September 16;
October 28.

Note: Courses and starting dates are subject to change at any time. Any change will be noted in the LOG.

COOK AND BAKER

The course of instruction is six weeks in length and students specialize in the selection and preparation of breakfast foods, breads, desserts, and pastries.

Course Requirements: All candidates must have seetime and/or training in compliance with one of the following:

- 12 months seetime as a 3rd cook or assistant cook OR
- 24 months in the steward department with six months as a 3rd cook or assistant cook OR
- Six months seetime as 3rd cook or assistant cook and hold a certificate of completion from the HLS assistant cook training program.

Starting Dates:

Starting Dates:
April 29; May 13, 27; June 10, 24; July 8,
22; August 5, 19; September 2, 16, 30;
October 14, 28.

ASSISTANT COOK

The course of instruction is six weeks in length and students specialize in the selection and preparation of vegetables and salads.

Course Requirements: All candidates must have twelve months seetime in the steward department. OR three months seetime in the steward department and be a graduate of the HLS entry rating program.

Starting Dates:

Starting Dates:
May 27; July 8; August 19; September 30.

Did You Know...

Last month 80 Seafarers upgraded their skills, earning power and job security through the vocational courses at HLSS. The Lundeberg School has an upgrading course to meet your career needs, too!

High School Program Is Available to All Seafarers

Do What Over 800 Of Your Fellow Seafarers Have Done...



John Ruiz

"It's a very good program. I'm glad I went through it. The teachers give plenty of individual instruction, and they answer all questions you may have."



Horace Jones

"I felt limited without it [a high school diploma]. Among other things, it's a prerequisite for all college courses."

Get the reading, writing and math skills you need for job security and upgrading through the high school equivalency (GED) program at the Harry Lundeberg School. It only takes four to eight weeks, and your Brothers can tell you that it's really worth it!

Interested? Pick up a copy of the pre-test kit in your port or write to this address:

Margaret Nalen, Director
Academic Education Department
Harry Lundeberg School
Piney Point, Maryland 20674

When you complete the test, return it to the Lundeberg School. HLS will tell you the results and give you an estimate of the length of time you'll need to complete the GED program.

REMEMBER! This test is not to see who scores high or low. It helps HLS design a study program just for you—a program that our teachers will help you, as an individual, to follow.

So apply today. It's easy to qualify. Just make sure that you have:

1. One year of seetime.
2. Are a member of the Union in good standing.

Your classes will be small (usually just six to eight students). You'll get lots of individual help. And completing the GED program opens the door to the other educational opportunities that the SIU has for you. A high school diploma is the first step towards qualifying for one of the three scholarships for Seafarers that are offered each year.

UPGRADING APPLICATION

Name _____ Date of Birth _____
(Last) (First) (Middle) Mo./Day/Year

Address _____
(Street)

(City) (State) (Zip Code) Telephone # _____
(Area Code)

Book Number _____ Seniority _____

Date Book Was Issued _____ Port Issued _____ Port Presently Registered In _____

Social Security # _____ Endorsement(s) Now Held _____

Piney Point Graduate: Yes No (if so, fill in below)

Entry Program: From _____ to _____ Endorsement(s) Received _____
(Dates Attended)

Upgrading Program:

From _____ to _____ Endorsement(s) Received _____
(Dates Attended)

Do you hold a letter of completion for Lifeboat: Yes No;

Fire Fighting: Yes No

Dates Available for Training _____

I Am Interested In:

- | | | |
|--|------------------------------------|---------------------------------------|
| DECK | ENGINE | STEWARD |
| <input type="checkbox"/> AB-12 Months | <input type="checkbox"/> QMED | <input type="checkbox"/> Asst. Cook |
| <input type="checkbox"/> AB Unlimited | <input type="checkbox"/> FOWT | <input type="checkbox"/> Cook & Baker |
| <input type="checkbox"/> Quartermaster | <input type="checkbox"/> Dk. Mech. | <input type="checkbox"/> Chief Cook |
| <input type="checkbox"/> Lifeboatman | | <input type="checkbox"/> Steward |

ADVANCED COURSES

- | | |
|----------------------------------|---|
| <input type="checkbox"/> LNG/LPG | <input type="checkbox"/> Advanced Pumpman Procedures |
| <input type="checkbox"/> Diesel | <input type="checkbox"/> Advanced Electrical Procedures |
| <input type="checkbox"/> Welder | <input type="checkbox"/> Refrigeration Container Mechanic |

RECORD OF SEETIME — (Show only amount needed to upgrade in rating checked above or attach letter of service, whichever is applicable.)

SHIP	RATING HELD	DATE OF SHIPMENT	DATE OF DISCHARGE

SIGNATURE _____ DATE _____

RETURN COMPLETED APPLICATION TO:
LUNDEBERG UPGRADING CENTER,
PINEY POINT, MD. 206 4

Christenberry, R. A.
\$1,100 Honor Roll

Frederick, R.
\$600 Honor Roll

305 Have Donated \$100 or More to SPAD Since Beginning of 1976

The following Seafarers and other concerned individuals, 305 in all, have demonstrated an active interest in participating in political and legislative activities which are vital to both our job security and our social and economic welfare, by voluntarily donating \$100 or more to the Seafarers Political Activities Donor (SPAD) fund since the beginning of 1976. (The law prohibits the use of any union money, such as dues, initiation fees, etc., for political activities. The most effective way the trade unionist can take part in politics is through voluntary political contributions.) Eighteen who have realized how important it is to let the SIU's voice be heard in the Halls of Congress have contributed \$200, three have contributed \$300, one \$600, and one \$1,100. For the rest of the year the LOG will be running the SPAD honor rolls because the Union feels that in the upcoming months—especially because of the 1976 elections—our political role must be maintained if the livelihoods of Seafarers are to be protected.

Acevedo, V.	Cirignano, L.	Funk, W.	Nielsen, R.	Rondo, C.	Stephens, C.
Aguir, J.	Colone, W.	Garry, F.	Nielsen, V.	Roy, B.	Stevens, R.
Agallar, A.	Compton, W.	Garcia, P.	Northcutt, J.	Royal, F.	Stevens, W.
Air, R.	Conklin, E.	Garcia, R. F.	Okrogly, H. A.	Ryan, N.	Struss, H.
Alexander, G.	Courtney, J.	Gauw, J.	Olson, F.	Sacco, M.	Stubblefield, P.
Alexander, H.	Craig, J. L.	Gentile, C.	Paladino, F.	Sacco, J.	Sullivan, W. J.
Algarin, M.	Cross, M.	Goff, W.	Paradise, L.	Salazar, H.	Surrick, R.
Algina, J.	Cunningham, W.	Gooding, H.	Patton, S. M.	Saleh, F. N.	Swiderski, J.
Allen, J.	Curtis, T.	Guillen, A.	Payne, O.	Sanchez, A.	Tanner, C.
Amat, E.	Davin, J.	Hagen, B.	Pecqueur, F.	Sanchez, M. E.	Taylor, E. E.
Anderson, D.	DeBarrios, M.	Hall, M.	Peralta, R. L.	Sanger, A.	Taylor, G.
Anderson, E. C.	DeChamp, A.	Hall, K. M.	Perez, J.	Santos, F.	Taylor, S.
Anderson, H.	Deguzman, E.	Hall, L.	Peth, C. L.	Sapp, C.	Tologadas, C.
Annis, G.	Demetrios, J.	Hall, W.	Polk, E.	Schawbland, J.	Tirelli, E.
Antici, M.	Dickey, W.	Hamblet, A.	Pollard, G.	Scott, C.	Troy, S.
Antonio, J.	Dilling, L.	Harris, J.	Pow, J.	Seabron, S.	Turner, G.
Aronica, A.	Doak, W.	Hassan, H.	Prentice, R.	Seagord, E.	Ulisse, T.
Arroyo, S.	Dolgen, D.	Hassen, B.	Prevas, P.	Selzer, R.	Underwood, G. W.
Atkinson, D.	Dragazis, A.	Hebert, T.	Prott, T. L.	Selzer, S.	Vallejo, A.
Aubusson, E.	Drozak, P.	Hendrick, R. G.	Psaleh, A.	Sengelau, B. J.	Velez, A.
Auger, E.	Dubois, N.	Heroux, A.	Pulver, E.	Sepulveda, R.	Venzon, R.
Babkowski, T.	Dudley, K.	Hidais, A. A.	Purgvee, A.	Sgagliardich, A.	Vogel, C.
Badgett, J.	DuPaola, R.	Hines, T.	Quinnonez, R.	Shackelford, W.	Wagner, M.
Bartlett, J.	Dwyer, J.	Holman, E.	Quinter, J.	Shaw, L.	Walters, H.
Beeching, M. E.	Eddins, J.	Homayonpour, M.	Reck, L.	Sholar, E. W.	White, F.
Bellinger, W.	Fagan, W.	Homko, S.	Reinosa, G. A.	Sigler, M.	White, W.
Bergeria, J.	Fanning, R.	Houchins, C. M.	Reinosa, J.	Silva, M.	Wilburn, R.
Bernstein, A.	Farnen, F.	Huffman, R. L.	Relife, J.	Sipse, R. A.	Williams, L.
Bjornsson, A.	Faust, J.	Hufford, R.	Reynolds, H. T.	Skorupski, E.	Wilson, B.
Blanton, M. J.	Fay, J.	Iovino, L.	Riddle, D. W.	Smith, H. C.	Wilson, C. W.
Bluitt, J.	Ferrara, A.	Johnson, A.	Ripoll, G. M.	Smith, W.	Wingfield, P. G.
Bobalek, W. J.	Foster, J.	Johnson, R.	Roades, O. W.	Snyder, J.	Winn, L.
Bonser, L.	Franco, P.	Jones, J. R.	Robertson, T.	Solomon, A.	Wolf, P.
Bortz, C.	Frank Jr., S.	Joseph, E.	Robinson, J.	Spence, B. R.	Worley, M.
Boudreau, R. J.	Freeman, B.	Kastina, A.	Rodriguez, F.	Shepard, E. S.	Wright, A.
Bousson, E.	Fuentes, H.	Kendrick, D.	Rodriguez, J.	Spiegel, H.	Yaskel, R.
Boyne, D. F.	Fugitt, W.	Keomwe, S.	Rodriguez, R.	Stearns, B.	Yarmola, J.
Brannan, G.		Martin, J.			
Brown, G. A.					
Brown, I.					
Brown, I.					
Bryant, B.					
Burton, R.					
Byrne, E.					
Byrne, W.					
Caffey, J.					
Campbell, A. G.					
Capella, F. J.					
Caraballo, R.					
Carboney, Y.					
Chesire, J.					

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SEAFARERS LOG

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\$300 Honor Roll

Conley, M., Msgr.
Apostleship of the Sea
Hall, P. Richoux, J.

\$200 Honor Roll

Bergeria, S.
Brand, H.
Bru, R.
DiGiorgio, J.
Dryden, J.
Drozak, F.
Echevarria, R.
Foster, W.
Lesnansky, A.
Maher, T.
McCullogh, L.
McFarland, D.
Nielsen, K.
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