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ALSO... A Review of Trials and Appeals
conducted under the new constitution

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SEAFARERS  LOG

July 10
1953

• OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • AFL •

ATLANTIC UNION VP BARES CO. CONTROL

—Story On Page 3

SIU Helps Save PHS Hospitals

—Story On Page 3



Facts Stack Up. SIU organizer Ray Oates carries huge pile of affidavits and other legal papers into National Labor Relations Board office in Philadelphia for start of formal hearings on SIU election petition. First hearings were concerned with setting up eligibility rules for voting and determining composition of election unit. (Story on Page 3.)



Fun On Way. A Seafarer lends a hand as brand new shuffleboard table base is carried into New Orleans shipping hall for use by Seafarers in that port in between job calls.

**Atlantic's Co. Union Exposed!
Read Vice-Chairman's Inside
Story Of The AMEU—Page 3.**



SIU Scholarship winner Elizabeth Lomas looks over some catalogs from various colleges with her father and mother after learning that she won one of the four \$6,000 scholarships. She plans to continue her study of French at either New York University or Barnard College.

'It's All Just Like A Dream,' Says SIU Scholarship Winner

This is the first in a series of picture-story features concerning the four winners of the 1953 SIU Scholarships. Each of these stories will introduce one of the winners, so that the members may learn a little about the persons that their Union Welfare Plan will be sending to college for the next four years. This issue introduces scholarship winner Elizabeth Lomas.

"I just can't believe it. The whole thing still seems like a dream." That was the reaction of SIU scholarship winner, 17-year-old Elizabeth Lomas. Sitting in the living-room of their apartment in Tuckahoe, New York, with her father, Arthur, and her mother, Catherine, the young scholarship winner happily talked over her college plans with her parents.

"When the telegram came saying that I had won one of the SIU scholarships," she said, "my dad and I phoned the Union's Welfare Plan two times just to make sure that it was true. Even so, it still seems hard to realize."

To Study French

Already admitted to New York University, Betty is also on the waiting list for Barnard College in New York, and is planning to major in French, her major study in high school. "There's lots of opportunities for language students," she says. "I could go into teaching, or else find a job with the Government, the UN or with one of the import-export companies or shipping companies. I like studying French anyway, so that helps a lot."

Betty's dad, Arthur, who usually

sails as steward or chief cook, said, "This is one happy family. The wife and kid are both walking on air. It is a dream come true for them both, and I'm still numb from all this good news, but being a belly-robbler, most guys would say that it was just a normal condition."

It couldn't have come at a better time. I've always known the SIU is a wonderful organization, but this is far more than we ever thought of. We wanted to send Betty to college, but didn't think we would be able to do it, but now (Continued on page 13)

Night Club Union Thanks SIU For Philly Strike Aid

Seafarers' help on the picket lines during a strike of night club entertainers in Philadelphia won the SIU heartfelt thanks from their union. Dick Jones, regional director of the American Guild of Variety Artists, AFL, expressing his appreciation at the headquarters membership meeting, told the group, "any time you want a show,

that you have given to the American Guild of Variety Artists in our just fight in the City of Philadelphia."

Locked Out

The AGVA had gone on strike in Philadelphia over improvements in working conditions for entertainers and a union welfare fund. Night club owners in the city banded together in an association and shut doors all over town, locking out the entertainers.

Things looked bad for the union, Jones said, in the early days of the strike and the entertainers appeared to be losing the test. AGVA officials in Philadelphia then contacted the SIU Philadelphia branch for help.

"As soon as all other unions in town heard the SIU was with us," Jones concluded, "we had a real easy time of it. We won the strike and won it solidly."

AGVA representatives all assured the SIU that their union stood ready to service or assist the SIU in any possible way.

The SIU's aid to the AGVA was the latest of a long series of instances in which the SIU gave a hand to a striking union. Last year the Philadelphia hall was active in helping striking telephone operators and telegraphers, while the Union gave a hand to the nationwide strike of Prudential insurance agents.



AGVA regional director Dick Jones thanks SIU for aid in Philly strike.

"we'll give you the best show you ever saw and it won't cost you a cup of coffee."

Similarly, Jack Irving, AGVA's national administrative secretary, wrote to Steve Cardullo, SIU Philadelphia port agent thanking him for the "wonderful cooperation

Welfare Totals Top Million-\$\$ Mark On Plan's 3rd Birthday

A lusty and fast-growing youngster, the SIU Welfare Plan, celebrated its third birthday of actual operation with a big bang when total benefits paid out by the Plan passed the \$1 million mark. It was on July 1, 1950 that the Plan began operation, and as of July 3, 1953, the most recent figures available, the plan had paid out a total of \$1,106,117.59.

The first benefits paid out under the Plan were modest in view of the desire of both Union and employer trustees to build up a healthy reserve fund. As a result, the Plan started out with two benefits, a hospital benefit of \$7 a week and a \$500 death benefit for the families of Seafarers who passed away. These benefits were financed by a 25-cent daily contribution by shipowners for each Seafarer in their employ.

Added New Benefits

It wasn't long though, before both the benefits under the Plan and the operators' contributions both went up sharply. In addition the trustees started adding to the size and variety of benefits available with the result that the Welfare Plan now features a selection of payments unique in the maritime industry.

At present the Plan pays a \$2,500 death benefit, a \$15 weekly hospital benefit, a \$200 maternity benefit and a \$25 weekly disability benefit, plus awarding four \$1,500 college scholarships annually to Seafarers or children of Seafarers.

Despite the large sums of money paid out by the Plan, it is in excellent financial shape, thanks to direct Union administration of all funds. This keeps operating costs at a minimum by cutting out insurance company profits. In addition, Union administration makes possible far speedier payment of all benefits since it eliminates all of the red tape that would otherwise be involved in plans run by insurance companies.

Another reason for the fund's sound financial structure is the trustees' policy of investing the surplus in income-producing US Government bonds. At present the bondholdings of the Plan are valued at approximately \$1,600,000, most of which are paying interest

at the rate of 2½ percent. The income from these bonds contributes greatly towards operating costs of the Plan and in turn frees a greater part of the shipowner contributions for actual benefits payments.

A highly desirable feature of (Continued on page 16)

Bloomfield Co. Near Subsidy

The SIU-contracted Bloomfield Shipping Company won a major point in its bid for Government subsidy when the Federal Maritime Board found existing subsidized service inadequate on transatlantic routes.

The FMB's finding removed a chief stumbling block in the way of the Bloomfield application. Company officials were confident that the application for Government operating subsidy would be approved, enabling the firm to buy six or seven C-type vessels for use on the subsidized routes.

The Bloomfield Company applied several months ago for an operating subsidy along trade route 13/1 which is between US ports on the Gulf and Mediterranean ports in Spain, Portugal and North Africa, and trade route 21/5 between the Gulf and northern Europe. The application was opposed by the other subsidized operator on the route, Lykes Brothers SS Company, as well as by Waterman which is an unsubsidized operator.

Has To Prove Stability

While the ruling from the FMB eliminated the major hurdle in the way of Bloomfield's application, the company still has to show proof that it is financially stable, has the necessary experience and operates ships of a type that would be suitable for the runs in question. The company expects no difficulty in passing those tests.

Oystermen In Washington



Problems of shrimp and oystering industry were taken up in Washington DC with SIU assistant-secretary-treasurer Bob Matthews (seated right) by Gulf AFL union representative. Left to right are: W. L. Hines, president, Mississippi State AFL; Louis Simmons, president, Gulf Coast Shrimpers and Oysterman's Assn., an SIU affiliate; Matthews and Laz Quave, Biloxi mayor and former shrimpers union official.

SEAFARERS LOG

July 10, 1953 Vol. XV. No. 14

As I See It.....	Page 4
Crossword Puzzle.....	Page 10
Editorial.....	Page 11
Galley Gleanings.....	Page 18
Inquiring Seafarer.....	Page 10
In The Wake.....	Page 10
Labor Round-Up.....	Page 11
Letters.....	Pages 19, 20
Meet The Seafarer.....	Page 10
Personals.....	Page 21
Quiz.....	Page 17
Ship's Minutes.....	Page 21
SIU History Cartoon.....	Page 9
Sports Line.....	Page 18
Ten Years Ago.....	Page 10
Top Of The News.....	Page 7
Union Talk.....	Page 9
Wash. News Letters.....	Page 6
Welfare Benefits.....	Pages 22, 23
Your Dollar's Worth.....	Page 7

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AMEU Roasted By Own Official



Outside view of Savannah USPHS hospital which will remain open as SIU protests brought change of heart by US Department of Health, Education and Welfare. Hospital will continue to function despite Congress fund cuts in USPHS budget.

Vice-Chairman Backs SIU Campaign; Tells Labor Board Of Atlantic Rule

The SIU dealt a death-blow to company-unionism in the Atlantic Refining tanker fleet when Frank Fletcher, vice-chairman and second ranking officer in the Atlantic Maritime Employees Union blasted the AMEU-company tie-in at a National Labor Relations Board hearing. Fletcher's dramatic switch to the SIU rocked company and AMEU representatives back on their heels as he revealed the details of the relationship between the AMEU officials and their bosses in Atlantic at the June 30 hearing in Philadelphia.

News of Fletcher's action spread like wildfire through the fleet as ships hit Port Arthur, Fort Mifflin, Pa., and other terminals. Crewmembers excitedly grabbed for special bulletins on Fletcher's testimony. As one jubilant SIU supporter put it, "We got 'em licked now." SIU organizers agreed that

Fletcher's switch sealed the doom of the AMEU already tottering under the impact of the SIU's petition for a collective bargaining election in the fleet. The organizers reported an increasing flood of signed pledges in the brief time since the election petition was announced, coupled with a rapidly rising total of withdrawals from the near-defunct AMEU.

Latest figures show SIU pledges mounting past the 80 percent figure while withdrawals have been so numerous as to leave the AMEU with a rapidly shrinking handful of members. Present and former AMEU fleet council delegates are included among recent pledges.

The SIU's knockout punch came at the very start of the NLRB hearing called to determine the composition of the voting unit in the pending election. Representatives for the company, the SIU and the AMEU had just settled in their chairs when the Union counsel called Fletcher as the SIU's first witness.

Company Reps Shocked

When Fletcher entered the room, the company and AMEU representatives were visibly unnerved realizing that his appearance meant that the jig was up. Fletcher then presented testimony nailing down the SIU's claim that the "leadermen were supervisory personnel and were empowered to hire men. He showed for example, that AMEU chairman Stanley Alcott, who is employed as a "leaderman," could assign men to specific ships and it was necessary to get his approval to work on the ships. He himself, he said, had

been assigned to three different ships in the past few months as a troubleshooter to go after pro-SIU men and put the pressure on them to revoke their pledge cards.

Fletcher's testimony was later confirmed by several other witnesses at this and subsequent hearings, including Joseph Bussell, Bill

(Continued on page 16)

Fight Saves Savannah Hospital; Memphis, Detroit May Remain

The SIU's vigorous fight to keep the Savannah USPHS hospital open paid off when the Department of Health, Education and Welfare announced it had discarded plans to close the vital facility, only one of its kind on the South Atlantic coast below Norfolk.

This action insures that patients in the Savannah hospital will not be shunted to other hospitals hundreds or thousands of miles from their homes. It also means that seamen needing hospitalization in the Savannah area will not have to travel hundreds of miles to Norfolk, Va., or to New Orleans, La., to reach a USPHS hospital.

Furthermore SIU Assistant-Secretary-Treasurer Bob Matthews, who is the Union's Washington representative, notified headquarters that the Senate Appropriations Committee voted to restore \$1 million in hospital funds. The restoration carried in the full Senate. According to USPHS officials this will enable them to keep two more hospitals at Detroit and Memphis, open. This now depends on the action of a joint Senate-House Committee.

However, the Cleveland and Fort Stanton hospitals have closed down, with no chance of reopening.

Wrote To SIU

Before the Senate acted, the USPHS had already written the SIU assuring that the hospital at Savannah would stay open. Its action was in response to vigorous protests the Union made in its fight to save the seaport hospital.

Signed by J. Masur, assistant surgeon general, chief of the Bureau of Medical Services, the letter said in part, "We know you will be pleased to hear that despite the current limitation of operating funds for the Public Health Service hospitals, it appears at this time that we will not close the Savannah Hospital."

The letter also went on to explain that, "However, as you know, it has become necessary to close the hospitals at Cleveland and Fort Stanton. You may be sure that this decision was made only after the most careful consideration of all factors involved. The patients at Cleveland have

now been transferred to other Public Health Service hospitals. The patients at Fort Stanton are now being transferred to our hospitals where complete facilities for the treatment of tuberculosis patients are available."

House Boosted Cuts

Originally, Mrs. Oveta Culp Hobby, secretary of Health, Education and Welfare, proposed cuts of \$1.7 million in the hospital

budget, and proposed to close Savannah, Fort Stanton and Cleveland hospitals. The House boosted the cuts to \$3,288,000 which meant the closing of two additional hospitals, Detroit and Memphis.

During its fight, the SIU got the support of the Georgia State Federation of Labor, the Maryland-Washington DC Federation of Labor, and other labor organizations as well as many lawmakers.

Inside The 'Shoddy, Shaky AMEU'

The following article was written by Frank Fletcher, vice-chairman of the Atlantic Maritime Employees Union. It explains why he, the second-ranking officer in the AMEU, decided to ditch the company union for the SIU, and reveals the full extent of company domination of the AMEU and manipulation of that outfit for the benefit of the company.

No doubt all of you were surprised to learn that I have decided to support the SIU organizing campaign. I am writing this to let you know why I have changed my views, even though I was elected vice-chairman of the Atlantic Maritime Employees Union last October.

I think I can explain things best by telling something about myself. Before I came to Atlantic in 1950, I had several years of service with another union, the National Maritime Union. Like many other NMU men I got disgusted when I found my book meant nothing because the NMU was overloaded with members. It's important for seamen, who are constantly moving on and off ships to know that there's a berth available for them when they are ready to ship, and not to have to fight with ten other members to get a job.

When I went to work in Atlantic, after being ashore for a while, I didn't care about joining a union. Several men in the Atlantic fleet approached me asking me to join the AMEU. I told them at the time that if they could show me where they had a real union, I would join up.

It was about a year and a half before I did join the AMEU. I

wasn't too enthusiastic about it, but it was the only thing available in the fleet at the time. I thought that maybe I could help the AMEU do something for the men in the fleet like myself.

After I got in the AMEU I tried my best to help out and be an active union member. I always believed that the way to be a good shipmate was to do the best you could to make things a little easier and more comfortable for the fellows you worked with. I didn't know then what I learned later, that I was just wasting my time.

As a result of my efforts I was elected to the fleet council as delegate off my ship. Last October the rest of the council saw fit to elect me vice-chairman of the AMEU.

Beg For Gains

It was then that my eyes were opened. I began to see how the AMEU really worked. In the negotiations with the company last fall,

(Continued on page 18)



AMEU vice-chairman Frank Fletcher, (right) now an SIU supporter, listens to proceedings of headquarters membership meeting with Mrs. Fletcher and Keith Torpe, SIU organizing head.

Pakistan 'Wheat Lift' Begins

Loaded with 4,500 tons of wheat for Pakistan, the Steel Surveyor (Isthmian) left Monday evening, July 6 from New York, as the first SIU-manned ship to carry the newest relief cargo. The Surveyor took on a load of wheat at Baltimore before coming up to New York to pick up general cargo for her run to Asiatic ports.

Apparently Isthmian, which maintains regular liner service to the main Pakistan port of Karachi, will carry a good percentage of the 500,000 tons of wheat that will be assigned to US ships under the 50-50 law. It appears that American liner services will handle about 100,000 tons of the total, with the remainder going on US flag tramps. The SIU has contracts with most of the tramp ship operators involved.

Shipments Slow

Movement of the wheat cargo has been slow in getting underway as the Mutual Security Agency, which is handling the shipments, is dickering with ship operators over the freight rate to be established for carrying the cargo.

The Pakistan wheat bill provides for shipment of one million tons of surplus wheat to Pakistan to prevent famine threatening in that country because of severe food shortages. In the bill's original version, as reported out by the House Agriculture Committee, no provision was made calling for 50 percent of the cargo to be carried on US ships.

SIU representatives in all ports alerted members of the House of Representatives to this omission, stressing the fact that abandonment of 50-50 in this instance



Seafarer sifts sample of wheat from cargo of Steel Surveyor, first SIU-manned ship to carry life-saving shipments to hunger-stricken Pakistan.

would be the opening wedge for an attack on the entire 50-50 principle in military and economic aid shipments. Foreign shipping interests have long been campaigning against the 50-50 law which has been a major factor in providing cargo for US merchant ships.

As a result, amendments were offered on the floor of the House to restore the 50-50 law to the wheat bill, and were carried by an overwhelming vote. Maritime authorities in Washington agreed that the vigorous SIU action helped considerably in bringing about the House decision.

Congressional leaders are currently considering shipments of other surplus farm products to foreign countries as a means of alleviating hunger and at the same time disposing of surplus products that can't be sold here.

Hoskins, SUP Welfare Head, Visits SIU Hq

The SIU served as host last week to Omar Hoskins, former Federal Conciliator on the West Coast and now administrator of the SUP welfare fund. Hoskins, long known for his grasp of maritime union problems, visited SIU headquarters on a ten-day East Coast tour to study various welfare plans, including the SIU's.

Introduced to the July 1 headquarters membership meeting by SIU Secretary-Treasurer Paul Hall, Hoskins expressed his deep interest in seamen's problems and his long "admiration for the manner in which seamen have attacked their difficulties, and come up with decisions on them that have stood the test of time."

The new SUP administrator declared "I have always been sympathetic to the needs of seamen and am happy to be in a position where I can do something about them."

In introducing Hoskins, Hall declared that "AFL seamen have always regarded Hoskins as a man with deep understanding and a friend. The trustees of the SUP welfare plan certainly are to be congratulated in picking a man of his qualities to administer their plan. We in the A&G district are certainly going to watch his work with great interest."



Omar Hoskins, SUP Welfare administrator, and former Federal conciliator, addresses SIU hq membership.

As I See It . . .

Paul Hall



EVER SINCE THERE HAS BEEN AN SIU, YOUR UNION HAS maintained that the rulers of the Soviet Union, and their system of Government, had no interest in the well-being of the men and women in their country, or in any other, who work for a living. Consequently, your Union has always held that those in this country who supported the Communist leaders of the Soviet Union could not possibly represent the interests of the American worker.

Our contention has been proven many times by actual events in the past. But in recent weeks there have been a series of incidents in the Communist-controlled countries of Eastern Europe which should serve to convince any thinking person of the real attitude of Communist rulers toward working men.

Strikes And Sitdowns

These incidents, which the Communist rulers admit themselves, consist of a series of widespread strikes and sit-downs in mines, factories and on construction projects all over East Germany, Poland, Hungary, Czechoslovakia and other countries. Not only do the Communist rulers admit these strikes have taken place, but they have themselves admitted the cause. They have said in so many words, that the strikes have resulted from "increasing of work norms," which in plain English are speed-ups, from "currency devaluation," which means wage cuts, and from "sabotage of food deliveries," which means empty bellies.

In other words, the Communist rulers tell us now that workers in their countries have been put on the griddle. They have been forced to work at a superhuman pace, been compelled to put in long hours of overtime without pay, had their wages cut, and then when they got home at night, they found there wasn't enough on the table for their families to eat.

For a long time apparently, they have been beefing quietly about these difficulties because they knew that the Communist rulers had the guns and tanks to whip them back in line if they opened their mouths. But after a while it was too much for them to take. They exploded, and we have all read of the results now.

Temporarily, the Communist rulers have decided to ease up the pressure on the working people in the hope that they will quiet down and go back to producing arms and heavy equipment for their Russian masters. But as soon as things are running smoothly again, they can be expected to tighten the screws another turn. That's the standard Party policy that was set many years ago.

It appears then, that those of us in the SIU who have always pointed out this condition when many other unions were of a different opinion, were fully justified in our views and actions.



WHILE ON THE SUBJECT, IT MIGHT BE A GOOD IDEA TO take note of the shabby way that the Communist rulers in Moscow have been treating their good friend and ally on the West Coast, Harry Bridges. A piece of propoganda appearing in the Communist's official newspaper, Pravda, recently really put the boot to Bridges and his union, the International Longshoremen's and Warehousemen's Union. Although we doubt that it was intentional, it must have burned Bridges quite a bit.

'Starving' Dockworkers

It seems that the Pravda writers dreamed up a story about a Russian seaman who visited Los Angeles on a Russian merchant ship. According to the "eyewitness" account this seaman is supposed to have written, the longshoremen in that city were starving and living in ramshackle broken-down tin huts on the waterfront. Furthermore, said the Russian seaman, there were women and children working on the docks alongside the men, and all were compelled to carry huge loads far beyond their capacity.

Pravda's mythical seaman, the story goes on to say, invited the starving dockworkers on board and he and his shipmates fed them a good Russian meal which they received with expressions of thanks and gratitude.

After all the years of his faithful service to the Soviet Union and to all of the dozens of causes operating under the wing of the Communist Party, Bridges doesn't get much of a build-up from his Commie pals.



AS YOU KNOW, THE BOARD OF TRUSTEES OF THE SEAFARERS Welfare Plan has announced the winners of the \$6,000 four-year college scholarships awarded by the SIU scholarship plan. We have three girls taking three of the four awards, and one boy, all of them children of Seafarers who work for a living on SIU ships. Certainly, judging from the reactions of the winners we had the pleasure of meeting so far, your Union's assistance to them has won their deep appreciation. Further, we can say that this scholarship plan has made a very deep impression on people outside our industry, many of whom have never been acquainted with Seafarers and their work before.

This was particularly true with respect to the board of advisers made up of administrators from several leading universities in this country. These people took time out from their work to tour our headquarters building and expressed their interest and amazement at the way our Union operates. The impression they carried away of your Union is most certainly a favorable one.

One of the board members has written to your Union's Welfare Plan that the winners of the SIU scholarships are exceptionally fortunate because there are very few awards in this country's colleges and universities that can match the size of the SIU's.

As to the scholarships themselves, your Union would like to see more Seafarers taking a crack at them. There were quite a few fellows who for one reason or another didn't complete their applications for consideration by the trustees. These people are free to apply next year. And if there is enough of a demand, there is nothing to stop us from adding more scholarships in the future.



Meeting Night Every 2 Weeks

Regular membership meetings in SIU headquarters and at all branches are held every second Wednesday night at 7 PM. The schedule for the next few meetings is as follows: July 15, July 29, August 12.

All Seafarers registered on the shipping list are required to attend the meetings.

BROTHER CHAIRMAN!

The port of Baltimore's last membership meeting was run by three SIU oldtimers well versed in the Union's procedures and with long experience in the various strikes and beefs that the SIU has had down through the years. Chairing the Baltimore meeting was Brother Walter Walsh, who joined the SIU in Philadelphia back in January 7, 1939, when the new Union was just about getting under way.

Walsh, who sails in the stewards department, comes originally from the mid-western state of Illinois. He will celebrate his 61st birthday this coming August 15.

The recording secretary at the meeting was Brother Dolor F. Stone who sails regularly out of the port. Stone achieved distinction last year when he was one of the first Seafarers to qualify under the SIU's maternity benefit, which was brand new at the time.

Stone is also one of the veteran members of the Union, dating his first membership book back to December 16, 1938. He and his wife Iris make their home in Baltimore. He's 52 years old.

Third member of the group was

the well-known Seafarer Thurston J. Lewis, who handled the reading clerk's chores. By comparison, Lewis is a relative newcomer to the Union's ranks, getting his membership in New Orleans on January 31, 1944. Lewis usually can be found sailing as bosun. He's an Oklahoman by birth and is 36 years old.

Tampa's membership meeting featured a couple of native citizens in the chairman's and recording secretary's spots. The chairman of the meeting was Brother Ralph Seekinger, who can also lay claim to long membership in the SIU.

joining in this port on March 12, 1939. Ralph first saw the light of day on February 28, 1914 which makes him 39 years old. He sails regularly in the deck department and makes his home in Tampa with his wife Rachel.

Brother Alfredo Ortega, another Tampa man born and bred, was the recording secretary. Ortega hooked up with the SIU on October 25, 1939 and has been a Seafarer ever since. He's 41 years old and sails on deck. He and his wife Carmen still live in the home town.



Walsh



Ortega

Right Off The Presses



New air express delivery system used by the LOG makes it possible for New Orleans patrolman Buck Stevens (left) to put out the last issue of the LOG less than 24 hours after it came off the presses up in New York. All outports now get this faster delivery.

ITF Sees Soviet Money, Seamen In Panama Fleet

Communist capital and citizens of the Soviet Union are to be found in and behind the vast merchant fleet of the tiny Republic of Panama, claims the publication "Air Terre Mer," published by the Mediterranean Committee, an affiliate of the International Transport Workers Federation.

In an article on Russian interest in the Panama Canal, the tri-lingual Paris publication charges that, in addition to Russian military interest in the Canal, the Soviet also is interested in lowering the living and working standards of seamen throughout the world.

"Behind these enterprises," the magazine says of the Panamanian Fleet, "at least for 250 or 300 ships, one would find Soviet capital. That is the first fact... It is not even rare to find Soviet Russians on board ships flying the Panamanian flag. That is the second fact."

Panamanian sailors, unknowingly, afford the camouflage behind which Soviet agents operate to destroy security for seafarers, lower

living and wage scale standards, and, in general, lower the working conditions which top maritime unions afford to their members today.

"The crews of these ships," the magazine asserts, "live under conditions inferior to those provided for by the International Labor Office and the International Federation of Transport Workers... When strikes have broken out in certain European countries and in the United States to force the owners of this fleet to accept the international labor regulations and to pay decent wages, the Communist sailors have played the role of 'scabs' by accepting wages lower than the regulation ones. Third fact."

The attitude of the Soviet Union favors the unemployment of union sailors, according to "Air Terre Mer."

Senate And House Get Bills Designed To Curb MSTs

In a move apparently aimed at shipping activities of the Military Sea Transportation Service, bills have been introduced in the Senate and the House that would require Government-controlled cargo and passengers to be transported on privately owned American flag ships as far as is practicable.

The bills, identical in wording, were introduced in the House by Representative Jack Shelley of California and in the Senate by Senator Warren Magnuson. Both of them would amend Section 901 of the 1938 Merchant Marine Act providing for private carriage of such cargoes "to the extent of the capacity and ability of such vessels to perform the services required."

A further provision of the act makes allowances for emergency situations where the Department of Defense and the President of the US could take immediate action to move such cargo in any manner they saw fit.

Last month both Senate and House committees heard testimony from MSTs on the extent of its cargo and passenger-carrying operations. The testimony brought out the fact that MSTs has a nucleus fleet of 260 ships which includes 56 cargo ships and 35 passenger carriers having cabin class facilities for dependents or service men and other civilian passengers. MSTs has carried a total of 698,725 civilian passengers in the past three years.

Private operators, particularly tramp shipowners, have long complained that MSTs vessels have been competing with them, claim-

ing that they should be permitted to handle much of the cargo now going on Government-owned ships.

Inquire On Discrimination
Meanwhile, the Special Senate Subcommittee on Maritime Subsidies, which has been investigating all phases of maritime operations, has opened an inquiry into discrimination against American-flag ships by foreign nations. The committee has asked the Departments

of State and Commerce to prepare full reports listing such foreign discrimination and steps taken to end it.

The Senate had received previously several complaints about unjust discrimination as a result of which the last session of the Senate in 1952 passed a resolution urging the administration to take vigorous action to curtail such foreign discrimination.

Irenestar Korean Target, Raided 5 Times By Reds



Seafarer G. Lowe and a shipmate on the Irenestar inspect a jet fighter carried as deck cargo to Korea. The ship was in five air raids in four days while in port in Korea.

With five air raids in four days, Seafarers are still dodging enemy bombs just as they did during World War II, in spite of the talk about an armistice in Korea.

F. Paskowski, who was aboard the Irenestar (Maine), reports that some of the Red bombs came uncomfortably close while the ship was unloading military supplies in Inchon.

While on a Far East run, the Irenestar was ordered to make a trip from Yokohama to Korea with badly needed supplies. "When we got there," says Paskowski, "things really began happening."

"It was impossible to get a good

night's sleep, because we had five air raids during the four days that we were there, and the air raid alarms would sound at all hours of the night, particularly around 2 and 3 AM.

"We were laying out at anchorage, unloading all the while, and the planes didn't come too close until the morning we were ready to leave. About 3 AM that morning, the air raid sirens sounded, and the Red planes began to come over the harbor. They were high up, so we didn't see them, but one of them scored a hit on the beach right near us.

"We saw a big explosion on the beach, and a bright orange flash jumped up into the sky. Then we heard a lot of sirens and horns on the beach in that area. We were never able to find out what happened, because shortly after the bomb hit, we got our orders, and got out of the harbor as fast as we could."

SIU Co Seeks Intercoastal Trade Growth

An expanded intercoastal service that would take in more North Atlantic ports is being sought by the Waterman Steamship Corporation in a petition to the Interstate Commerce Commission. Waterman is asking the ICC for temporary authority to run ships from California ports to New York and Boston.

At present, Waterman has rights only to carry cargo and passengers as far north as the port of Philadelphia. In petitioning for extended rights, Waterman cited the withdrawal of American-Hawaiian SS Company and Pacific-Atlantic SS Company from the intercoastal service.

As a result, the petition said, there are only two lines running intercoastal between New York and Boston and California ports and "shippers are experiencing great difficulty in obtaining adequate vessel space for the transportation of their traffic from California ports to the port of New York and Boston."

Waterman predicts that the situation will get worse because of the heavy seasonal shipments of canned and preserved foodstuffs, beginning about the end of July and continuing for the next six months.

In conjunction with the request for temporary authority, Waterman has asked the ICC for a permanent certificate to run vessels to the two eastern ports from California. A temporary certificate can be issued by the Government agency in 30-45 days to overcome a transportation deficiency, while details for a permanent certificate often take as long as six to eight months to work out.

Norfolk Hall To Be Cooled

Seafarers shipping out of the Norfolk hall will soon enjoy cool comfort through the worst of the summer heat, as membership meetings in all ports approved plans for air-conditioning the SIU offices there.

The Norfolk membership had previously let out bids for the installation and selected a contractor to do the job, subject to the approval of the membership at large.

The contractor estimates that it will take him about a month to finish the job, which means that the Norfolk hall will bask in reasonable temperatures throughout the dog days of August and September.

Seafarers already enjoy air-conditioned comfort in Mobile, New York and New Orleans, and air-conditioning is being installed in the new Baltimore branch, now under construction.

Put Number On Meeting Excuses

Seafarers sending telegrams or letters to the New York headquarters dispatcher asking to be excused from attending headquarters membership meetings must include the registration number of their shipping card in the message.

From now on, if the number is not included, the excuse cannot be accepted by the dispatcher.

YOU and the SIU CONSTITUTION

YOUR RIGHTS AND PRIVILEGES AS SIU MEN ARE GUARANTEED BY YOUR CONSTITUTION. THIS FEATURE IS DESIGNED TO ACQUAINT YOU WITH THESE RIGHTS AND PRIVILEGES.

From Article XX Section 2

"No member shall be required to pay or deliver any sum of money to any Union representative without obtaining an official Union receipt..."

Here the constitution provides a double check on the individual member's money. The Union receipt is proof positive that the member has paid his dues and assessments. At the same time, it makes the Union representative fully responsible to the Union and the membership for the money he has collected.



Welfare Services In New Office



The new offices of the Welfare Services Department are bustling with activity as the department takes care of the various problems facing many Seafarers. The expanded office space and staff enable the department to help even more Seafarers solve any of the problems they may be facing.

To meet the greatly increased demand for its special services from hundreds of Seafarers both in headquarters and all around the ports, the SIU Welfare Services Department has expanded its facilities. Where it had formerly shared office space in different parts of the building, it has now taken over an entire office on the second deck and consolidated all employees and records in the one location.

The office has been tastefully furnished with a number of comfortable lounge chairs and small

movable tables containing a variety of Union literature so that Seafarers or their family members who are waiting to see a Welfare Services representative can do so in ease and comfort.

Speedier Service.

All of the Department's files and all secretarial help have been moved into the new office so as to make for even speedier service than before and greater efficiency of operation.

The expansion into larger quarters was made necessary by the growing popularity of the young SIU department, which takes care of all benefits provided by the SIU Welfare Plan, provides advice and assistance on maintenance and cure cases, and assists Seafarers with a wide variety of personal problems including dealings with Government agencies such as the Immigration Department, family problems, credit matters and similar items.

Addition of more representatives

also made it necessary to acquire more office space.

Headquarters patrolmen, who formerly operated out of the present Welfare Services office, have shifted their activities to the dispatch counter in the headquarters shipping hall, thus consolidating all shipping matters in the one central location.

How To Get Disabled Pay

Any totally disabled Seafarer, regardless of age, who has been employed for seven years on SIU-contract ships is eligible for the \$25 weekly disability benefit for as long as he is unable to work. Applications and queries on unusual situations should be sent to the Union Welfare Trustees, c/o SIU Headquarters, 675 Fourth Avenue, Brooklyn 32, NY.

Army Service Paves Way To Citizenship

WASHINGTON—Seafarer-aliens who have served in the Armed Forces since June 1950 are eligible for speedy naturalization under terms of a new law signed by President Eisenhower.

The law provides that all aliens who have had at least 90 days' service in the Armed forces since the outbreak of the Korean war are entitled to special treatment and a quick grant of citizenship. About 5,000 aliens, many of whom are serving in the Korean theater, are affected by the new law.

Aliens now being drafted for military service will also be covered as the law applies to all such service up until July 1, 1955.

An Immigration spokesman said that the Immigration Service would have application forms for these aliens available in about two weeks. As soon as the forms and additional information is available, aliens covered by the law can get help from the Union in filing their citizenship applications.

NLRB Orders Vote In DuPont

The DuPont Company lost another round to organizers in the Savannah River hydrogen bomb plant in Aiken, SC.

The NLRB, late last month, threw out company objections to a March representation election, certifying the CIO Chemical Workers as bargaining agent for 223 firefighters at the plant. DuPont objected on the ground that the union used threatening measures to get employees to support the CIO, as well as inviting arrest of its organizers and then attacking company tactics in the newspapers. The board threw out all charges.

SIU COMMITTEES

AT WORK

Whenever the SIU decides it has to let out contracts for alterations or construction, the bids have to be passed on by a rank and file committee and by the membership at large. So when steps were taken to air-condition the Norfolk Hall a committee was elected to pass on bids and recommend the choice of a contractor.

The Norfolk membership chose a committee of five for the purpose, consisting of Alan Burke, F. Rafflenbeul, T. M. Gower, J. Morgan and B. D. Elliott. Bids were opened and three concerns put in for the job. The committee investigated the qualifications and reputation of the three bidders and decided that the low bidder was fully capable of handling the job.

Recommendations were made accordingly to the June 17 Norfolk membership meeting, which passed a resolution to that effect. The res-

olution was then acted on at the July 1 membership meeting in all ports, authorizing the Norfolk hall to go ahead with the expenditure.

Committees of the kind described above are elected from time to time as the need arises. But the regular work of rank and file committees every week in all ports involves the auditing of financial reports, a routine, but highly important function whereby the membership keeps close check on the Union's financial operations.

A recent auditing committee in Philadelphia consisted of Brothers A. Hannah, T. Buterakos and C. Taylor, while A. Baker, E. Frost and F. Hagin served the same purpose in Tampa. In these ports, as in all the others, the committee members checked all books, bills and vouchers and submitted the weekly summary financial report for the port, reporting on income and expenditures for the week.



Burke



Hagin

SIU NEWSLETTER from WASHINGTON

On many occasions in the past, American ship operators have called attention of the Congress to certain unjust and discriminatory practices of foreign nations against American ships while in foreign ports.

Because these practices have continued, a special subcommittee of Congress, headed by Senator Potter, Michigan, has called upon the Departments of State and Commerce to prepare reports of such discriminations, as well as steps taken to end the unjust practices against American shipping.

Senator Potter feels that the matter is important in connection with the review being made by his own group of American shipping policy, in an effort to bring about the stability in the merchant marine of this nation, needed in the interest of national defense and international relations.

Speaking for the Department of Commerce, Under Secretary of Commerce for Transportation Robert B. Murray, Jr., is taking the position that, considering the number of vessels in the active fleet and the availability of the reserve fleet, the present size of the US commercial fleet is adequate for the present and immediate future commercial purposes.

The current thought of the Commerce Department, as to ship construction, is that basically it should consist of replacements to improve the quality of the active fleet, rather than increasing its size beyond the normal commercial requirements.

More and more consideration is being given to the thought, in connection with new ship construction, that vessels should be designed basically for their intended commercial usage, and that national defense features should be limited to those which do not make the vessel unacceptable for practical commercial operation. In other words, the vessels should not be basically designed for military operation and then adapted to commercial requirements.

Too many times in the past, merchant ships have been built to the exact specifications of Government agencies, with the end result that, when finally turned over to the private operator, the operator finds himself with a tool that could be improved upon from his own peculiar point of view. Recommendations have been advanced for the formation of a joint industry-Government committee to initiate the blueprint stage of ship construction, in order to take care of the normal commercial needs of the operator in the construction of the vessel.

A high naval officer recently said that while he cannot guarantee victory solely as a result of retention by the US of command of the seas, that he could absolutely guarantee defeat if we lose that command.

In line with this thought, navy officers have been instructed by the Navy, when speaking before civilian groups, to accept every opportunity to emphasize the absolute necessity for retaining control of the seas, by describing the vital raw materials which would be lost to us if our imports should ever be cut off. When put in terms of the local industries and what would happen to them if just one or two raw materials, such as manganese and tin, should be cut off, it isn't hard for the local citizen to understand how important control of the seas is to him as an individual.

Even though Congress has approved the 50-50 shipping rule for the Pakistan wheat program, the Mutual Security Agency still may call for the use of Government owned ships, rather than private US tramps, to haul the cargoes. This turn of events would likely occur if the private tramps and MSA cannot agree on a fair and reasonable ocean freight rate.

At the moment, MSA and the tramps are wide apart in their thinking as to a reasonable rate level. MSA feels that anything above \$20 a ton for wheat would be unduly high, whereas the tramps point to the existing National Shipping Authority rate level, exceeding that figure, and hold that they are entitled to a rate much higher than the \$20 rate which MSA is throwing out.

If the two groups can't get together, look for the use of more Government tonnage to haul the Pakistan wheat.

In 1941, the early stages of World War II, the US requisitioned some 40 Danish-flag ships which were immobilized in our ports. Now, 12 years later, a proposal has been made in Congress to pay Denmark \$14,700,000 as compensation for the ships. The bill to accomplish this purpose was introduced recently by Senator Wiley, Wisconsin.

During the past few years, this country and Denmark have been unable to agree on the compensation for the ships. The \$14,700,000 compensation payment suggested in the Wiley bill is equal to that which American citizens would be entitled to receive under similar circumstances.

Recently, President Eisenhower sent to the US Senate, for approval, a treaty of friendship, commerce and navigation between the US and Japan, signed at Tokyo on April 2, 1953. This treaty is important in that it places commercial relations between the two nations on a normal basis for the first time since 1940, and is the first treaty which Japan has negotiated with any country since the end of World War II.

The treaty provides that the US and Japan will not discriminate against each other in the matter of merchant shipping, among other things, with ships of each nation being free to trade back and forth between US and Japan.

Secretary of Commerce Sinclair Weeks has asked Congress for power to requisition foreign-flag ships in US ports during any national emergency. During World War II, similar authority proved to be most effective in acquiring a substantial number of foreign-flag ships for military and essential civilian requirements.

Your SIU Washington Reporter

Top of the News

DROUGHT SEARS WEST TEXAS—The third dry year in a row has turned West Texas and Oklahoma into a dust bowl, with the Rio Grande river reduced to a trickle in some areas. President Eisenhower has designated the section a disaster area and allotted \$8 million for emergency relief to cattle raisers and farmers.

TRUCE TALKS BOGGED AGAIN—US diplomats were still trying to reach some understanding with South Korean president Syngman Rhee to make him go along on a truce agreement. At last word they were not making much progress. Meanwhile any hope of recapturing the 27,000 anti-Communist North Korean prisoners who escaped with South Korean aid had dwindled to nothing.

MORE UNREST IN EAST EUROPE—Amid reports of new riots in East Germany and Poland and disturbances in Rumania and Czechoslovakia, the Communist government of East Germany has taken steps to release food stocks and slow down arms production in favor of consumer goods. Unrest has been prevalent throughout the Eastern zone as work loads were pushed up in recent months and living conditions deteriorated steadily. Passive sabotage in the form of absenteeism and active resistance through destruction of plants and machinery is reported from many areas.

US SPLASHES IN RED INK—The Government wound up the fiscal year of 1953 with the largest Federal deficit in peacetime history. Government spending was \$9,389,000,000 more than its income, forcing the Treasury Department to borrow \$6 billions from bankers and corporations. The deficit was \$3 billion more than had been estimated as corporation and individual income tax returns fell well below estimates that had been made a year ago.

FRENCH TURN OVER SOLDIERS TO CHIANG—The Government of France has transferred about 29,000 Nationalist Chinese soldiers from Indo-China to the Nationalist forces in Formosa. The return completed four years of negotiations for the troops who were all interned when they crossed the border into Indo-China under pressure from onrushing Communist armies. The returned soldiers will be incorporated into the Nationalist armies now in training on Formosa Island.

CONGRESS INVESTIGATES GAS PRICE RISE—A Congressional committee has opened an investigation into price increases of crude oil and gasoline that were instituted almost at the same time by leading oil companies. The committee is trying to find out whether there was any collusion among the companies to increase prices together even though gas and oil stocks are at record levels.

AIR FORCE MONEY CUT \$5 BILLIONS—The House of Representatives has passed a Defense Department budget for the whopping sum of \$34,434,000,000 but whacked \$5 billion off a \$16 billion dollar request by the Air Force.

Worth A Mint



Mrs. Rae Biester, newly-appointed Philadelphia Mint superintendent, takes over property.

Del Mar Crew Gives Hospital Record Player



Crewmembers of the Del Mar (Mississippi) presented the New Orleans USPHS Hospital with a new record player. Here, Miss Freida Miller, asst. director of nurses; Dr. John R. Bowden, medical officer in charge; Seafarer James Belcher, AB; Bill Frederick, SIU welfare rep., and Seafarer Happy Carroll, electrician, look over the gift from the Del Mar, which was complete with records.

SIU Companies Get Two Mariners

Two more modern, high-speed Mariner ships have been allocated to SIU companies and will go into service soon. The two vessels, the Hoosier Mariner and the Magnolia Mariner, have been assigned to Isthmian SS Company and Mississippi SS Company. They are scheduled for delivery on August 15.

Several more Mariner ships are scheduled for service before the end of the year, including the Cracker State Mariner, Empire State Mariner, Badger Mariner, Diamond Mariner, Golden Mariner, Garden Mariner, Gophen Mariner, Palmetto Mariner, Wolverine Mariner and Show Me Mariner. None of these ships have yet been assigned to specific companies, but it is expected that SIU operators will share in these assignments.

Fire Held Up Ships

Assignment of the latest group of Mariners broke the logjam in the Mariner program resulting from a shipyard fire at a company supplying the folding steel hatch covers for the ships. The fire held up the use of several vessels because the company in question was the only one manufacturing

that type of hatch cover. The Magnolia Mariner, which had previously been assigned to Mississippi, was one of the vessels delayed by the hatch cover problem.

The two new Mariner ships bring to a total of four those operating under SIU contracted companies. Previously, the Keystone Mariner had been assigned to Waterman, while Robin Lines had undertaken operation of the Cornhusker Mariner.

In all the Mariner-class program consists of 35 vessels designed as high speed ships that could be used both in peace and war. The actual construction cost of each of the vessels is about \$9 million, with part of the heavy cost being due to defense features sought by the Navy.

Thus far, the Government has not set a sale price on the vessels, which are being chartered to pri-

vate operators for use on Military Sea Transportation Service assignments.

CL Index Jumps To New '53 Top

Rising food prices and increased costs of medical care upped the ante as the cost of living went up between mid-April and mid-May to a new 1953 high, three-tenths of one percent below the all-time high of November, 1952, according to the Bureau of Labor Statistics report from Washington, too.

The new consumers' price index rose three-tenths of one percent during the period to 114 percent of 1947-49 prices. Retail food prices continued to rise as the period came to a close, as did steel, oil and household appliances.

YOUR DOLLAR'S WORTH

SEAFARERS GUIDE TO BETTER BUYING

Written exclusively for THE SEAFARERS LOG. by Sidney Margolius, Leading Expert on Buying

Eat Better For Less

Is the high cost of food the chief destroyer of your family's budget as it is for so many wage-earners? That's an important question to any Seafarer and his family at this time. For despite the lower price of beef recently, the cost of eating is still at record levels and in fact has been sneaking up this Summer. Steaks may be cheaper, but have you noticed the big price tags on such staples of a family's diet as eggs (80 cents a dozen), bacon (80-85 cents a pound) and other everyday necessities including milk?

That means the most important thing you can do to conserve your family's money is to give lots of thought to how to feed your family well without going broke.

Generally, many working families over-spend for meat and deserts, which leaves their meals lacking in some important respect, frequently milk products, sometimes eggs, fruit or vegetables.

Individual prejudices are another reason for big food bills. Prejudices either for or against certain foods upset nutritional balance and lead to high costs.

Over-spending for meat is particularly destructive of family finances, budget consultants report. That happens because many families are unaware of the food values of other protein foods, and don't make full use of recipes that will make lower-cost meats flavorsome.

The average family spends about 30 cents of every food dollar for meat, poultry and fish, and for that get only 10 per cent of its calories. It spends only about 20 cents

of its food dollar for milk products, but for this smaller expenditure gets more of its nourishment than from all the money it spends for meat.

Don't be afraid to buy the lower grades of food; that's what you often get anyway without realizing it. For example, a recent survey by the US Agriculture Department found that 96 per cent of the eggs bought by 605 housewives were sold as Grade A, but only 67 per cent were actually Grade A.

The same thing often happens when you buy butter. Not long ago this writer had tests made of 12 leading brands sold as the best grade (93-score). Only one actually graded 98. The others turned out to be 92, 91, and one was only 90.

In margarine several brands like Nutley's and Happy Boy sell for less than others. But all brands, no matter what the price, must meet the same Federal standards, so no matter what price you pay you get pretty much the same margarine.

Several tests of canned vegetables and fruits have found expensive brands claiming to be top-grade actually were only Grade B, while cheaper brands were often found to be as good and sometimes even higher in grade.

Here are shopping policies that can provide nutritious, tasty meals at moderate cost:

1. Buy foods in bulk rather than packages: cheese off the loaf, bulk cottage cheese, sauerkraut, etc. Mix your own cake mixes for better flavor, nutrition and economy.
2. This summer especially, avoid pork—it's gone up more than most other meats. Especially watch your bacon bills. In most families bacon is the largest meat cost,

although it's really a fat. At this time bacon costs 60 per cent more than a year ago, and its present price is a waste of your money.

3. Buy milk the least-costly way. You can save 2-4 cents a quart by buying it in a store. In some areas dairies sell milk at the plant at low prices by the gallon. You can buy in large quantities. Modern pasteurized milk remains fresh a week under usual mechanical-refrigerator temperatures. Don't pay extra for homogenized milk; it has no more food value than ordinary milk. The best money-saver of all is dry skim milk. It makes fluid skim milk with all the food value of whole milk except for the butter fat, and it only costs you 7 cents a quart to make up. Another cost cutter is evaporated milk for cooking. It does have the butterfat like whole milk, but still costs less.

4. Grade B eggs are as nutritious as Grade A and less expensive. Chief differences are that the Grand B yolk is a little darker, the egg itself not as full, the flavor a little less delicate. Grade A eggs possibly are preferable for boiling and poaching because of their finer flavor, but for omelets, cooking and other purposes, the Grade B is a good money-saver.

5. Cheese is generally your best buy in protein food. You'll save by using more of it for dinner dishes in place of meat, or in combinations with meat. But you'll get more cheese for your money in natural cheddar and bulk cottage cheese, not in the fancy-package processed cheeses. These are generally only cheddar with various fillers added and with higher water content to make them spread easily. But why pay for cheese and get water?

Plenty Of Louisiana Water



Seafarer Lloyd Schenk wasn't doing much business in the bar he and his father operate in Springfield, La. Seems there was a bit of a flood in the area.

Ship's Officers Were Really Bucko In 1908

Most oldtimers, who put in time under canvas, have tales of the bucko skippers and mates of those days, but a letter written by six crewmembers of a British bark back in 1908 clearly shows the life of a seaman back in "the good old days."

Although the letter is addressed to "His Britannic Majesty's Consul," it was never delivered. One of the writers, John "French Louis"

As the mate saw the Captain was on the poop with his hammer in his hand, and the mate went back to him. Then, both of them went up to Anderson at the wheel, and while the Captain struck first at him with his hammer, the 1st mate pounded him with his bar, on his back and hips, it

Part of the letter that Durand and his shipmates wrote.

Durand, later sailed American ships and was torpedoed and lost during World War I.

At the time, November of 1903, Durand was sailing on the British bark Glendovey. He told a tale of brutality by the officers, and added that the letter was being written while still at sea because "we don't know what other pretty games they (the mates and captain) have in store for us. At the present time, we have the moon all night, but when the dark nights come again, they may play some cowardly tricks on some of us. That's why we write this letter at such early date, to have the signatures of us all at the bottom of it."

The writers also added, "If God will that we should reach port, all in safety, there will be nothing left for us to do but claim, from the British consul, the protection that we know we are entitled to as seamen sailing on British ships."

However, Durand later said that by the time the Glendovey arrived in Buenos Aires, the men were so filled with fear that they all jumped ship, leaving nine months' pay behind them.

Used Hammer

The letter reports that on "Nov. 3, at 8:30 AM the first mate struck Peter Anderson with a hammer and after with his fists. Four of us, Nelson, Hansen, Durand and Rousseau, came along and pulled them apart... About five minutes after we separated them, the mate again, without warning, struck at Anderson with his fist, and picking up a belaying pin, went after Anderson.

The letter then reports that the mate claimed that Hansen had hit

him and warned Hansen to look out.

"At 4:30 PM (same day) the second mate told Hansen to go down the fore pit hatch to coil a rope and Hansen went down. While he was thus occupied, the first mate went down there, and without warning jumped on Hansen's back and began to hit him with his fists.

"Three of us (Karlsson, Nelson and Durand) heard Hansen howling and in looking forward, we saw the second mate standing guard over the fore pit hatch with a capstan bar in his hand."

The writers tell of how the second mate stopped them from helping Hansen, and then hit Karlsson with the bar, just to prove he meant what he said. And then, "us, not wishing to get into trouble by overpowering an officer, we kept back."

Hansen "later came up on deck, his face full of blood," and Nelson, Durand and Karlsson took him back to the poop to tell the captain what had happened. They were met by the captain with a hammer in his hand, and the two mates came up behind them with capstan bars in their hands.

Captain Joined In

"They threw themselves on us," say the writers, "before we could say a word and the captain joined in, hitting Hansen in the face with his hammer. The captain then flourished his hammer in our faces and ordered us forward. And we, knowing very well that they would put a charge of mutiny against us if we interfered, kept quiet."

In that way, they were forced to watch as the two mates took Hansen and again beat him. Then, the captain and the two mates turned their attention to Anderson, who was on the wheel. The captain and first mate went up to Anderson while he was on the wheel, and "fell on him. The captain struck him with his hammer, and the first mate pounded him with his bar."

The letter then reports that things quieted down that day, but on each succeeding day for more than a week, one of the crewmembers was beaten. They list each happening, such as "on the 13th, while Anderson was on the wheel, the first mate beat him," and "on the 10th, the second mate beat John Rousseau while he was hauling in water."

Durand later said that the beatings continued all through the trip, forcing the men to jump the ship, without any of their wages, when it hit the first port.

SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS

REPORT ON BENEFITS PAID

From 6/22/53 To 7/3/53

No. Seafarers Receiving Benefits this Period	1147		
Average Benefits Paid Each Seafarer.	46.89		
Total Benefits Paid this Period		53,779	47

WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	5,715	00		
Death Benefits	-0-			
Disability Benefits	1,050	00		
Maternity Benefits	5,800	00		
Vacation Benefits	41,214	47		
Total			53,779	47

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950*	339,690	00		
Death Benefits Paid Since July 1, 1950*	618,163	59		
Disability Benefits Paid Since May 1, 1952*	13,466	00		
Maternity Benefits Paid Since April 1, 1952*	124,860	00		
Vacation Benefits Paid Since Feb. 11, 1952*	2,272,772	64		
Total			3,379,890	23
* Date Benefits Began				

WELFARE, VACATION PLAN ASSETS

Cash on Hand	Vacation	520,614	89		
	Welfare	673,468	11		
Estimated Accounts Receivable	Vacation	433,735	00		
	Welfare	395,318	00		
US Government Bonds (Welfare)		1,580,707	82		
Real Estate (Welfare)		320,309	90		
Other Assets - Training Ship (Welfare)		69,573	74		
TOTAL ASSETS				3,993,727	46

COMMENTS:

The scholarship awards committee has met, made their recommendations to the trustees and the scholarships were awarded three to girls and one to a boy. Alma Jimenez Colls of San Juan, Puerto Rico; Elizabeth Lomas of Tuckahoe, New York; and Charlene Holden of Manchester, Maryland, were the girls, with Robert Goodwin of Hillsboro, Oregon being the boy. Applications for the next scholarships to be awarded, are already being received.

In sixteen months the vacation plan has paid out a total of \$2,232,558.17 in vacation benefits. Total benefits paid out by welfare and vacation plans since their inception has now reached \$3,379,890.23. *Al Kerr*

Submitted July 6, 1953 Al Kerr, Assistant Administrator

... and, remember this ...

All these are yours without contributing a single nickel on your part - Collecting SIU benefits is easy, whether it's for hospital, birth, disability or death - You get first rate personal service immediately through your Union's representatives.



UNION TALK

By KEITH TERPE

How much does it take anybody to realize that the roof is falling in and is going to expose all the dirt hidden away in the corners? In Atlantic's case, it set up its own "union" and coasted along with it for many years, all the time trying to make the outside world believe that everything was rosy in its tanker fleet.

But Atlantic seamen knew better. Otherwise why have over 600 of them signed SIU pledge cards? In addition, the company union is getting hit every day with more and more withdrawals from membership, now over 300. The vice-chairman of this so-called "union," fed up after seeing the game the company was playing with its phoney stepchild, exposed the whole shebang before the NLRB and switched to the SIU, drawing what little life's blood was left in the AMEU out with him.

Next Move Up To Company

"Where now, then?" is the question facing the big boys of Atlantic Refining. They can't help but admit that their house of cards has collapsed, that AMEU is just a bunch of initials and that it's time for a change of tactic. However, the company doesn't feel this way. It appears content to delay every legitimate effort to settle the issues confronting it and thwart the desires of Atlantic seamen for bona fide union representation.

Pressed on every side to allow an election to go on, it is now trying every means to delay it. Company lawyers suddenly are unable to get together and decide on a date for a hearing, so nearly a week passes between one hearing and the next. They admit it's a last-ditch fight for Atlantic. Of course, it's true. The public might not understand how come the "enlightened" management of Atlantic Refining allowed a company union to flourish in its tanker fleet.

It might ask too many questions, like how come when a legitimate union shows it represents the overwhelming majority of its employees, the company throws every stall in its way.

Tried To Force Illegal Deal

One of the gimmicks tried by Atlantic was an attempt to push the SIU into an illegal deal on the question of bosuns and stewards voting. Forced by the NLRB decision in the Cities Service case to exclude these ratings from voting, the SIU had to abide by this decision again in requesting a voting unit in Atlantic. Atlantic, on the other hand, would have been willing to trade away its opposition to an early election if the Union would enter a "gentlemen's agreement" to violate the previous NLRB ruling. They probably would have liked nothing better than to have us do that, and then have something to hold over our heads from then on in.

Besides that, AMEU and company spokesmen have been hollering plenty about 1947, when the AMEU was certified as bargaining agent in Atlantic, bosuns and stewards weren't barred from voting.

So, they say, SIU is really trying to delay the election by asking that these people not be allowed to vote. Of course, the fact that bosuns and stewards voted in 1947 is true, and we'd like to see them vote again today if the law permitted it. But what the company and AMEU choose to forget is that the 1947 balloting was pre-Taft-Hartley Act, and that law says that supervisory employees cannot vote in representation elections.

Old CS Ruling Still Stands

As a matter of fact, the Cities Service case was probably the first case in maritime to be decided on the basis of that law, and the board ruled then, and again and again since then, that bosuns and stewards are supervisory people, and therefore can't vote. We, like all other bona fide trade unions, may not like that law, but we are forced to abide by it until a better one comes along.

The fact that these persons have been ruled supervisory personnel, and are barred from voting by the law, could mean that, if they did vote, the entire election could be thrown out by the NLRB. This sort of thing, of course, could be just what the company wants, since it would serve to stall things even longer.

So, if there's any delaying being done to hold up the election, it's not from our side. We asked for this election because we had faith in what the balloting would show. The company may know, but it's afraid to find out.

Bridges To Raid Cooks On Pacific

Invading the sea-going side of industry, the Communist-controlled International Longshoremen's and Warehousemen's Union, under the leadership of Harry Bridges, has set up a new stewards department union which is to be known as Local 100.

Late last month Bridges boasted in a pamphlet that he intended to organize the National Union of Marine Cooks and Stewards sea-going personnel into this Local 100 of the ILWU. At the same time he stated that the Longshoremen had plans which extended to the Sailors and Firemen, intending to take over the entire unlicensed personnel in the sea-going field.

Invading Ships

Maritime observers viewed this move to take over the NUMC&S by the Communists as an attempt to block the growth of the Marine Cooks and Stewards, AFL. For years, they pointed out, the NUMC&S, under the leadership of Hugh Bryson, has worked hand in glove with its "big brother" union, the ILWU. Now, the ILWU is coming out into the open and taking over the leadership of the sea-going union with a vengeance, invading a field in which it has no working experience.

Moreover, it has been obvious for some time that financial and organizational difficulties besetting the NUMC&S is putting the squeeze on the smaller union. In addition, a large number of the personnel of the union are switching to the Marine Cooks and Stewards, AFL. The NUMC&S (Independent) membership is crumbling as a result, with the shoreside union being forced to step in in order to try to salvage some of the shattered pieces.

Spokesmen for the Marine Cooks and Stewards, AFL, predicted that Bridges would be barking up the wrong tree in trying to organize the sea-going outfit. The cooks, they felt, would resent being told what to do by a longshore union which has no sea-going experience, and even less than that in the particular problems which face the members of the independent union.



The Cornhusker Mariner shown tied peacefully to a Boston pier last January, when she crewed up for her first voyage. Ship is now in danger of complete break-up after being driven on rocks in Pusan harbor.

Korea Storm Drives Cornhusker On Rocks

With the skipper and seven crewmen battling to keep the 14,000-ton freighter Cornhusker Mariner (Seas Shipping) afloat after a battering by heavy seas, five ocean-going tugboats were racing from Sasebo, Japan, early this week to the stricken ship which went aground outside the Pusan, Korea, breakwater.

Latest reports indicated the SIU-contracted vessel, on its third voyage since allocation to the New York shipping firm in January of this year, was in danger of breaking up on the rocks.

Forty-eight other crewmen were removed from the foundering vessel earlier, after water poured through gaping holes in the hull caused by the ship ramming into the rocks. Although the bow was reported as settling, all personal danger to members of the crew was past, according to a United States Navy spokesman. Stormy seas, lashed by winds of gale-like force, rammed the \$9,000,000 Government-built vessel into Lighthouse Rock as it was anchored outside the breakwater.

Three small tugs from the Korean port were unable to budge the ship, but kept lights trained on the freighter. If the Japanese tugs arrive in time they will try to save the ship with pontoon barges

and cables, according to the spokesman.

The vessel is one of 35 Mariner-type ships built or under construction by the Government, aimed at enlarging and modernizing the US merchant fleet. It is one of four such vessels assigned by the Government to SIU-contracted companies.

Don't Wait, Get Vacation Pay

Under the rules of the Vacation Plan as set forth by the trustees, a Seafarer must apply within one year of the payoff date of his oldest discharge in order to collect his full vacation benefits. If he presents any discharge whose payoff date is more than a year before the date of his vacation application, he will lose out on the sea time covered by that particular discharge. Don't sit on those discharges. Bring them in and collect the money that is due to you.

Cartoon History Of The SIU

Supporting Actions

No. 41



During recent years, the A&G District has gained reputation for helping other unions in just beefs. One of the longest was when white-capped Seafarers, all over the US, walked picketlines and helped the CIO Shipyard Workers during their 153-day strike.



In Tampa, Seafarers had become staunch friends of the Teamsters and taxi drivers in that union. No Seafarers ever rode non-union cabs. The Teamsters and cabbies in turn helped the SIU when Tampa police tried to break the 1946 General Strike, proving the wisdom of mutual help.



Small unions began asking for help. In April, 1947, the United Financial Employees, AFL, had trouble with the NY Cotton Exchange. A line of pickets, mostly Seafarers, surrounded the exchange. Within 24 hours, the tycoons surrendered and the UFE had a contract.

IN THE WAKE

Fishermen are a superstitious lot. Many believe it is lucky to throw the first fish they catch back into the water. Others say spitting on the bait will bring good luck, because saliva is considered a potent charm. It is also unlucky to bait a hook with the left hand, they say, or to tell anyone how many fish you've caught, or you won't catch another. It is unlucky too to change fishing poles while fishing. In New England there is an odd superstition that if you see a cross-eyed person it is bad luck. The only counter-charm then is to spit in one's hat. Many fishermen insert a gold coin in the cork floats as an offering to the sea, in order to get a good catch. The "big ones" still get away anyhow.

The Amazon, largest river in South America, was given its name by the Spanish explorer Orellana who, in his first descent of the river in 1541, was attacked by a tribe of women warriors who lived and fought alongside men. He thought them to be a tribe similar to that known by the ancient Greeks, and so he called them Amazons. According to Greek legend, the Amazons were a powerful tribe of women warriors who lived somewhere near the Caucasus Mountains and had no men among their numbers. It is said that they were ruled by a queen and had even invaded Greece at one time.

The shrimp may not be much to look at, but its roars can put the giant whale to shame. Scientists taking recordings of fishy noises two and a half miles below the sea's surface, found that when two or three hundred shrimps got together, they made a noise comparable to that of a loud snorer; the big black whale, for all its size, just sounded something like the muted roar of a crowd. Investigation of marine noises, in addition to being entertaining, has a more serious purpose: by this means, marine scientists hope eventually to be able to predict

with great accuracy the development of storms at sea.

The most northern part of the Continental United States is Lake of the Woods County in Minnesota, the only part of this country which cannot be reached by land except by crossing foreign soil. If an inhabitant of the United States wished to go there, from this country, he would have to cross Lake of The Woods, which bounds the county on three sides. To the West is the Canadian province of Manitoba, the only way to reach the county by land.

Exactly 100 years ago, the clipper Neptune's Car raced around Cape Horn with a woman at the helm. In his efforts to get his ship to the gold fields in California within 100 days—with a bonus as his goal—Captain J. Patten of Boston collapsed with brain fever at the height of a violent storm at the Straits of Magellan. With the first mate in the brig and the second mate ignorant of navigation, Mrs. Patten took over. Using the sea lore she had picked up from her husband during the voyages she made with him, she navigated the ship safely away from the Cape, at the same time nursing her husband. Fifty-two days later she sailed into San Francisco to collect the bonus.

On starless nights, when the water of the Northumberland Strait is as black as the sky above, a three-masted, square-rigger appears out of nowhere, blazing with fire, and as suddenly vanishes. For hundreds of years the Phantom Ship has been seen, not just by a few people but by the inhabitants of almost all the coastal villages on Prince Edward Island, Nova Scotia and New Brunswick which bound the Strait. Many scientific theories have been advanced, but no one has been able to explain rationally why the Phantom Ship, hissing through the water at terrific speed, has been seen by so many people, all of whose descriptions tally exactly, if it is, as has been claimed, just a local myth or superstition.

THE INQUIRING SEAFARER

Question: What type of foul weather gear do you prefer?

George C. Roberts, AB: I like the Navy type, with the top waterproof part with the hood. If I was making my own foul weather gear, I guess I'd make a sort of parka, using the lightest possible material I could get that was waterproof and also warm enough so that you wouldn't need a coat under it.



Mariano Gonzalez, OS: I think the best kind of foul weather gear that was ever made was the conventional oilskin raincoat, with boots and the sou'wester. This gear is roomy enough so that you can work in it, and it doesn't take so long to put it on and take it off, like the others do.

Alexander Potorski, OS: The best kind of foul weather gear is the Navy type of parka, with an attached hood that protects your head and the back of your neck. They have some of these with a zip-in lining so you can use it in either cold or warm weather without wearing a heavy coat underneath.



Joseph Wagner, bosun: The old oilskin raincoats, with boots and the old sou'wester is the best rain gear you can get. I couldn't think of anything better. You can get in and out of the coat without climbing into it like with some of the others, and it takes a lot of punishment.

Samuel Hutchison, OS: The traditional sailor's oilskins, raincoat, boots and sou'wester are my favorites. They don't stick together like some of the plastics they have, and they're good for all kinds of weather. They're also roomy and comfortable when you're working in them.

Roy Jones, AB: I like the Navy type parkas and the waterproof pants. They don't hang down around your legs, like the raincoat-type, and they're safer for working up on deck. They protect your whole body, and the hood covers your head, and they also have pockets in the pants that come in handy.



MEET THE SEAFARER

NEIL CLARK PATTERSON, chief steward



Just as many seafaring men who had followed the sea before him, Neil Clark Patterson decided to make the sea his life at an early age, and has been sailing ever since.

The way he explains it is, "I had a lot of friends that were sailing at that time, and I wanted to travel and see the world, so I decided to get a ship too."

So, back in 1939, Neil managed to get a berth on one of the Eastern Lines ships, and left his home in Bangor, Maine. Since that time, he's sailed just about every part of the globe, and has seen almost every port that there is to be seen.

During the war, Neil says he was lucky. He was torpedoed "only once," and that was while he was aboard the tanker Palo Alto in the Pacific. At that time, his was one of the tankers that was fueling the Fifth and Seventh Fleets. They were running alone at the time, when the tin fish slammed into the ship.

Got In Boats

"She went down fast," he says, "but most of us managed to get off in the boats. We lost about six or seven men. I guess Sparks managed to get a message out before she went down, and the patrol planes spotted us a little while later. They went back, and sent some destroyer-escorts out to pick us up."

Passed Collision

Just recently, when Neil was aboard the Amberstar on her return trip from Puerto Rico, his ship passed the two tankers Pan Massachusetts and Phoenix just after they had collided in the Delaware River on June 5. "The two ships were still burning and were on their way down when we came along," he says, "and since the channel was narrow, we had to pass pretty close to them, and the flames were sure hot."

However, in all the narrow scrapes that he has been through, Neil says that he has never been injured, "and I don't feel like starting now."

Neil, who joined the SIU in 1947, has also been active in Union

activities, mostly in Baltimore. He took an active part in the successful Isthmian Strike, was also active in the preparations to strike Cities Service, and has been active in some of the beefs where the Union helped out other unions, like the time the SIU helped the CIO Shipyard Workers in their beef. "The way I look at it," he says, "I'm fighting for myself and every other seaman when I'm on a picketline, and I know that helping other outfits also helps me."

Likes Rotary Shipping

He says that he usually divides his time between Baltimore, New York and New Orleans, when he's in the States, and ships out of any of the three ports. "That's one of the good things about the SIU rotary shipping set-up," he says. "I can ship out of any of these ports, and have equal rights with the other members."

Although he prefers freighters or passenger ships running to the West Indies or the Caribbean Islands, he'll take a different run from time to time just for a change. "I still usually stick to the island runs whenever I ship out because I like the ports down there, and the run is pleasant and short."

Steward Department

He's spent just about all the time he's been sailing with the steward's department, and usually sails as chief steward or chief cook, sticking to the galley and dishing out some of his favorite recipes "to give the crew a change once in a while."

"I've always been glad that I joined the SIU," says the 37-year-old Seafarer. "The men in the Union make good shipmates, and of course, the conditions and wages are always tops. It's always a good deal to belong to the outfit that is always leading the field."

Although Neil's been sailing passenger ships recently, he says that he figures he's going to stick to the freighters and tankers for a while now so that he "can relax for a while," and "not worry about the passengers that are always around on those ships."

The Seafarers Puzzle

1. Don't send baggage this way	2. Kind of fish	3. Curved molding	4. Place to lay up a ship	5. River port in Arkansas	6. Indian tribe	7. Bant	8. Uncorks	9. Victory at Copenhagen	10. Kind of fish	11. Part of a galley	12. Guns	13. Kind of fish	14. Curved molding	15. Place to lay up a ship	16. River port in Arkansas	17. Indian tribe	18. Bant	19. Uncorks	20. Victory at Copenhagen	21. Kind of fish	22. Part of a galley	23. Guns	24. Kind of fish	25. Curved molding	26. Place to lay up a ship	27. River port in Arkansas	28. Indian tribe	29. Bant	30. Uncorks	31. Victory at Copenhagen	32. Kind of fish	33. Part of a galley	34. Guns	35. Kind of fish	36. Curved molding	37. Place to lay up a ship	38. River port in Arkansas	39. Indian tribe	40. Bant	41. Uncorks	42. Victory at Copenhagen	43. Kind of fish	44. Part of a galley	45. Guns	46. Kind of fish	47. Curved molding	48. Place to lay up a ship	49. River port in Arkansas	50. Indian tribe	51. Bant	52. Uncorks	53. Victory at Copenhagen	54. Kind of fish	55. Part of a galley	56. Guns	57. Kind of fish	58. Curved molding	59. Place to lay up a ship	60. River port in Arkansas	61. Indian tribe	62. Bant	63. Uncorks	64. Victory at Copenhagen	65. Kind of fish	66. Part of a galley	67. Guns	68. Kind of fish	69. Curved molding	70. Place to lay up a ship	71. River port in Arkansas	72. Indian tribe	73. Bant	74. Uncorks	75. Victory at Copenhagen	76. Kind of fish	77. Part of a galley	78. Guns	79. Kind of fish	80. Curved molding	81. Place to lay up a ship	82. River port in Arkansas	83. Indian tribe	84. Bant	85. Uncorks	86. Victory at Copenhagen	87. Kind of fish	88. Part of a galley	89. Guns	90. Kind of fish	91. Curved molding	92. Place to lay up a ship	93. River port in Arkansas	94. Indian tribe	95. Bant	96. Uncorks	97. Victory at Copenhagen	98. Kind of fish	99. Part of a galley	100. Guns
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SEAFARERS LOG

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The Constitution Works

It's been approximately 8½ months since the new SIU constitution went into effect, after an overwhelming vote of approval from the membership in a secret referendum ballot. Since that time, the Union has had an opportunity to observe how the constitution has actually worked, particularly those sections dealing with the rights of the membership and the trials and appeals procedure.

A full review of the procedure and all cases that have come to trial to date can be found on page 12 of this issue. The review shows that the number of members brought up on charges has been small, and that the appeals procedure has served effectively to limit penalties in accordance with the maximum set in the constitution, and to reverse sentences or set them aside when circumstances justified their taking such action.

In other respects, too, the constitution has been working smoothly. The operations of the Union in the past several months show that it is meeting its objective of efficient Union administration within the ever-present limits of membership control and membership approval of policies and actions.

In accordance with the recommendations of the last agents' conference, the constitution itself is reprinted in full in this issue, and will be reprinted at six month intervals so that every Seafarer will have fullest opportunity to acquaint himself with all his rights and privileges.

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Another Fight Won

It certainly was good news to seamen everywhere to learn that the US Public Health Service has decided to keep the Savannah hospital going, and furthermore that the Senate has voted to restore \$1 million of hospital funds which will be used for the Memphis and Detroit hospitals. If this million dollar fund survives a joint Senate-House conference, it will mean that three of the five hospitals originally scheduled for the ax will have been saved.

It would be hard to exaggerate the importance of this development. Had the Savannah hospital closed it would have been almost a death blow to USPHS services in the entire South Atlantic and Gulf area. Similarly the closing of the two Great Lakes hospitals would have worked great hardship on seamen in that area.

There was still another danger in the hospital budget cuts. In recent years the tendency has been to cut back more and more on hospital facilities for merchant seamen. If these cuts were permitted to go through unchallenged it might have resulted in the utter and complete destruction of the entire USPHS hospital program in years to come. That was why the Union was so vitally concerned over the situation.

As soon as word of the hospital cuts was received the SIU launched a vigorous battle to help keep them open. The Union is proud that its efforts have resulted in success and in assuring seamen of necessary protection of their health.

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Victory In Sight

For the first time, Atlantic tankermen have heard the truth about the Atlantic Maritime Employees Union from one of that outfit's top officials. For a long time, the SIU has been pointing out the facts about the AMEU, but this is the first time that one of that outfit's own top officers has told the whole shoddy story of Atlantic's domination of the AMEU, of that outfit's ineffectiveness, of its "deals" with the company, and of how the AMEU operates, and in his own words, "it made me sick to my stomach." He investigated the SIU for himself and then switched to the SIU when he saw that we are dealing in facts, and offer Atlantic men their first opportunity to get the representation, conditions and security of a real Union.

Fletcher isn't alone in supporting the SIU. Every day, more and more AMEU stalwarts are leaving that dying outfit. Withdrawals from the AMEU continue to pour in as Atlantic men realize the advantages of the SIU. They want to join the overwhelming majority of their shipmates who have already made it plain they desire SIU representation.

It's obvious that the men in Atlantic want the protection and benefits of an SIU contract. The way is clear for an SIU election victory and the signing of an SIU contract in Atlantic—barring further tactics by the company to stall the inevitable SIU victory.

LETTER of the WEEK

Philly Hall Is Spruced Up Too

To the Editor:

I have been reading a lot about the new hall that is being built right now in Baltimore, and many of us have seen and heard a lot about the New York hall, but I would like to say a few words about the conditions that now exist in the Philadelphia hall.

There was one story about it in the LOG, but it didn't get the attention that the Baltimore hall is getting, and this can be understood since we are not putting up what amounts to a brand new building in Philly. However, this hall has had a very thorough going-over. It was cleaned up, painted, fitted with rubber tile flooring on the main deck and recreation deck. The offices were moved and rearranged for greater comfort and efficiency in the handling of the Union's business. Office furniture, files, and machines were replaced and installed for quicker and easier service to all.



Johnston

Recreation

For the brothers waiting to ship there is now a really excellent recreation room available, with many new card tables, better lighting and sturdy chairs, as well as two pool tables and two large shuffleboards. I would like to assure those of the members who remember the former lighting system that there is now ample fluorescent lighting on the main deck and also on the recreation deck. The hall also has a television set with a large screen for the use of the members on the beach, and comfortable chairs to sit in while watching TV.

Halls Improving

Those of us who can remember back when the Union first started out, and even up to recent years, can recall when all Seafarers were talking about the day when we would have comfortable halls in every port. We have come a long way since that time, and our halls have constantly been improving in all ports.

It is true that we do not have a fancy, new building in Philadelphia as we will shortly have in both New York and Baltimore, but the hall that we have there is a fine one. It is clean and comfortable, and pleasing to the eye. It provides all the various facilities, both for Union business and for recreation, and is a hall we can be proud of.

When in Philadelphia, come in and enjoy these new facilities, for they are here for the use of all of us. The main thing is that there are plenty of comfortable facilities, and everything is up to date. Some day, Philadelphia too will probably get a swanky new hall, but until then, the hall we have now is fine.

E. "Chips" Johnston

Proved Seaworthy



LABOR ROUND-UP

Cooperation between the AFL Machinists' District 9, and the AFL Teamsters Local 618 paid off in St. Louis with 3,200 members getting raises from the new car dealer shops affiliated with the Greater St. Louis Automotive Dealers' Association.

The machinists got an across-the-board increase of 12½ cents an hour, including a minimum boost of 5 cents an hour for any mechanics earning above the scale.

The teamsters got 12½ cents an hour increase at the retailers' shops, and 17½ cents an hour increase at wholesale parts houses. Both unions also scored other gains in welfare and other fringe benefits.

For the first time in Chicago labor history, 22 local unions are all working together in an organizing drive. The unions have formed a joint organizing committee in a drive to completely unionize the employees of the Edgewater Beach Hotel, the only non-union hotel in the area.

The 3,300 clerical workers at the Hawthorne works of Western Electric, near Chicago, have voted to be represented by the AFL International Brotherhood of Electrical Workers, in a recent NLRB election. These workers were non-union before the vote.

Hearns, the large New York department store, has lost an attempt by its lawyer to halt picketing of its two stores by striking employees of District 65, CIO Distributive, Processing and Office Workers. The employees struck May 14, after the store refused to use seniority in layoffs which were caused by the store switching to a self-service operation. The store claimed that it immediately "fired" all the strikers, and that they had "no right to picket a place where they are not employed." The New York Supreme Court tossed out the store's case.

Milwaukee's breweries, Schlitz, Miller, Pabst, Gettelman, Blatz and Independent, are still struck. The 7,500 members of Local 9, CIO Brewery Workers, walked out May 14, when their demands for a new contract, a 23-cent raise, a 35-hour

week, and a pension plan were refused by the breweries. Last week, the striking brewery employees voted to turn down an offer of a \$6 weekly raise offered by the struck breweries.

The 25,000 members of the CIO Industrial Union of Marine and Shipbuilding Workers employed at the eight Bethlehem Steel Co. shipyards have won an across-the-board increase of 7 cents an hour after over a month of negotiating. The union is still negotiating with the Todd Shipyards Corporation, the Maryland Drydock and Shipbuilding Co., and other smaller shipyards. The union pledged to extend the 7-cent raise to workers in all these yards. The negotiations with the Todd Shipyards also includes discussion of pension and welfare plan improvements.

The net worth of the CIO United Steelworkers has reached a record total of \$10,855,697, according to the semi-annual audit of the union's accounts. The audit put the membership of the union, as of December 31, 1952, at about 1.1 million members, although in March, the union claimed 1,217,000 dues-paying members.

The AFL Blacksmiths and the AFL Boilermakers have voted to merge. The name of the new union is the International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers. The move was made official at a joint convention of the two unions held in Minneapolis. The merger was tentatively agreed to in 1950. In 1951, the Blacksmiths ratified the merger and then the Boilermakers took final action, making the merger official.

Wage increases of \$2.50 to \$5 per week have been won for 10,000 skirt and sportswear workers in New York by the International Ladies Garment Workers Union, AFL. The 320 companies which signed the new agreement will also increase contributions to the retirement fund to 2 percent starting January 1, 1954. The new agreement, which will run for five years, also sets up permanent arbitration machinery for settlement of disputes.

REVIEW of TRIALS and APPEALS

conducted under the new constitution



One of the most important sections of the new SIU constitution, in effect since October 15, 1952, deals with trials and appeals procedure. Unlike the Government, which has a separate, independent judicial system to pass upon the guilt or innocence of those accused of violating the Government's laws, the Union is in a position of enforcing its laws itself and disciplining its own membership. Consequently, numerous precautions had to be taken to assure the fullest possible protection for accused members, so that their rights, as specified in the eight-part declaration of rights in the constitution, would not be infringed on.

The core of the trials procedure is that a member is tried literally, by a jury of his peers—in other words, by other rank and file members. These members are elected specifically for the purpose of that one trial by the rest of the membership present in the port at the time. They are not permanent judges by any stretch of the imagination. And as an added safeguard, the constitution provides that no official can sit as a member of a trial committee. An official can file charges against a member. Likewise a member can file charges against an official. However, neither can pass judgment on the other.

Actually the procedure is divided into two sharply distinct sections. One is the "Section 4 offenses"—those violations specified under Article XVI. These are the minor offenses that are handled in the manner of a traffic court, with fines up to a maximum of \$50. They include seven specified offenses such as disorderly conduct at payoffs and sign-ons, negligent failure to join the ship and similar items. A member who knows he is guilty and will so plead may elect to waive trial and pay the fine to a Union representative. In most instances trial is waived on such cases.

In no circumstances can trial be waived for the more serious offenses, dealt with in Sections 1, 2 and 3. These must go through the trial procedure. To assure equal penalties for similar offenses, these sections carefully specify fixed maximum penalties for specified acts. Thus Section 1 deals with four expellable offenses, Section 2 with 11 offenses punishable up to expulsion, or where expulsion is not recommended to a maximum of two years' suspension and a \$50 fine. Section 3 lists four offenses for which the maximum penalty is two years' suspension, a \$50 fine or both.

Consequently, by specifying maximum penalties and categories of offenses, the constitution provides safeguards against excessive punishment that might be voted unfairly by a trial committee. In any case the maximum fine is \$50 for each individual offense.

The actual trial procedure is also provided with safeguards. Charges first have to be delivered to the nearest port agent who then reads them to the membership meeting. The membership is free to accept or reject the charges. If they reject them, as happened in one port recently, that's the end of the case. If they are accepted and the accused is present, he can go on trial the following morning, or request a two-week postponement to the morning after the next membership meeting. If not present, he is notified by registered mail, containing a copy of the charges and ordered to be present the morning after the next membership meeting prepared to stand trial.

On the morning of the trial, a special membership meeting is called for the purpose of electing a trial committee. The committee then conducts the trial, with the accused having the full right to cross-examine and to confront his accusers. He may also have assistance in preparing his case from any Union member.

In those instances where the accused member is found guilty, he still has recourse to two more steps. The results of the trial are presented to the next regular membership meetings in all ports, and the membership is empowered to accept, reject or modify the findings or order a new trial altogether. The membership, however, cannot increase a penalty, no matter how light it may be.

Should the membership accept the findings, the accused member can still appeal the trial decision within 30 days to an appeals committee.

In the 8½ months since the constitution went into effect there have been 33 trials and six appeals. Of the six appeals, incidentally, two sentences have been reversed, two sentences reduced and two upheld.

June 18, 1953
Accused: M-803; Accusers: James Sheehan S-3, James Sweeney S-6.
Charge: Going to company office and asking them to call in for a job he was after so that he could get ship before his card ran out.
Trial Committee: A. Veta V-27, F. Simeone S-164, F. Natale N-47, W. Woody W-82, T. McCarthy M-162.
Findings: Imposes fine, not allowed to sail on same ship for rest of season.

October 22, 1952
Accused: N-31; Accusers: Philip C. Adkins 49916, Edgar Luzier 100368, R. Anzalone A-70, G. Sinks 34560, W. W. Reid 35793, David E. Smith 48513, T. E. Banning B-12, G. Ruf R-1.
Charges: Misconduct and neglect of duty aboard ship to detriment of Union and its agreements.
Trial Committee: P. J. McCann M-12, J. O'Neil O-106, W. Rackley 51212, Lewis Riviere R-315, Theodore Smith 3465.
Findings: Guilty. Fine imposed.

October 23, 1952
Accused: F-88; Accuser: John Matkoski M-19.
Charge: For panhandling in Union hall, making derogatory statements against the Union; drunk and disorderly, and becoming abusive to Master at arms when asked to surrender his book.
Trial Committee: P. J. McCann M-12, Gunnar Grahn G-161, G. Suit S-53, Frank Douglas D-135, E. Puchalski P-157.
Findings: \$50 fine on each of two charges.

November 6, 1952
Accused: L-94; Accusers: T. Banning B-12, G. Ruf R-1, Jack Woturski W-5.
Charge: Bringing Union in disrepute through use of narcotics at time of new book application.
Trial Committee: Ed. J. O'Rourke O-33, Carl Adams A-25, Charles J. Mehl M-233, E. A. Anderson A-203, P. J. McCann M-12.
Findings: Expelled from membership.

December 4, 1952
Accused: A-400; Accusers: A. C. Borealius B-189, D. Fleishman F-60, Andrew Lutaves 42176, Joseph Carender 162.
Charge: Serving weekday menus on holidays, refusing to get fresh milk in Manila, showed definite pro-company leanings, failed to vary menus.
Trial Committee: J. Garrison G-257, D. Cherry C-80, S. Vandal V-51, C. Bush B-134, D. Alvino A-62.
Findings: Fine of \$50 on each of four charges, half to be paid before first trip, remainder afterwards.

December 4, 1952
Accused: D-48; Accusers: Rafael M. Vidal V-115, Patrick A. Dunphy D-154, Major E. Reid R-43, T. E. Banning B-12, J. Volpian V-1.
Charge: Destroying ship's property.
Trial Committee: J. Garrison G-257, D. Cherry C-80, S. Vandal V-51, C. Bush B-134, D. Alvino A-62.
Findings: Fined \$10.

January 15, 1953
Accused: O-88; Accuser: G. Ruf R-1, T. Banning B-12, J. Woturski W-5. Deliberately missing ship.
Charge: Acting as informer against interests of membership.
Trial Committee: P. J. McCann M-12, P. Lolear L-214, G. Maslarov M-226, J. Jelletta J-99.
Findings: Failed to appear for trial. Expelled.

January 15, 1953
Accused: E-24; Accusers: G. Ruf R-1, J. Woturski W-5.
Charge: Deliberately missing ship or misconduct on board. Disorderly conduct at pay-off or sign on, refusal to cooperate with Union representatives in discharging their duties. Violated oath of obligation by discussing Union business with outsiders.
Trial Committee: P. J. McCann M-12, P. Lolear L-214, G. Maslarov M-226, J. Jelletta J-99.
Findings: Guilty, \$50 fine.

January 15, 1953
Accused: H-133; Accusers: Volpian V-1, P. Gonsorchik G-2.
Charge: Deliberate failure to join ship.
Trial Committee: P. J. McCann M-12, P. Lolear L-214, G. Maslarov M-226, J. Jelletta J-99.
Findings: One year suspension, \$50 fine.

February 13, 1953
Accused: B-410; Accusers: G. Ruf R-1, B. Gonzales G-4, B. Hall H-272.
Charge: Brought union into disrepute by loan shark practices on ship. Charging 20 percent interest on five day loans to men.
Trial Committee: R. Smith S-18, W. Thornton T-121, J. Stachura S-577, W. Frank F-33, J. Horn H-108, A. Iverson I-4.
Findings: Guilty, \$50 fine and 90 day suspension.

April 23, 1953
Accused: C-44; Accusers: J. H. Volpian V-1, C. Simmons S-1.
Charge: While serving as fireman aboard Seatrain Savannah contracted with another fireman to stand his watch the afternoon of arrival. Failed to show up for watch following morning. Did not appear until a replacement had been sent from hall. Refused to pay other fireman for watch stood for him. When informed he was being placed on charges, brother refused to surrender his book to Union officials.
Trial Committee: Carl Adams A-25, R. Rogerson R-3, Phillip Wolf W-72, Charles Palmer P-13, S. C. Foti F-46.
Findings: Guilty as charged. Suspended for five years as per old constitution, charges having been filed prior to adoption of new constitution.

March 26, 1953
Accused: F-81; Accuser: Marty Breithoff B-2.
Charge: Walked off ship two hours before sailing time causing ship to sail short.
Trial Committee: C. Tobias T-82, C. Nelson N-18, J. Garrison G-257, A. Larsen L-121, J. Vega V-46.
Findings: Fine of \$50 and six months suspension.

April 23, 1953
Accused: C-291; Accuser: Charles McComiskey M-347, Les Ames A-194.
Charge: Deliberate misconduct and neglect of duty on board ship. Disorderly conduct at payoff.
Trial Committee: Carl Adams A-25, R. Rogerson R-3, Phillip Wolf W-72, Charles Palmer P-13, S. C. Foti F-46.
Findings: Brother given set of charges failed to appear. Fined \$50 on each count, \$100 in all, suspended for two years on first count.

May 7, 1953
Accused: T-15; Accuser: Chen K. Zai Z-35.
Charge: Bringing Union into disrepute by conduct. Accused beat messman, causing him to be hospitalized.
Trial Committee: M. C. Stachura S-577, P. A. Serano S-302, W. LaChance L-69, E. L. Spear S-15, C. W. Palmer P-13.
Findings: Suspended for three months, fined \$50.

May 7, 1953
Accused: D-182; Accuser: Michael Colucci C-3.
Charge: Willfully misappropriating or misusing Union property, value under \$50. Refusal to cooperate with Union representatives in discharge of their duties. Disorderly conduct in Union hall.
Trial Committee: M. C. Stachura S-577, P. A. Serano S-302, W. LaChance L-69, E. L. Spear S-15, C. W. Palmer P-13.
Findings: Accused failed to attend. Suspended two years, fined \$50 on each of three counts, total fine \$150.

June 18, 1953
Accused: K-214; Accuser: Paul Sanford P-5.
Charge: Altering safe on discharge intent to deceive for purpose

of falsely collecting money from SIU vacation fund through use of altered discharge.

Trial Committee: E. Epears S-15, H. Brown B-398, R. DiPaola D-158, M. E. Norwood N-152, S. L. Vandal V-51.
Findings: Found guilty, two years suspension and \$50 fine.

January 28, 1953
Accused: W-116; Accusers: J. Hetzell H-6, F. Bose B-4, J. Doris D-3.
Charge: Reporting to ship drunk. Failing to turn to when called. Giving patrolman difficulties when patrolman boarded ship at call of ship's steward and port steward to square him away. Locking himself in fo'c'sle and refusing to come out. Coming to Union hall in drunken condition and refusing to leave when requested by dispatcher.

Trial Committee: J. Logan L-87, F. Clarke C-278, J. Kozar K-68, E. Harris H-175, V. Stankiewicz S-311.
Findings: Found guilty on four counts and fined \$50 on each count, \$200 in all to be paid before shipping. Suspended for one year.

February 26, 1953
Accused: O-139; Accuser: S. Cardullo C-1.
Charge: Returning to ship drunk and failing to turn to. Failure to surrender book to Union officials.
Trial Committee: Charles McCarthy M-656, Joseph Declinque D-255, Gaetano Pagano P-196, Alejandro Ramos R-405, John Zohil Z-40.
Findings: \$50 fine on each charge, \$100 in all, to be paid before shipping, suspended for two years in view of past record of habitual performing.

March 12, 1953
Accused: 2041; Accuser: James Doris D-3, John Hetzell H-6, Frank Bose, B-4.
Charge: Failure to carry out orders by authorized personnel. Drunk and disorderly in Union hall. Refusal to cooperate with Union representatives in discharge of duties.
Trial Committee: William Davis D-178, James Bergeria B-145, Fred Miller M-396, Eddie Harris H-175, Nording Mamat M-830.
Findings: Man repeatedly warned and fined on numerous occasions, also on probation for past offenses. Guilty on three charges. Suspension for two years.

April 9, 1953
Accused: 51382; Accusers: S. Cardullo C-1, J. Hetzell H-6.
Charge: Refused to help clean ship which was in filthy condition. Deliberate and malicious vilification. Quit ship without notice.
Trial Committee: L. Gillis G-255, Clarence de Chenne D-137, Donald Moore M-232, William Davies D-178, H. K. Pierce P-287.
Findings: Guilty on three counts, \$100 fine.

April 9, 1953
Accused: K-190; Accusers: S. Cardullo C-1, J. Hetzell H-6.
Charge: Accused officials of working in cahoots with company. Refused to turn to on bedroom utility job, told skipper to log him. As steward department delegate, took attitude he didn't have to work. Ship filthy as a result. Said patrolmen were out to cause trouble for steward department because patrolman inspected galley and pantry and found them filthy. Refused to go along with SIU policy on keeping ship clean, claiming company would not pay overtime. Apparently not aware of SIU policy while acting as delegate. While performing duties of steward delegate and ships delegate did not censure men for nonperformance of duties, told them to make company pay OT if they wanted anything cleaned. While settling disputes covered up various members in nonperformance of duties.
Trial Committee: L. Gillis G-255, Clarence de Chenne D-137, Donald Moore M-232, William Davies D-178, H. K. Pierce P-287.
Findings: Guilty on all counts, \$50 fine.

May 21, 1953
Accused: T-110; Accusers: J. Hetzell H-6, J. Doris D-3.
Charge: After working aboard Western Trader in port, removed gear, went ashore and failed to return. Ship sailed shorthanded.
Trial Committee: Joseph Merkel M-400, Mike O'Hanessian O-82, John Horgie H-193, B. Crawford C-457, George Seeberger S-159, Richard Heffley H-19.
Findings: Fine of \$50 before shipping.

June 18, 1953
Accused: 100649; Accusers: J. Doris D-3, J. Hetzell H-6.
Charge: Brother was steward on American, not aboard ship entire day before sailing when vessel was storing for six months. Stores delivered 10 AM lay on dock all day, including perishables such as milk and ice cream as nobody was aboard to check them in. Delayed sailing of vessel 40 minutes.
Trial Committee: C. Chamblor C-150, R. Toler T-119, W. Jones J-197, M. Madarang M-716, D. Mejias M-563.
Findings: Guilty on two counts, neglect of duty and failure to join ship. Fine \$50 on each count, total fine \$100, payable after first voyage.

February 12, 1953
Accused: W-90; Accusers: Chester F. Just, J-36, Stephen Musco 46189, Manuel Camden 2354, A. J. Surles 100162, Steve Thayer 21845.
Charge: Refusing to cooperate with ship's delegate and steward department delegate by not giving name and book number voluntarily. Failure to execute duties and gross negligence as steward and second cook and baker.
Trial Committee: John R. Dixon 50461, R. Nixon N-111, J. Howard H-16, A. Bearden B-204, C. Costlow C-448.
Findings: Not to be allowed to sail as rated man in stewards department for not less than two years. (See appeals.)

February 12, 1953
Accused: B-214; Accusers: E. Sheppard S-2, G. A. Masterson M-2, F. Stansbury S-22, L. Johnson J-2.
Charge: Bringing Union into disrepute. Disorderly conduct in Union hall.
Trial Committee: John R. Dixon 50461, R. Nixon N-111, J. Howard H-16, A. Bearden B-204, C. Costlow C-448.
Findings: Guilty, \$50 fine.

March 12, 1953
Accused: O-38; Accuser: John Arabaz A-2.
Charge: Bringing Union into disrepute by pilferage of ship's property.
Trial Committee: William Brewer B-206, Ray Morrison 48306, Joseph Goude 50999, Paul Morgart M-545, Thomas Stinnette S-611.
Findings: Guilty as accused and evidence of either incompetence or further pilferage shown in inventory taken after he was replaced. Fine \$50.

March 12, 1953
Accused: M-324; Accuser: John Arabaz A-2.
Charge: Misconduct aboard ship. Drunk in Union hall on various occasions.
Trial Committee: William Brewer B-206, Ray Morrison 48306, Joseph Goude 50999, Paul Morgart M-545, Thomas Stinnette S-611.
Findings: Fined \$50 on each offense, \$100 in all to be paid after next trip. Committee advised brother to seek medical treatment for his alcoholism.

April 23, 1953
Accused: B-345; Accusers: John Zuzov Z-31, T. G. Lyons 25253, George C. Frank F-154.
Charge: Deliberate and malicious vilification. Misconduct aboard ship. Making false reports or communications with intent to deceive. The accused—a steward—had written to Coast Guard without notifying Union or crew, accusing Union of discriminating against him for past 12 years; charging SIU members with potential dope smuggling in Japan, asking that all crewmembers be pulled off and investigated. Charges he made against half of crew were thrown out by Coast Guard. Made written charges that SIU discriminated

(Continued on page 21)

March 26, 1953
Accused: C-283; Accusers: James Sweeney S-6.
Charge: Misconduct Council Grove and Bents Fort. Disorderly conduct in the Union hall.
Trial Committee: J. W. Beresford B-232, Donald G. Hodge H-44, J. H. Penzwick P-28.
Findings: Fined \$50 on each instruction in the first charge \$50 for second charge to be paid after next voyage.

March 26, 1953
Accused: 27067; Accuser: F. Boyne B-8.
Charge: Drunk for four days, unable to work on Marymar. Disorderly conduct in Union Hall.
Trial Committee: J. W. Beresford, B-232; Donald G. Hodge H-44, J. H. Penzwick P-28.
Findings: Fined \$50 for each violation, \$100 in all, payable after next trip.



Steward Arthur Lomas and his daughter, Elizabeth, carefully read the story in the LOG which announces that she is one of the winners of the four scholarships.



After the first shock of hearing the good news wears off, Betty and her mother and father sit around the kitchen table and have some coffee while they talk over her plans for the future and just what the \$6,000 scholarship means to them.

Lucky Miss 'Walks On Air'

(Continued from page 2)

with the scholarship, she's sure of getting her college education."

Her dad has been sailing since 1924, when he caught his first ship at the age of 15. In 1929 he got married and continued to sail, and then in 1942, he joined the SIU. "That was the best move I ever made," says he.

Hospitalized

Back in December of 1948, he was taken off a Waterman ship at Honolulu and hospitalized with tuberculosis. That started a long round of hospitals and a fight back to health that lasted for over three years. From the Honolulu hospital, he went to the hospital in San Francisco, and then to the Staten Island USPHS Hospital. From there, he went to Manhattan Beach, to convalesce. Finally, in March of 1952—three years and three months after he was first admitted to the Honolulu hospital—he was released and given a fit for duty slip.

Following the doctors' advice, however, he has been sticking to short trips since getting out of the hospital, sailing for a while as BR on the Puerto Rico, and then aboard one of the Seatrains. His last trip was on the Amberstar.

Worked Part-Time

During the years that her husband was fighting to regain his health, Mrs. Lomas worked, and Betty also worked part-time after school to help out. In fact, all through high school the pretty scholarship winner has worked in afternoons and evenings at various jobs to help out.

In addition to going to school and working part-time, Betty still found time for many school activities. She was a member of the Glee Club, Cheer Leaders, School Forum, School Dance Committee, Usherette, president of the class, secretary-treasurer of the school's General Organization, and vice-president and secretary of her home room.

And on top of everything else, she also managed to keep top grades all through high school, and was

a member of the Tuckahoe High School Honor Society.

Toured HQ

After winning the scholarship, Betty and her dad went on a tour of the SIU's New York headquarters and she was introduced to the Union's operations. The hiring hall, the Sea Chest, the Union's offices and many other operations were all shown and explained to her, as well as the operation of the Union's Welfare Plan and its many different benefits.

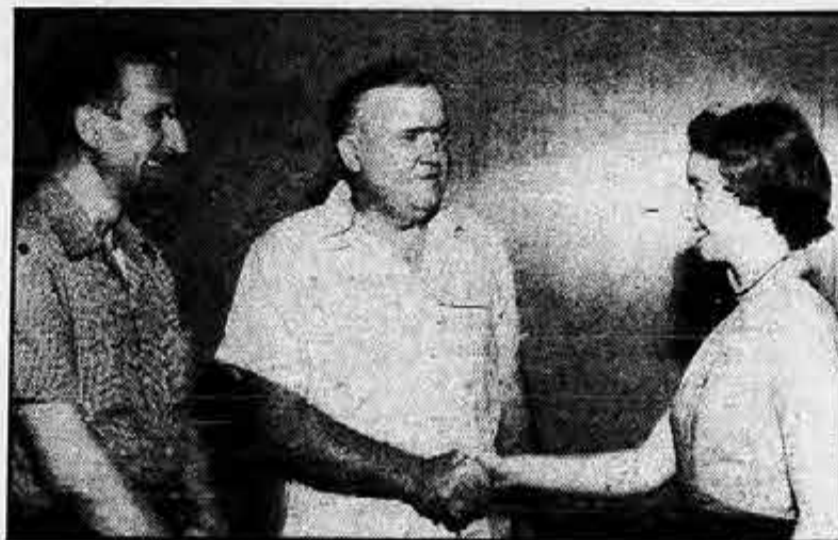
"You don't have to explain the Welfare Plan to me," her dad said. "All the years that I spent in the hospital proved to me what a wonderful plan we have. I collected my hospital benefit all the while I was hospitalized, while the guys from other unions and the non-union outfits had their benefits cut off after a little while, and then had to start asking for contributions from the ships so they could get cigarettes and other little things. All those years, an SIU representative came up to see me every week, without fail, and gave me my money, sat around talking for a while and helped out with a lot of other little things that I couldn't do myself."

Largest Grant

"All the people at school," says Betty, "even the principal and my advisor, said that they had never heard of any scholarship that paid all the expenses the way the SIU scholarships do. Most of the scholarships are for \$300 or \$400 a year, and don't even pay all the tuition, but this scholarship for \$1,500 a year still sounds as if it isn't real."

After seeing the SIU's headquarters, Betty said, "I never had any idea that the Union was so big and modern. Dad is always saying how wonderful the SIU is, but I never expected to see anything like this. After I get to college, I think I might take some courses in labor-management relations just so I can get a better idea about the whole thing."

"Right now," says she, "I'm just hoping that nobody wakes me up and tells me that I just dreamed the whole thing. When something this wonderful happens to you, it's hard to believe that it's real."



Secretary-Treasurer Paul Hall congratulates the smiling scholarship winner on behalf of the Union and wishes her success in school, while her proud dad beams.



Of course, the phone kept busy as all Betty's friends called to congratulate her.



To keep good grades, you've got to study, so Betty "hits the books."



Betty and her dad both wear big smiles as Walter Siekmann, SIU Welfare Services Director, explains the many benefits paid by the Plan, and just how the Plan works, as well as the work done by the Welfare Services Department.



Sonny Simmons (left), assistant secretary-treasurer, shows Betty the shipping board and explains how SIU Rotary Shipping works while her father watches.

PORT REPORTS

Seattle:

Nice Cool Breezes Mark Summer Here

Shipping has been very good in this port. In fact, if it was any better, we probably couldn't stand it, as we have to chase around after the men now to get them to ship out.

We paid off the Mother M. L. (Eagle), the Strathport (Strathmore) and the Seamonitor (Excelsior). The Mother M. L. and the Strathport, as well as the Irenestar (Triton), and Sealiff (Coral) signed on during the period. The in-transits were the Mankato Victory and Louis Emery Jr., (Victory Carriers), the Massmar (Calmar), and the Bienville (Waterman).

When the Sealiff paid off on June 15, we discussed the repair



Hammond

list with the port engineer and the agents, and the biggest thing on the list was a new washing machine. The company turned around and waited until the last minute to do anything about the washing machine, and when it came time to sign on, the washing machine still wasn't aboard. It seems these companies will never learn to do things the easy way, and the result was that the ship sailed late—with the new washing machine aboard.

J. A. Hammond is one of the Seafarers making this port his headquarters. About six months back, he heard that there was big money up in Alaska, so he retired his SIU book and headed up that way. Since he is a steward, cook, rigger and barber, he figured he would make his fortune up there. Well, Jim was up there for few months, and decided that there is bigger money on an SIU ship, so he took his book out of retirement and now he's ready to sail SIU again. He says he figures to make Seattle his home port for himself and his family, since the weather is great and the fishing and hunting can't be beat.

Beautiful Country

Jim's right, too. This Great Northwest is the most beautiful part of the world. It's just a short ride to the mountains where there is snow all year round, and plenty of good hunting—elk, deer, pheasants, etc.—and some of the best fishing in the world. The beginning of July finds us with a temperature of just about 65 degrees, and so regards to you sweltering brothers in the Gulf.

We've got W. J. Smith, J. E. Cantin and H. Scott on the beach here, and have M. Dietz, A. J. Johanson, J. Kismul, E. A. Martell, G. Rice, J. Wanka and J. Dolan in the hospital here.

Jeff Gillette
Seattle Port Agent

Boston:

Shipping's Fair And Future Looks Good

Shipping has been fair in this area, although we had only one payoff, in Portland, Maine, since our last report. It was the Greece Victory (South Atlantic), which had a very clean payoff, and then signed on again.

Visiting here, we had the Chickasaw and Antinous (Waterman), the Republic (Trafalgar), and the Bradford Island (Cities Service).

Yarmouth Banning

The Yarmouth, of course, docks

here three times a week, and we board her every time she comes in. Since she's a passenger ship, we get a few beefs every time she comes in, but they're usually easily straightened out. This Saturday, the Yarmouth crew is playing the Yarmouth Town team, and it should be quite a game, although the crew hasn't had too much chance to get any practice.

As far as the future is concerned, the shipping picture looks fairly bright, although in this port, it is hard to say just what will be happening a week or so from now.

James Sheehan
Boston Port Agent

Miami:

Fishing's Fine, Girls Pretty, So's Shipping

Shipping is at its usual good level here in sunny Florida, and the shipping list is at its usual low level.

The Florida (P&O) is in and out three times a week, of course, and there are always a couple of small beefs to settle on her each trip, and we also had the Ponce (Puerto Rico Marine); the Hastings, Wacosta and Afoundria (Waterman),



Moore

called in here during the past period. All the beefs were straightened out and squared away with little trouble. William (Dutchy) Moore is down here on the beach and is having the time of his life, just fishing in around the Florida Keys. If the fish won't bite at his line, he has one of those frogman outfits with a spear gun, and he just goes down after them. Howard Parker is in Pratt Memorial Hospital here for an operation.

Shh! It's Raining

We've been having some rain, and plenty of hot sunshine, and going around chasing after the men when we've got jobs to fill is really a sweltering job. The fishing is great, though, and we wish some of those ABs who love to fish would come down here, so we would know where to find them.

In addition to the top-notch rod and reel sport, the dogs are still chasing the rabbits. The wolves are chasing the pretty girls, too, on the beaches and elsewhere.

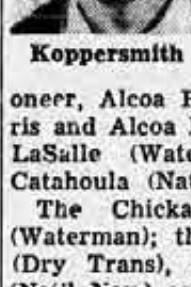
Eddie Parr
Miami Port Agent

Mobile:

Isthmian Considers Move To Mobile

Shipping out of this port for the last couple of weeks was steady with the jobs coming up on the board with happy regularity. In addition to our regular jobs, we shipped 62 men to tugboat relief jobs and various relief jobs in the port.

We paid off the Alcoa Pioneer, Alcoa Patriot, Alcoa Clipper, Alcoa Planter, Alcoa Polaris, Alcoa Corsair and Alcoa Runner (Alcoa); and the Claiborne, LaSalle and Monarch of the Seas (Waterman). Signing on were the Alcoa Patriot, Alcoa Pioneer, Alcoa Planter, Alcoa Polaris and Alcoa Runner (Alcoa); the LaSalle (Waterman), and the Catahoula (Nat'l Nav.).



Koppersmith

The Chickasaw and DeSoto (Waterman); the William Carruth (Dry Trans), and the Catahoula (Nat'l Nav.) called in-transit.

As we mentioned in earlier reports, the Isthmian Steamship Co. is planning to extend a lot of their business in the Mobile area, and during the last few days, tops officials of the company have been down here making a survey of the port facilities. The idea is that they may pay off a lot of their off-shore ships in this port rather than up on the East Coast, and this will certainly make a big difference in the shipping picture in this port.

Seafarers Healthy

The Seafarers in this area have been happily healthy lately. The only two men we had in the hospital, Blacky Stevens and John Ziegler, were both released.

The dock areas here are under security regulation, and any seaman who has lost his validated papers must have a Coast Guard security pass to get on the docks until he gets new papers. If you have validated papers, you don't need the other pass. However, the dock workers, and all other workers in the dock area now have to have Coast Guard passes.

Those validated papers are getting more and more valuable all the time, what with the Coast Guard putting more and more restrictions on the dock areas, and our advice to the men is to be very careful of them, and make sure you don't lose them. It takes a while for the Coast Guard to issue duplicates, and you can lose

out on the job you want in the meantime, so guard those validated papers carefully.

We have heard that the Savannah Hospital has been saved, and this is certainly good news. The Union has waged a last-ditch fight to save the hospital, and now it has been successful. Unfortunately, we were not able to save the Fort Stanton hospital in the face of big budget cuts by the House of Representatives.

On the beach here now, we have H. Gable, H. Koppersmith, T. Crosby, H. Scherd, F. Jeffries, J. Foster, C. Newton, C. Bolton, G. Peterson, J. Johnson, J. Jordan, F. Fischer, A. Diaz, and D. Zuniga. Cal Tanner
Mobile Port Agent

Savannah:

Coke Plant On Strike; Boys Drink Root Beer

Shipping has been fine in good old Georgia lately, and all the men on the beach here have been drinking a lot of root beer. The reason, of course, is because the Coca Cola plant here in Savannah is on strike, and so the boys have switched to root beer.

We had the Southstar (South Atlantic) pay off, and then sign on



Fricks

again, while we were also honored by visits from the John Paul Jones (Dolphin); the Seatrains Savannah and Seatrains New York (Seatrains), the Robin Hood (Robin), and the Azalea City (Waterman). They were the cleanest bunch of ships in all Georgia, and the crews did a fine job to bring them in that way.

A. L. Fricks is one of the men on the beach here, taking a rest for a while. Fricks started sailing in 1937 after finishing a hitch in the Coast Guard.

Fricks is making Savannah his headquarters for shipping right now, and says he just enjoys this wonderful Georgia living. He says that with an SIU payoff in his pocket he can really settle down and enjoy his stay on the beach, without worrying about money. Right now, he's thinking about catching another ship, so that he'll be able to bring home another SIU payoff before long.

Some of the other men on the beach right now include J. M. Hall, F. W. Grant, J. D. Morrison, and E. F. Cetti.

Jeff Morrison
Savannah Port Agent

Wilmington:

Compass' Deck Dept. Makes Easy Overtime

Shipping has been terrific out here in sunny California. All ratings are moving well, except electricians, and we are short of all ratings, especially cooks and stewards.

We paid off the Compass (Compass), and the Ames Victory (Victory Carriers), and signed both ships on again as well as the McKettrick Hills (Western Tankers). The in-transits were: the Barbara Fritchie (Liberty); the Mary-



Finnerty

mar, Calmar and Penmar (Calmar); the Boulder Victory (Robin); the Seacomet II (Seatraders); the Sweetwater (Metro); the Lucille Bloomfield (Bloomfield); the Mobilian, Keystone Mariner and Alawai (Waterman); the Heywood Broun (Victory Carriers); the Amerocean (Blackchester); the Transatlantic (Pacific Waterways); the Ocean Ulla (Ocean Transport); the Anniston City (Isthmian); the Purplestar (Traders), and the Frederick C. Collins (Dry-Trans).

We collected \$651.91 in disputed OT for the deck department on the Compass for Koreans doing painting inside passageways and quarters. This is sure the easy way to make OT. The company also removed the captain and the mate from the ship and replaced them.

The Ames Victory came in this time with almost no beefs. This was her first trip under her new skipper. The only trouble was a food beef, and we ended up by having 309 pounds of various meats condemned by the Government meat inspector as well as 120 pounds of turkey, 35 pounds of chicken and 30 dozen eggs condemned by the Government poultry and dairy inspector. All this went over the side, and fresh stuff was put aboard.

The agent for the Seafarers' Guards and Watchmen's Union is starting up a blood bank in this port, and we have agreed to participate in it with them.

LOG Awards

The members in this port have been very impressed with the nine plaques we recently put up showing some of the many awards the SEAFARERS LOG has won in competition with other labor papers. The last membership meeting here unanimously passed a resolution "thanking and complimenting the entire LOG staff for the terrific job they have done in publishing this great labor paper, the SEAFARERS LOG, and for the favorable public opinion they have created for the Union."

We have just affiliated with the Central Trades Council in this port, and have been attending the meetings. As per usual SIU policy, we pledged the affiliated unions in the council any assistance possible during any just beef, either through direct request, or else through the council. The other unions in the council assured us that we could count on them for like support in any beef that we have.

On the beach here, we have H. "Pop" Feree, Jesse Lewis, who is having draft board troubles, T. C. Finnerty, who just got married; H. Pederson, Walter Anthony, Willie Wright and A. M. Lester.

John Arabasz
Wilmington Port Agent

A & G SHIPPING RECORD

Shipping Figures June 17 to July 1

PORT	REG. DECK	REG. ENGINE	REG. STEW.	TOTAL REG.	SHIP. DECK	SHIP. ENG.	SHIP. STEW.	TOTAL SHIPPED
Boston	31	9	21	61	16	9	8	33
New York	245	197	182	624	183	170	137	490
Philadelphia	41	38	36	115	65	45	35	145
Baltimore	194	125	89	408	82	62	69	213
Norfolk	24	23	24	71	5	10	12	27
Savannah	30	21	20	71	17	7	11	35
Tampa	10	9	11	30	5	4	5	14
Mobile	65	47	47	159	61	47	53	161
New Orleans	95	88	78	261	66	87	89	242
Galveston	45	46	40	131	43	49	43	135
Seattle	32	29	16	77	18	21	18	57
San Francisco	40	26	33	99	30	30	26	86
Wilmington	38	26	21	85	37	27	22	86
TOTAL	1,004	804	616	2,424	628	568	528	1,724

'Only SIU Gives Real Security'

(Continued from page 3)

we the AMEU fleet council members, didn't tell the company what we wanted. We had to ask them for things like we were beggars. When they said no, that was it. As any man who was on the council will tell you, the AMEU didn't have any way to get the company to make concessions on any issue.

I began to think to myself then, that this was no way for a real union to operate. A real union should be able to go in and make demands and get an opportunity to negotiate them with the company representatives. All that we seemed to be doing was playing a false game that didn't really count. But then I couldn't see any other way of getting something for the men in the fleet so I kept quiet about it. There was no alternative at that time.

I found out later a few facts about the so-called power of the AMEU chairman Alcott. I learned that he had plenty of authority to act like a company strawboss and place men he wanted into jobs. But he had no power to act like a union official and get something for his membership from the company. He had to worry about his own neck if he opened his mouth too much. As a matter of fact last fall he had to get the AMEU's lawyer to call some company big-shot and get a promise that he wouldn't be fired if he and Linton presented some of the men's grievances to the company. Is this a sample of a bona fide union, or does it show just how the AMEU is company-dominated?

Beefs Neglected

Even though Alcott got assurances he would not be fired, he couldn't do a thing about taking care of beefs that were in from the ships. Like all the rest of us in Atlantic, he wasn't a free seaman but was in the grip of the company. He had to do things to suit them whether he liked it or not.

I found out these things and many more right from the start at the fleet council meeting. For example, the meeting's minutes were never sent to the ships last year. This was in direct violation

Welfare Pays Out Million \$

(Continued from page 2) the SIU Plan is the easy eligibility for the hospital, death and maternity benefits. All of these require only one day's service on an SIU ship in the previous 12 months, in contrast to the usual six-month to one-year eligibility requirements of most insurance company plans. Further the hospital benefit is payable to Seafarers for as long as they are hospitalized, years in the case of chronic disease patients, in contrast to the 13 to 26 week cut-offs provided in practically all hospital coverage plans.

The breakdown of the benefits shows that since July 1, 1950 the hospital benefits have amounted to \$339,690, and death benefits to \$618,162.50. Maternity payments, which began on April 1, 1952, have totaled \$134,800, while disability payments, started on May 1, 1952, amount to \$13,465.

With the fund in solid shape, it's expected that the Welfare Plan trustees will take further steps in the near future to add more benefits to the list. Proposals for such additional benefits are now under way.

of practices that had been in effect for years.

What was the reason? It was simply a cover-up by the AMEU lawyer because the AMEU was roped in to giving him a \$1,000 raise for a year. All you Atlantic men who have complained in the past that the lawyer was getting too much money will be interested to know that he is milking the AMEU of all its funds.

Lawyer Grabbed Dough

But that wasn't all. In December the lawyer decided he wanted a bigger slice of pie, so I was pulled



AMEU Vice-Chairman Frank Fletcher addresses the NY SIU membership meeting.

off the Atlantic Ranger and taken to the lawyer's office, with only one hour at home. There were only three council members at the meeting, Alcott, Ray Linton and myself. We had to vote him another \$100 a month or \$1,200 a year. This money was supposed to be for writing the special bulletins knocking the SIU.

He also made us promise to pay him another \$100 a month after the campaign is over which would make him collect a total of \$6,200 a year. Sit down and figure up how many men would have to pay \$12 a year to pay this man his money. If every man in the fleet was in the AMEU, which never was so, it would take practically the whole income of the AMEU.

Yet this man who is writing bulletins for us, has never gone to sea, knows nothing of the sea and is being paid to tell us what to do. Do you think any of the junk he turns out in the bulletins is worth \$50? I do not and I hope you don't either. This was the man who was saddled on us because neither the fleet council nor myself, nor Alcott for that matter, could dare say no to the company.

You may ask me then, why, knowing all these things, did I continue to operate as vice-chairman? That's a fair question which I will answer. When I was first elected vice-chairman, as I told you, I saw a lot of things which made me lose faith in the AMEU. And at that time the SIU was starting its campaign in the fleet. It's true, I had a sour taste in my mouth from seeing what happened on the fleet council, but I told myself that in the position of vice-chairman, I might be able to do something to improve matters.

Besides, because of my unhappy experience with the NMU I was suspicious of the SIU and fell for the line about the big unions that the AMEU lawyer dished out in his bulletins. I didn't realize at the time that the difference between the NMU and the SIU was like night and day. I have learned differently since, as have a lot of my friends in the fleet.

Like lots of other men working in Atlantic, I felt that my job was at stake in anything that I did. Our only way out, as we saw it,

was to stick with the company and the AMEU come what may, even though we all had doubts as to the way it was working.

So despite my doubts, I decided to keep on working for the AMEU. I suppose they figured they had a handy sucker around in me, and I was sent out to do a hatchet job on SIU supporters in the fleet. The company big-shots saw to it that I was sent wherever there was too much pro-SIU sentiment to whip the men back in line. So I was sent first to the Ranger, then to the Blum and finally to the Shipper.

Forced To Use Pressure

One of my jobs was to get men to revoke their SIU pledge cards. When I got on the ships I found that the men wouldn't listen to AMEU talk. I resorted to various types of pressure, which I had instructions to do in case all else failed. For example, there was a man on the Ranger named Rasmussen who was an alien. To obtain his signature he was threatened with being turned in to the Immigration authorities. If he didn't revoke his card and work for the AMEU he would be deported back to Denmark. This is only one of my many examples of the dirty kind of work I had to do on the ships to keep my job.

My orders from the top were to ferret out SIU supporters and get something on them any way I could. I was led to believe that the AMEU chairman had the power to drive men off the ships, or make life miserable for them in dozens of ways if they didn't knuckle under. Looking back at it now it seems a little hard to believe that today, American seamen can be pushed around only because they didn't think the way the AMEU and Atlantic wanted them to think.

After a couple of cases of this kind I began to get sick to my stomach from seeing how the AMEU operates. Besides I found practically all my shipmates were solid for the SIU and I could do nothing to shake them. After a while old friends started looking the other way when I showed up. I began to do a little hard thinking then, what a lousy situation I was in, because I had to do things I knew were wrong to keep Atlantic happy and keep my job. I figured that it shouldn't have to be that way, that Atlantic seamen should have the right to speak up as they pleased without putting their jobs on the spot.

I decided that maybe I was mistaken about the SIU. If Atlantic and the AMEU could get together and phony up contracts and beefs, then maybe we were being handed a phony line about the SIU. I thought the best thing to do was hear the other side of the story.

Real Security In SIU

I made up my mind to find out everything I could about the SIU. I discussed the situation with my shipmates and most of them agreed that we would be much better off with a union like the SIU that didn't depend on one company for its bread and butter. I told them that as far as I was concerned, if the SIU had the job ratio that they claimed then I was all in favor of working for them. I figured they could give us real security that way and at the same time we wouldn't be under the thumb of Atlantic officials.

When I got back to Philadelphia after a five month trip, I had pretty well decided it was the SIU for me. To make sure, I went ashore and asked the SIU to show me proof of their job ratio and their other claims.

I spent several hours with the

SIU representatives in Philadelphia. They showed me everything I asked for, including their contracts, their shipping rules and the report on their job ratio. When I got through studying all this material I realized how foolish I had been to have anything to do with a phony company outfit like the AMEU. Here was a chance to get in with a real union that could do the right kind of a job for all my friends in Atlantic.

On Tuesday in Philadelphia, I went to the National Labor Relations Board and told them what I knew about the set-up in the Atlantic fleet. At that time I didn't have an SIU book, had never signed a pledge card and was under no obligation to testify. I did it because I wanted to help the men in the fleet open their eyes to the shoddy and shaky set-up of the AMEU just like my eyes were opened.

I'd like to tell my friends in the fleet this. I want you to come over and talk to me or get in touch with me through the SIU headquarters. I know that there have been doubts among a lot of you about getting a book if you changed sides, because you talked against the SIU. The SIU understands that all of us in Atlantic were under pressure and some of us felt we had to hang on to the AMEU to save our jobs. It doesn't matter who you are or how much you have worked against the SIU, if you will change sides at this time

so that we can all work together on our mutual problems.

You fellows can look for me to meet the ships on arrival in different ports. Any man who wants to speak to me outside the gate or anywhere else, I wish you would get in touch with me. I will be available at all times.

I'm looking forward to the day now, when the Atlantic fleet will be sailing under an SIU contract, which I hope won't be too long from now. My last five month trip on the Atlantic Shipper was one of the worst I ever made due to the activities of the captain and some of the other officers. There's no reason why Atlantic seamen, who are free Americans like all the other people in our country, should have to put up with that kind of treatment. That's why seamen all over the country are in unions like the SIU, so that they can have an organization of their own to give them real freedom and real job security.

When the SIU wins the election and gets a contract in the fleet all the present set-up there will be changed. Then all my friends in the fleet will have smoother sailing because they will have protection and conditions that they never had before. So long for now, and let's all work together from here on in to make the SIU 100 percent throughout the fleet.

Frank Fletcher
AMEU Vice-Chairman

AMEU Official Backs SIU; Blasts Atlantic

(Continued from page 3)

Oppenhorst, Frank Bernatos, Max Sarol, and Dante Salotti, all Atlantic seamen.

Fall to Shake Testimony

Company representatives, after partially recovering from the shock, attempted to shake or impugn Fletcher's testimony, but failed to get to first base. They then tried to attack him from different angles. The company lawyer tried to show he didn't know the AMEU contract, but Fletcher showed he was thoroughly familiar with the agreement, and the NLRB hearing officer quickly ended that exchange. Subsequent petty sniping by AMEU counsel Emanuel Friedman made no headway whatsoever.

Subsequently, Fletcher appeared at the SIU headquarters membership meeting of July 1, 1953, and spoke briefly, explaining why he decided to switch. "I fought you for a while," he said, "but then I

Audit Proves Job Figures

(Continued from page 3)

not be able to supply jobs for the potential bookmembers in the Atlantic fleet.

The New York firm of Anchin, Block and Anchin, certified public accountants, was called in and the Union's records made available to the accountants.

In making the audit, the accountants considered as full bookmembers throughout the entire year all those who retired books during 1952, those who took books out of retirement during 1952, those who died during the year, and all those who got new books during the year, so that there was no possibility of weighing the figures in favor of the Union.

found I was fighting the best union in maritime today, a union that could help every man in the Atlantic fleet. That's why I came to the SIU."

At stake in the current Labor Board hearings are the questions whether such company employees as leadermen, bosuns and stewards are legally entitled to vote. SIU represents a solid majority of such employees, but because of legal rulings in the Cities Service case, the SIU was compelled to move for their exclusion from the voting unit as supervisory personnel.

Company attorney's reversing the usual management procedure, asked that bosuns, stewards and leadermen be included in the unit. Previously the company had proposed such a unit informally to the SIU.

SIU representatives pointed out that because of the Taft-Hartley Act, such an arrangement would be against the law, and might cause the whole election to be thrown out. They felt that the company's proposal was intended to nullify an election that was sure to result in a victory for the SIU.

AMEU representatives parroted the company line with the AMEU's attorney declaring "The AMEU's objections are practically the same as the company's."

Representing the SIU at the Labor Board hearings have been Director of Organization Keith Terpe, general counsel Sy Miller, Washington counsel Ray Murdock, and R. Markowitz and Louis Wilderman, Philadelphia attorneys.

Company representatives have been Harry Rosenbloom, M. C. Dittman and Allan H. White, attorneys; Captain Frank Turner, head of the company's Anchorage; Captain W. Anderson, marine superintendent, and Captain R. White, assistant marine superintendent.

The FOC'SLE FOTOGRAPHER

By SEAFARERS LOG Photo Editor

The field of color photography has been thrown wide open with the introduction of "Super-Tomic Color Film." This new color film is not quite as revolutionary as the atom bomb, but if it does everything that is claimed for it we can forgive those responsible for naming it.

Available only in 35 mm at present, the big news about this film is its remarkable emulsion speed. Rated at 125 daylight and 40 tungsten, the film puts color shooting almost on a level with black and white exposures. These claims have been checked by a number of reliable cameramen under actual shooting tests, during which the exposures were verified with an exposure meter. Comparison tests were made, of the same wide variety of subjects and under a varied range of conditions, against exposures with three other color films and a black and white emulsion. Cross checks were made with three different cameras and a battery of lenses.

Accident of Research

The new film is an outgrowth of discoveries made by a group of several photographers, chemists and studio laboratory personnel who were engaged in research on other products. In the process of this work, they uncovered a physical and chemical principle which opened up the basis for this sensational color process.

The advantages of a color film with a high emulsion speed are immediately apparent to everyone who has ever shot a roll of the standard brands of color film. It permits photographs of action; makes possible color shots under difficult light conditions and permits use of smaller apertures for great depth of field. The average normal exposure, for instance is 1/200 at f-16 in bright sunlight. The exposure is somewhat critical with half an opening one way or the other being the limit in most cases. Under these circumstances overexposure should be avoided. Underexposure causes the film to take on a greenish tinge. This is particularly noticeable in shots where the shadow areas are just beyond the film's limit; the shadows taking on a greenish-black instead of pure black.

A shortcoming is graininess which puts a limit on the definition of the image. Grain in a transparency is a drawback. For those who project slides on a beaded screen, the projected image will be quite satisfactory up to a reasonable size limit. They will not approach the quality of Kodak's Kodachrome and Ektachrome or Ansco's color film.

Great Industrial Potential

Super-Tomic Color film has a tremendous potential in the industrial, scientific, medical and journalism fields. The manufacturer states that the "exposure index of 125 is inherent in the emulsion itself," so it is safe to assume that no special processing is done from one roll to another, thus assuring consistent results to the user. No extraordinary correction filters are needed either.

As noted before, the film is presently available only in 35 mm, with a 15 exposure roll costing \$3.95 and the 30 shot cartridge at \$5.95. These are list prices and include processing. The processed transparencies are returned in cardboard mounts in about a week. The film is distributed from California and should be available in local photo stores very soon. The manufacturer's future plans include both 16 mm movie film as well as the popular 120 and 620 sizes.

Introduction of this fast color film does not represent a cure-all for color shooting. It can, however, be expected to pave the way for other developments in improved and faster color films. In the tests made the image started to break up at a 19x blowup.

Seafarer Realizes Dream; Meets 'Cycle Champ, Rides In Sport Car

Paul Joseph Capo, who's long been a rabid sports enthusiast, is very glad of the fact that he's also an SIU man, because being one gave him the opportunity to fulfill two great dreams of his life—to meet a champion bicycle rider, and to ride in a topnotch foreign racing car.

Both of these events took place recently in Trieste, during Paul's last trip—a six weeks' run aboard the Northwestern Victory (Victory Carriers) to Italy and North Africa.

While the ship was in Trieste, Paul, who's of Italian descent and speaks the language fluently, heard of a big sports banquet being held in the city, so he promptly took himself off to it, and got his first thrill of the evening when he met Fausto Coppi, the current world's champion bicycle rider who recently successfully defended his crown against the best of the other European riders in competitions held in France.

Rides In Ferrari

Soon afterwards, Paul met some other people at the banquet, and through them, the next day, he found himself spinning around, first in an Alfa-Romeo, and then in a Ferrari, the Italian racing car which was the winner of both the Grand Prix in France and the big race at Le Mans.

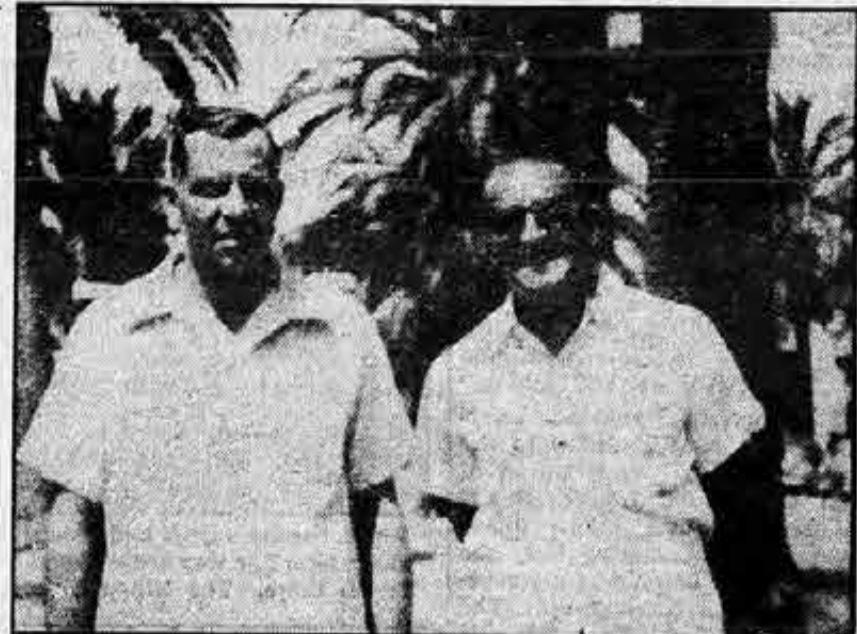
"This," Paul says, enthusiastically, "was undoubtedly the biggest single thrill of my life. You know, in the States, a Ferrari costs over \$16,000, so there aren't many of them around."

The Italian people, Paul feels sure, are naturally favorable to democracy, but have been subjected to a sustained Red propaganda bombardment—particularly the workers in the large industrial centers like Trieste, Venice, Milan and Leghorn.

Comms Pushed Down

Because of American aid, Paul says, the commies have generally been pushed down from the high position they occupied in 1947, but a stepped-up program of aid is necessary to definitely turn the tide.

Paul was in Italy on June 6-7.



Seafarers Joseph Compan (left) and Paul J. Capo soak up some sun in Casablanca during the trip on the Northwestern Victory which took them to Trieste. It was there Capo had his dream come true.

when the national elections were held, and he says that the narrow margin by which de Gasperi was elected the premier and the Christian Democrats triumphed over the commies is proof of this fact.

Nor, Paul thinks, should American help to Italy be all a matter of dollars and cents.

Paul, who's had his SIU book since 1947, was born in New Orleans 29 years ago, and after getting out of Holy Cross High School

there entered Louisiana State University, where he studied industrial relations.

After six months, however, the war interrupted Paul's education, and for the next year and a half he was in the army, in the infantry, in the European theatre.

During this time, Paul's father died, and when he got out of the army he was unable to finish his college education, and so he chose to go to sea.

Yokohama Seamen's Club



Seafarers R. E. Eliot, ch. stwd.; J. W. Mullis, OS; J. Holensbeck, AB; C. Lindy, MM, and W. T. Center, all off the Choctaw, look over the galley equipment in the new Yokohama United Seamen's Service Club.

Quiz Corner

- (1) What state in the US touches only one other state: (a) Maine, (b) Florida, (c) Texas, (d) Delaware?
- (2) Which side of the brain controls the right side of the body, the right side or the left side?
- (3) What numbers are missing from the following series: 2, 4,, 48,, 1440, 80,640?
- (4) What common five-letter word can you make with the first letters of the names of the Great Lakes?
- (5) The building which has been called "the cradle of American liberty" is better known as: (a) Independence Hall, (b) Faneuil Hall, (c) Old Statehouse?
- (6) Which are the three longest rivers in the world?
- (7) A man had set aside \$840 for an alteration on his house and had budgeted his expenses as follows: 15% for plumbing, 12% for plastering, 22% for carpenter work, 11% for electrical work, 24% for materials. How much would be left for painting and incidentals?
- (8) The first underground railway transportation system called a subway was opened in: (a) London, (b) Boston, (c) New York?
- (9) John James Audubon pictured in words and in paintings (a) great English gentlemen, (b) development of the early US, (c) the birds of America, (d) how clipper ships were developed?
- (10) At 2:30 in the afternoon a businessman in Cleveland receives a message that he has to attend a sales meeting that evening in another city 220 miles away. If he has another hour to spend in Cleveland before he can leave, how fast will he have to travel to get to his destination by 9 PM?

(Quiz Answers On Page 21)

Worry, Suspicion Mark Yugoslavia

Despite friendly overtures to the West by persons high in diplomatic circles in Yugoslavia, the people of the nation are afraid to fraternize and be friendly with Americans, according to Seafarer William Seltarez.

Running military cargo to

Rijeka, Yugoslavia, aboard the Alcoa Pioneer, the messman spent four days ashore in the martial law city and country. He was there long enough to observe a nation ill at ease under the domination of Tito who is looking fearfully at the Soviet Union. Seltarez reports that it is a nation on tenterhooks, with secret police

more numerous than paychecks in a nation peopled by paupers.

The people, Seltarez said, are afraid to have anything to do with Americans, as well as all others from free nations. Huge pictures of Tito are in every window, dominating the streets and the populace. Anyone who is too friendly or shows a spark of hospitality

toward Americans, more often than not will get into trouble. It has even affected the feminine population. Girls seen with Americans can get tossed in the cooler, so, in order to stay on the right side of the law, they stay out of arm's reach and often walk a block or more ahead of the nearest Westerners.

Rijeka is a town full of frightened people and secret police. The police, who trail foreigners openly wherever they go, can be seen in berets and—the mark of every cop and private eye since Bulldog Drummond—in trenchcoats. Anything Western or American is looked upon with suspicion. Seamen are not allowed ashore with US money, but must change it for dinars before debarking. A dollar, Seafarer Seltarez reported, will get you about 300 dinars. There were rumors that 450 dinars could be had on the black market for one American dollar, but Seltarez did not have the chance to trace down the source because of the close scrutiny of the secret police.

With the prices cheap and the people beset with poverty, Seltarez found that the value of American money went a long way. Over a four day period he spent only the equivalent of \$15, and without watching his budget too closely.



Seafarer Wallace Anderson leans against a poster advertising an American movie in Rijeka, Yugoslavia, while there aboard the Catherine. W. Seltarez was there on the Alcoa Pioneer.

Good Food, Good Officers Make Irenestar's Crew Enjoy The Trip

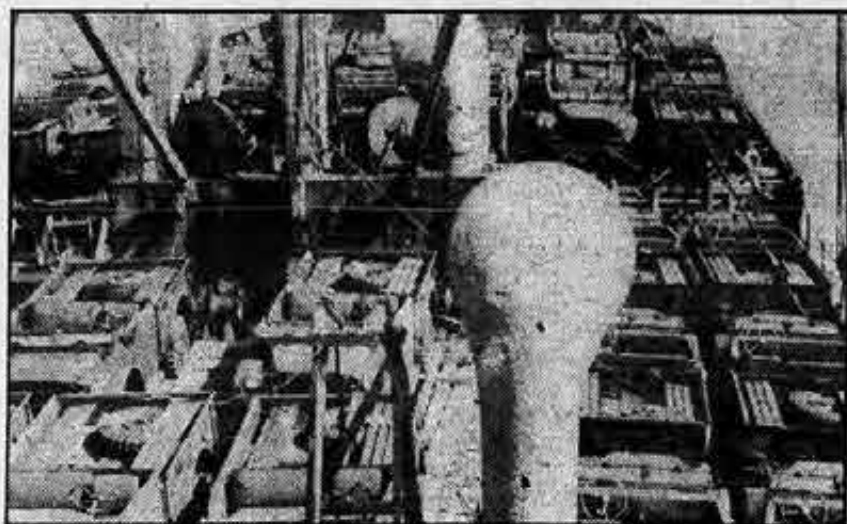
"It was a wonderful trip, with great officers and a good ship," seems to be the opinion of the crew of the Irenestar after a six-month trip to the Far East and the Japan to Korea shuttle.

In a letter from the four delegates aboard the Irenestar, the crew reports that "everything was great. And, after six months and four days, we had a payoff that had no beefs. The crew collected a total of 13,000 hours OT, and although we had a total of 70 days ashore in various ports during the trip, there was not one log against any man. In fact, the crew's draw list for the trip tallied \$31,000, so you can imagine the great times we had ashore."

F. Paskowski, another crewmember, in another letter to the LOG, says that "everybody that looks at this old Liberty thinks that she's a new luxury liner. When we went aboard her, she was in pretty bad shape after being laid up for three months. The captain and chief mate began getting paint and equipment and the crew went to work on her until she's bright and shining in true SIU style."

All the letters from the Irenestar report that the captain and the mates "are tops. They are true gentlemen, and know their work. They expect good work from the crew, but treat the crew fairly and decently. We never had any trouble about getting draws from the skipper, and the officers all rated tops with the men. In fact, the only sore spot was the chief engineer, who hasn't had much experience with SIU crews, and tried to cut down on OT and give everybody in his department a hard time. With this one exception, everything was fine."

The crew also says that, once in the Pacific, the ship ran into tough weather all the way to Japan. "Some of our midships housing was ripped away, we lost one gangway, and some of the other metal gear was bent and ripped, but our skipper kept the ship out of danger all the time, although later on we found out that at that time, in January, there was more ships in distress in that area than ever before in maritime history." Another thing that helped, according to the crew, was the fact



The Irenestar's deck and hatches are covered with Army trucks as she makes her way from Japan to Korea with supplies for the UN forces there. The trip was "eventful" but "very pleasant."



Seafarers G. Lowe (left) and F. Paskowski take time out during the Irenestar's trip to Korea to have a picture taken on deck of the "happy ship," which they were "proud to bring in."

that, "the stewards department was on the ball all through the trip, and the food was great. There were no beefs about food, and everything was just the way it should be."

In winding up, the crew says, "this is a good ship, and we're proud to be bringing her in this condition. It took a lot of work to get this ship back into shape, and it took a good crew to make this sort of trip with no trouble and no beefs."

Seafarer Sam Says

It's A Dog's Life, But Mascot Remains A Gentleman Anyway

The decision about whether to bring a crewmember up on charges, or to give him another chance is decided many times by a shipboard meeting, with all the other crewmen voicing their opinions, and that's the situation that faced the crew of the Evelyn (Bull) recently.

At the meeting, William Ety, ship's delegate, told the crew that the ship's mascot had fouled up. In spite of frequent warnings against foul-ups in the SIU, he said, the mascot had gone ashore without permission while the ship was in Port Sulfur, La.

Going ashore like that was bad enough, said Ety, but the mascot had gotten fouled up with the local law while ashore and had ended up in the hoosegow. Ety said he didn't know what the dog had done to get arrested, but that one of the crewmembers had to go to jail and get him out. Luckily, the cops didn't press any charges against the mascot, so he got out without a fine, but when he got back to the ship, it was found that his harness and identification tag were missing.

Won't Talk

The dog was called in before the meeting, and was asked to explain what he had been doing ashore to lose his harness and to get arrested, but he just blinked his eyes and wouldn't talk.

The crew held a discussion, and figured that the mascot was just being a gentleman, and refused to talk because he was protecting some girl friend ashore.

A vote was held, and it was decided not to bring the mascot up on charges. Instead, the crew voted to buy a new harness.

The SPORTS LINE

By Spike Marlin

The past couple of seasons have seen the Pittsburgh Pirates establish themselves solidly as one of baseball's misfit clubs. Even in their better days the Pirates were never known as an exciting team. It's been years since they made a real move for a pennant and a quarter-century since they actually won one.

Since then the Waners, Vaughans, Elliots, Sewells and others have departed one by one, leaving behind Ralph Kiner and Murry Dickson plus a collection of anonymous scorecard entries. The genius of Branch Rickey that produced so many budding ballplayers at Brooklyn and St. Louis has turned sterile here.

The only thing interesting about Pittsburgh today is the comeback being made by Johnny Lindell. After a major league career as an

outfielder, Lindell is making out as a big league pitcher, the craft he came up with in the first place.

With the exception of Dickson, and left-fielder Gene Hermanski, Lindell is the only Pirate to have played on a championship ball club. That alone makes him a man of distinction in Pittsburgh. Besides, there's more than a passing interest in whether Lindell, can make it as a pitcher after all these years.

When Lindell came up with the Yankees just ten years ago, in 1943, he had quite an imposing minor league pitching record behind him. Down in Newark he not only won a lot of ball games but saw plenty of pinch hitting service. But Joe McCarthy wasn't particularly impressed by his pitching. For a big fellow (Lindell crowds six-four) he threw too much slow stuff. Besides, Joe DiMaggio was in the Army and McCarthy needed a centerfielder. Lindell was switched to the spot.

Belted Kurowski

It proved a most successful move. The pitcher-turned-outfielder had a great season and climaxed it in the World Series by nearly breaking Cardinal third baseman Whitey Kurowski in two at a crucial moment. It was the turning point of the championship contest.

After that though, Lindell never lived up to his early promise. He had a great series against Brooklyn in 1947 but otherwise had become just another outfielder. He was waived out of the American League in 1950 and spent an unsuccessful season with the Cardinals before going back to the minors.

Now he's on the comeback trail as a knuckleballer, having perfected the delivery out in the Pacific Coast League where most old ballplayers go. It would be ironic if after all those years as an outfielder, he really had the stuff to pitch winning baseball in the majors.

So far big John hasn't been too successful, although he's pitched better ball than the record shows. Besides, he's always handy for the Pirates to have around as a pinch hitter.

GALLEY CLEANINGS

The LOG opens this column as an exchange for stewards, cooks, bakers and others who'd like to share favored food recipes, little-known cooking and baking hints, dishes with a national flavor and the like, suitable for shipboard and/or home use. Here's Chief Steward Michael Gottschalk's recipe for "Java Rice."

Chief Steward Michael Gottschalk has been sailing the seven seas for 40 years, but in all that time has not come across a recipe as tasty as his "Java Rice." He obtained this recipe from the private chef of a Dutch plantation owner, usually served, with slight variations, on festive occasions on the island of Java where it is known as "Ritstafel."

Seafarer Gottschalk's last trip was abroad the Carolyn down to Puerto Rico, one of the finest ships and runs he has taken since joining the SIU in 1941. Born in Hoboken, NJ, but now living in New York City, Gottschalk prefers the foreign runs, especially on freighters, for the easier and better life it offers. He sailed as chief steward on passenger vessels in the past, but his first love is sailing on the freighters.



Gottschalk

Gottschalk's ingredients include three pounds of loin pork, 1 cup of

butter, two teaspoons of mild Rose Paprika, 1 teaspoon of Coriander Powder, three teaspoons of salt, four tablespoons of soy sauce, three pounds of fresh shrimp, eight eggs, eight cups of brown rice and two tablespoons of syrup. Also, four large onions finely diced, 1½ teaspoons of ground pepper, two cloves of crushed garlic, 1½ cups of peanut butter and 1½ cups of milk or its equivalent in evaporated form.

Cut the meat in half-inch cubes, Gottschalk advised, and brown in butter. Then sautee meat, onions and garlic about 18 or 20 minutes over a medium flame. Add previously boiled shrimp cut lengthwise before adding spices and seasonings and cooking for seven additional minutes.

The next step entails beating the eggs and stirring in the cooking mixture for another minute. Then blend in a mixture of peanut butter and milk.

This concoction will serve six persons. With slight variations regarding the meat ingredients, this "Ritstafel" is part of the world-famous 26-course festive dinner popular among the Dutch on Java.

Del Monte Crew Gaining Weight

To the Editor:

The Del Monte's last trip was truly an SIU voyage, and this one is turning out to be another good trip. Our famous chief cook, J. W. Beatty, is still here. Also in the steward department is a very fine, hard working galleyman, the best yet, Frank Knouns. Everybody is gaining weight and on the last voyage there was a rumor going around in New Orleans that we were feeding like a passenger ship and would run out of stores. We didn't run short, but ate fresh vegetables all the way.

Seamen today believe in good meals, and if they don't get them somebody will hear about it. Yes, we are getting the best in maritime. Let's keep the climb upwards.

Alton Booth

Best Man Sails On Unhappy Ship

To the Editor:

Just because I shanghaied Whitley Moyer down to Bay St. Louis and married him off (I was best man, the one who got away), he had to take advantage of my youth and inexperience and shanghai me onto the Steel Fabricator. The mate tries to steal our overtime, our coffeetime, callback time and time off.

The master and the mate are both allergic to delegates, and I am again ship's delegate. Some of the captain's language describing Union procedure is unprintable; he refers to the boarding patrolman as "a visit from the commissar." He keeps asking if the profits from the Sea Chest go to "buy armoured cars for the commissars." He declares that what he wants is not more money but more power. I sailed with this character before Isthmian was organized and he spotted me the minute I came aboard.

He was not long in informing me that he hasn't changed a bit. "If anything, I'm worse." He's correct. Now he has so much more to be mad about. He's always been a bosun hater, but now he has the Union and the new agreement too. He feels slighted that the company signed it without first consulting him. The Isthmian "Bible" was much better.

Copies 'Red Lead'.

Recently the mate must have read some biography of "Red Lead" Anderson and then passed it on to the old man. The mate uses up all the red lead on the overtime sheets. The old man takes upon himself Red Lead's other attribute—that of piling her up.

In the Suez Canal, while playing quartermaster, he almost set her up on the bank, to the annoyance of the quite competent pilot. Off Saudi Arabia, with the radar off, he tried to sneak up on a defenseless island, but was foiled in this attempt by the lookout. Coming down the Malabar Coast, he changed course back and forth so often that the new men aboard thought that he was suffering from a war psychosis and had taken to zigzagging; the oldtimers knew he was tacking down the coast in an old square-rigger. This character lives on the bridge and trusts

neither mates nor seamen to change the "iron mike."

Fires Watch

I had been aboard only a few days when the mate fired my entire watch, triumphantly saying that at last he'd gotten Champlin. He was set right, when it was pointed out to him that on the day of arrival, any part of a watch constitutes a watch and that we had a perfect right to the afternoon ashore in New Orleans. A few days later in New York, when I had 45 minutes off given to me by the acting bosun after morning coffeetime, to go ashore to procure a new ship's library, this very petty officer was still so anxious to spite me that he made me turn to again till 1100 hours.

This piece of spite work was a hardship on everyone aboard, for we've always extended the use of our library to the licensed personnel. I didn't get the library in New York.

In Halifax, thanks to the courteous helpfulness of our brothers of the Fishermen's Union, I was able to exchange half of our books with the Seamen's Mission there. I want to thank these people, and suggest that copies of this LOG be sent to them as well as about 25 copies of each issue.

G. W. "Bill" Champlin

(Ed. Note: Copies of the SEAFARERS LOG are now being sent to the Fishermen's Union.)

Wants Neon Sign For Cafeteria

To the Editor:

I would like to suggest that a neon sign reading "Cafeteria—Free Parking" be put up at New York headquarters on Fourth Avenue. Right now, the cafeteria is getting all the neighborhood trade possible, but the cafeteria's business could be doubled if the general public, which does not as yet know of the cafeteria, had its attention attracted by such a sign.

Incidentally, I think that employees and Union members should park their cars in the back of the building, so that traffic is not hampered.

Claude Fisher

'Dutch' Holds Fishing Record

To the Editor:

Just thought I'd send you these few lines because I thought you might be interested in learning that "Dutch," the 8-to-12 fireman, is still the fishing champ aboard the Ines, of the Bull Lines.

While our ship was in Amoyo, Puerto Rico, "Dutch" caught a 40-pound barracuda. And, believe me, all of the other fellows on board are now starting to polish up on their fishing knowledge in order to beat his record.

Roman J. Jopski

Wife Enjoys Reading Log

To the Editor:

My family and I have moved, and I would like to change our address on the LOG mailing list, since my wife enjoys getting the LOG while I am at sea. We have two lovely children, a girl twelve years old, and a boy, ten. Right now, they are studying acrobatic dancing and they also tap dance very well. We're very proud of them, and one of these days, I'll be sending their pictures in to the LOG.

Michael Curry

(Ed. note: Your change of address has been made, and your wife will get each issue of the LOG as it is published.)

USPHS Shuts Up Hospital In NM

To the Editor:

The USPHS has closed the tuberculosis hospital at Fort Stanton, NM. The USPHS claims that it had to close down this hospital, the only one available to tubercular merchant seamen in a dry and cool climate, on account of "economy."

Because of this the General Welfare Committee of the USPHS Hospital, Fort Stanton, NM, is also dissolved.

I hope that you can inform all the officers and crews of all ves-

seils you own, operate or charter of this fact, too.

It is the wish of the entire patient body that I express their deepest gratitude for the very kind and generous cooperation you and all your ships' officers and crews have shown through the past years to the tubercular merchant seamen hospitalized here.

M. R. Lee, Chairman
General Welfare Committee

Electricians—Please Take Note

To the Editor:

I would like to know the opinions of other electricians on this matter:

On ships where two or more electricians are employed and where they have been requested by the company to furnish their own tools, I believe the money should be divided equally, providing that each electrician has enough tools to take care of any electrical work on-board, with the exception of meters, drill motors, heavy wrenches, etc., which are furnished by the company.

Anthony Nottage

Will Rejoin SIU After Army Hitch

To the Editor:

Although I am in the Army in Korea, I would very much like to receive the SEAFARERS LOG. I sailed with the SIU from 1947 to late 1949, before going into the Army.

Since I have been here in Pusan, Korea, working the piers, I have met many Seafarer brothers whom I sailed with. (I sailed out of Philadelphia.) My time is getting short, and it won't be any too soon before I get back with the SIU.

Ray Jamaack

(Ed. note: We have added your name to our mailing list; you will receive the LOG regularly every two weeks from now on.)

Crew, Topside Make Donation

To the Editor:

The captain of the McKettrick Hills, whose name is Louis Factor, is one of the most humane and considerate men the crew has ever had any dealings with. All the

officers and the entire crew pooled their money and sent \$239 to the Fort Stanton Hospital, a common practice sponsored twice a year by the captain himself. Good luck, and let this be an example for all skippers.

The crew also extends highest praise and esteem to the Wilmington agents for the way they handled our payoff; all the boys were loud in praise, giving thanks that the SIU has men like them.

The crew left the McKettrick Hills on the 13th and was on the Sea Tiger on the 14th; the mate and the captain both said they are lucky to have gotten all tanker men, with no time lost. This ship is a home and some of the boys may homestead it. I will have to get off, though because I found out when I arrived in California, after four months at sea, that I'm going to be a father again.

Thomas H. Fleming

Former Gulf Man To Receive LOG

To the Editor:

From 1945 to 1948 I belonged to the SIU A&G District and now belong to the Great Lakes District. I would greatly appreciate it if you would send the SEAFARERS LOG to my home, to keep my wife company while I am on the Lakes.

We are about to get our own paper started again up here, but I am coming back to the East Coast again this fall and am much more interested in the A&G District SEAFARERS LOG. I'll send you a small donation soon.

John Harrison Hicks

(Ed. note: Your name has been added to our mailing list; the LOG will be sent to your home from now on every two weeks as issued.)

Want Health Plan For SIU Families

To the Editor:

Since it has always been the policy of the SIU to call for suggestions on Union projects and activities for the negotiating committee, the crewmembers of the Alcoa Ranger, after much discussion, would like to give their opinion on the question of hospitalization.

We believe that, since most industries carry hospitalization insurance for employees and their families, the families of Seafarers should have this benefit, too; we would like to have the Union bring this matter up at the next contract negotiations meeting with the companies.

Signed by 21 crewmembers of Alcoa Ranger

Anniston City Circling Africa

To the Editor:

The Anniston City (Isthmian), at sea at the present time, is sailing from Baltimore to New York, across the Atlantic, through the Mediterranean Sea and Suez Canal, and over the Red Sea to the Persian Gulf. From there, we are going southward on the Indian Ocean to Durban, South Africa, and then back to Baltimore by way of the Cape of Good Hope, the South Atlantic, to Trinidad, over the Caribbean Sea and the North Atlantic. By the time this ship and its crew return, we will have circumnavigated the continent of Africa.

Michael J. Carlin

Sending Money To SIU Widow

To the Editor:

The crew of the Alice Brown has decided to make voluntary contributions toward a sum of money which will be sent to Mrs. Viola Harrison, of Galveston. Mrs. Harrison is the widow of our late brother, T. G. Harrison, who died aboard this vessel on Friday, May 1, early in the morning. He was buried at sea at 4:00 o'clock that afternoon.

Bernard H. Kimberly

Art Prizewinner Thanks Brothers

To the Editor:

I was very thrilled at being awarded a prize for my painting in the Second Annual Seafarers Art Contest, and want to thank all the Union brothers who were responsible for making the contest a reality again this year.

I'm sure I'll enjoy wearing the ring I was awarded.

Norman Maffel

Alcoa Clipper Stewardess



Seafarer Fannie Mairi, stewardess, poses with some of the younger passengers while they are having lunch out on deck aboard the Alcoa Clipper. They seem happy about the food that they're getting.



Champlin



Fisher



Jopski



Nottage



Carlin

SIU Films Shown At University

To the Editor:

The film "This Is The SIU" was shown to industrial relations and business management students at Northeastern University in Boston, where it met with great success. The only complaint made about this film was that it wasn't long enough. Several economics professors gave a favorable opinion too.

However, the film, "The Battle Of Wall Street," met with disfavor. This can probably be explained by the background of many of the students and their anti-Union feelings. The Chief remark was that the language used was nothing but tripe, and that it didn't explain the basic argument of the film.

Union Films Needed

The reaction of the audience indicated to me that more educational films made by our Union are needed in order to explain our problems and position to the public.

Joseph S. Cash

Photos Of Lakes Ships Available

To the Editor:

I would like to inform the members of the SIU who have sailed on Great Lake ships that they can procure, for 50 cents, an 8x10-inch glossy print of any Lake ship. These pictures are taken from the bridge height of the International span in the Detroit area. Recently I purchased the photo of the sunken SS Steinbrenner, which I worked on years ago.

There is no commission involved in my informing you of this service. It is: Claude Lockwood Photos, 1952 Rosemont, Detroit 19, Mich. C. L. Korsen

US Navy Needs A Good Patrolman

To the Editor:

I enjoy reading the LOG very much, because it keeps me up-to-date on what a good organization like the SIU is doing. I would like to subscribe to the LOG.

At present I am a bosun in the Navy. Before getting hooked into this mess—and I do mean mess—I sailed on SUP ships. We certainly are in need of a good patrolman here. I wonder what these people would think if they were to see some good SIU sailors at work.

Daniel J. Marshall

(Ed. note: We will be glad to add you to our list of subscribers if you will send us your complete address.)

Top Crew Lauded By Master, Mate

To the Editor:

The crew of the Irenestar (Triton) at a recent shipboard meeting thanked the captain and the chief mate for their wholehearted cooperation during the past six months. It is with regret that most of the crewmembers are leaving the vessel. Usually, most crews are glad to be rid of some ships, but this crew regrets that the trip was so short. It has been a wonderful voyage.

Captain Kranz and Chief Mate Gallagher told the ship's delegate that if it was possible to shanghai the whole crew, they would not hesitate. There is one exception to this—

LETTERS

one of the wipers. If necessary, the captain said, he would sell the ship to be rid of him. This man not only made derogatory remarks about the Union, but has the distinction of being the only man who can say that he made a Far East run as a passenger and still got paid. From the master on down this man was talked to, talked at, cajoled, threatened, to see if he could be made to work at least eight hours. No luck.

The crew agreed that we should take Union action on this man, and, if possible, he should not even be allowed to look at a ship crewed by SIU men.

For reasons of safety, the crew decided not to crowd the patrolman on arrival, but wait until the delegates have made their report. After all, he may have some kind of sickness that the delegates should be allowed to catch first.

John Fisher

Oiler's Wife Likes The Log

To the Editor:

My husband, James C. Broome, is an oiler on the Trinity and a member of the SIU.

I recently saw a copy of the SEAFARERS LOG, and enjoyed it very much. The paper had a lot of information in it that was very interesting, and I would like to get the paper regularly. Please put my name on your mailing list.

Mrs. James Broome

(Ed. note: Your name has been added to the mailing list and you will receive the LOG regularly.)

SIU Army Recruit Longs For 1955

To the Editor:

I would like my friends in the SIU to know that I am going to be in the Army for the next two

years. I sure will be glad when June of '55 rolls around, so I can take my book out of retirement.

I'm one of the boys who got a rough deal out of this, after sailing nine years—seven of them actual discharge time. Eight and a half were with the SIU, of which I'm very proud.

I will write after I get out of basic training, and would sure appreciate it if you would send me the LOG. I also wish some of my shipmates would drop me a line.

Pvt. El. Jack D. Anderson
U. S. 55-408-173
Co. D, 6th Qm. BN. Res. Comd.
6th Armd. Div.
Fl. Leonard Wood, Mo.

(Ed. note: We have added your name to our mailing list so that you will receive the LOG regularly every two weeks; your address is printed above for your former shipmates.)

Ex-Marine Plans An SIU Future

To the Editor:

My military hitch in Korea is now over, and I am back in the US again, with minor decorations of participation and a general discharge from the Marine Corps due in California next month.

On my agenda is a visit to the local SIU hall and a purchase of gear for my reinstatement as a merchant seaman with work and real Union association. This time, I'll see Korea through a porthole. Luck and regards to the staff and to my mates of the past.

PFC Walter H. B. Blatch

Money Exchange Rates Listed

The following is the latest available listing of official exchange rates for foreign currencies. Listings are as of July 9 and are subject to change without notice.

England, New Zealand, South Africa: \$2.80 per pound sterling.
Australia: \$2.24 per pound sterling.
Belgium: 50 francs to the dollar.
Denmark: 14.45 cents per krone.
France: 350 francs to the dollar.
Germany: 4.2 Marks to the dollar.
Holland: 3.80 guilders to the dollar.
Italy: 625 lire to the dollar.
Norway: 14 cents per krone.
Portugal: 28.75 escudos to the dollar.
Sweden: 19.33 cents per krone.
India: 21 cents per rupee.
Pakistan: 30.2 cents per rupee.
Argentina: 14.2 pesos to the dollar.
Brazil: 5.4 cents per cruzeiro.
Uruguay: 52.63 cents per peso.
Venezuela: 29.85 cents per bolivar.

A Painter



Aboard the La Salle (Waterman), Dick Hampton looks up from painting long enough to pose for cameraman.

Purplestar Men Enjoy Good Trip

To the Editor:

The Purplestar is once more on her way to Japan and Korea. We are stopping in Pedro for bunkers and then heading across.

There was plenty of trouble on her last trip, but from the looks of things this will be one of the nicest trips that I have ever made. We have a good crew and also the best bunch of officers I have ever sailed with. The first day in New Orleans the deck delegate went up for a draw and the skipper told him that the crew could have money any time. Everybody in the crew is way overdrawn, and if we had not left Houston when we did, we would be making this trip for our draws.

Delia Regulars Aboard

Jimmy Bell is the steward, and a nicer one you could not find. Robert McNeil is the chief cook, in case any of the boys up around Boston and New York are wondering where he is. We are going to make a rebel out of him yet. Johnny Ward is the deck engineer, Red Truly is firing, also Charlie Murree. Quite a few of these boys are

South American regulars. Some of the boys on the Delta Line ships might recognize some of their names: Joseph Scramuzza is the BR; W. J. (Bill) Dillman is oiling (George Foley, also); Guidry is AB; E. J. Taylor is baker, and Percival Wicks is third cook.

That is about all to report, except to repeat that this looks like the best trip I have ever made; no trouble whatsoever. We will keep in touch with the LOG from the ports of Japan and Korea.

N. A. Huff

Seconds Beef On Cramped Rooms

To the Editor:

I am writing in response to the letter from the passenger BR suggesting that we write to the LOG about cramped living and sleeping quarters. With eight steward department men involved, I fully agree that they have a very good beef. These rooms are no larger than the other rooms on the ship, some of which house two and others three men from a department.

I suggest that port officials of the Union and the company make a survey and see what can be done about correcting this condition.

Arnt N. W. Larsen

Thanks Rescuers On Claiborne

To the Editor:

I am very fond of reading the SEAFARERS LOG, and my wife and I thank you very much for the friendship you have shown me. I have been very ill, but I hope that I soon will get a ship, so that I can call on you and tell you all this in person.

The sailors of the Claiborne, who rescued my shipmates and me from the Angy, have been very comradely and good to me. I shall never in my life forget them or that horrible catastrophe.

Fehil Hassan

Voices Thanks For Union Gifts

To the Editor:

This is to let my shipmates and friends in the SIU know that my father, Charles Pilutis, passed away last week. He was 67 years old.

Many of the Seafarers used to come up to our place at 89 Gratatan Street in Brooklyn and knew my father well. He always made them feel welcome there. I would like to take this opportunity to publicly thank the Union and its members for the flowers and for the financial assistance from the SIU Welfare Services department.

Joseph Pilutis

Bessemer Victory Crewmember Dies

To the Editor:

The crew of the Bessemer Victory (Alcoa), wishes to inform the membership of the SIU, with regret, of the death of one of our members. Brother Neil G. Shaw died on Sunday, May 24, while on duty on the morning watch, at 2:30 in the morning. He was buried at sea that afternoon at three o'clock.

Henry L. Pruitt

3rd Prizewinner Thanks LOG Staff

To the Editor:

I was lucky enough to win third prize for handicrafts in the second annual Seafarers art contest and wish to thank the LOG staff for the help they gave me in packing and unpacking my exhibit and for selling so many of my bracelets and tie clips.

Due to an old ulcer bothering me, I was in the Brighton Marine Hospital for two weeks, and just got out in time to get a job on the Yarmouth, which made it impossible for me to be presented with my SIU ring at the membership meeting.

I am sorry I didn't have the pleasure of meeting all of you during my only two visits to New York headquarters, which is surely a credit to our Union and the brothers who take care of things there. I was very much impressed with the print shop; I had no idea there was so much going on.

Joseph H. Penswick

Still Mending After Car Crash

To the Editor:

I was just about ready to return to sea when a car accident set me back. The accident happened on Christmas Eve, and I am still out of shape. Maybe it won't be too much longer. If I can ever get back the use of my left arm, I will return to sea.

Meanwhile, the LOG is about the only contact I have with my brothers at sea. So, until some future date, I am still in the boneyard.

Harold Witt

Vote Of Thanks From LOG Fan

To the Editor:

Before me on the messroom table are five bound volumes of the SEAFARERS LOG. After glancing through several issues, I was pleased and gratified to realize the good work being done along the lines of the right and proper kind of publicity by so many of our brothers. I wish we could give a gold cup of merit to the men who make this publication possible. The editor and his staff are doing a marvelous job of helping our entire organization by their good efforts in trade journalism.

It must be a wonderful experience to be a part of the editing and publishing of the LOG. You get comments and criticism from members you seldom see or hear of otherwise. You get many news items from heretofore hidden sources, items both good and bad. But most of all, you get letters from members from all over the world, from people you never heard of, praising and contributing to your never-ending work.

Ray Brautt

Crew Thanks SIU For Mobile Party

To the Editor:

We, the crewmembers of the Atlantic States, wish to convey our heartfelt thanks to the men of the SIU in the port of Mobile for the wonderful party they gave us while our ship was in drydock in that port. Through the untiring and unselfish efforts of all the men involved, everyone had a very enjoyable time.

Crew of Atlantic States

... DIGEST of SHIPS' MEETINGS ...

LEWIS EMERY JR. (Victory Carriers), May 31—Chairman, Lee E. Movall; Secretary, Ricky Matika. Washing machine and crew radio need repairing. Vote of thanks was given to the steward department. Motion was passed to put a scupper in the crew pantry. Vote of thanks went to the third engineer and the deck engineer for installing and repairing the washing machine. Collection will be taken up for a wrist watch for the captain.

RAPHAEL SEMMES (Waterman), May 17—Chairman, J. Parker; Secretary, Guy Walter. J. Parks was elected ship's delegate. Repair list will be made up, to see what can be done on the ship and what must be done in Baltimore. Laundry should be kept clean. Discussion was held on night lunch, noise in the passageways, keeping decks clean and returning soiled linen.

May 31—Chairman, John Annet; Secretary, Guy Walter. Only port fans still need repairing. One locker needs fixing.

DEL MAR (Mississippi), May 10—Chairman, Robert Callahan; Secretary, C. A. Bradley. There is a total of \$108.75 in the ship's fund after \$100 was spent on a record player. Steve Szantos was elected ship's delegate. All ball players were asked to meet in the deck lounge. Crockery and other kitchen utensils should be returned to messhall.

June 14—Chairman, Robert Callahan; Secretary, Charlie Bradley. There is \$107.91 in the ship's fund. Ship's delegate should see about getting a new washing machine and a place to store it. Record player will be donated to the Marine Hospital. There were several beefs about the food.

BARBARA FRITCHIE (Liberty Navigation), June 14—Chairman, P. Karmen; Secretary, J. M. Lundy. Repairs are being made. Ship's delegate will see the captain about the time the storeroom will be opened and about posting the price list. Each delegate will make a list of what supplies are needed. Steward utility should keep the recreation room clean; deck and engine sanitary men al-

ternate cleaning the laundry. Galley exhaust fan needs cleaning. Steward has ordered a good supply of stores and the captain has okayed this. Steward promised to serve juice every other day. First assistant will be contacted about repairing the plumbing.

JOHN B. WATERMAN (Waterman), May 24—Chairman, Walter H. Sibley; Secretary, Carl Barber. Motion was passed to start a ship's fund. Any man getting off the ship should see the department head. Wiper will make morning coffee from now on.

TROJAN TRADER (Trojan), June 16—Chairman, Pete Piascik; Secretary, John O'Dea. Cigarette allowance will be increased and draws will be put out in time for all concerned. Men off watch can get the draw at 9:00 AM. Men should declare extra cigarettes. Drinking water should be piped on deck to keep unauthorized persons out of ship's quarters. Chief engineer will be asked about this. Men should be properly dressed in the messhalls. Washing machine should be shut off when not in use. Agitator is to be secured at all times. Captain will be asked about a draw in San Pedro, about launch money and about extra money due for the night in drydock. Steward department got a vote of thanks for a job well done aboard.

FREDERIC C. COLLIN (Dry Trans), June 7—Chairman, Ben Lawson; Secretary, John R. Tilley. Repairs were pretty well taken care of. Galley and steward department rooms were painted last trip. Ship's delegate will try to get draws in US money. All members will donate \$2 for the purchase of magazines, periodicals and new pocket books in Houston. Ship's delegate will collect the money and make purchases. There should be less noise in the messhall at night. Steward and delegates will check stores before the ship sails from Houston. Cleaning of the recreation room and laundry will be rotated each week.

ALCOA PARTNER (Alcoa), June 14—Chairman, J. Jordan; Secretary, Melano S. Sospina. Important repairs were taken care of in Mobile; minor repairs will be done in New York. Everyone should take good care of the new washing machine. Robert Kennedy was elected ship's delegate; Fred Miller, deck delegate; Eric B. Hayes, engine delegate; Alexander Cherney, steward delegate.

DEL ALBA (Mississippi), June 3—Chairman, James L. Tucker; Secretary, Kenneth Blackstone. There is \$9.85 in the ship's fund. Passageways should be mopped with kerosene. Four men must share sleeping quarters in the steward department.

SOUTHERN STAYES (Southern Trading), June 14—Chairman, Charles Moore; Secretary, L. B. Bryant, Jr. Discussion was held on less pork being served due to the warm weather on this run. Repair list and additions were discussed. \$2 was spent from the ship's fund to buy cigarettes for the workaway. If collected, the proceeds of the workaway doing unlicensed deckman's work should be given to him, since he has truly and wholeheartedly earned it.

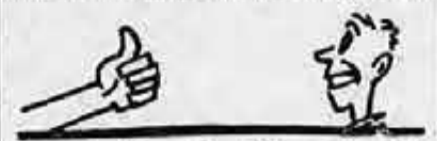
ALCOA PATRIOT (Alcoa), June 14—Chairman, E. A. Grady; Secretary, O. W. Traurick. Vote of thanks went to the sanitary for a good job. Elliott was elected ship's treasurer. Record player will be purchased from the chief electrician from the ship's fund. This will be placed in the messhall as Union property. Cookies are served as dessert too often. Steward should try to get a great variety of fresh fruit. There is \$50.54 in the ship's fund.

ALEXANDRA (Carras), June 8—Chairman, H. A. Manchester; Secretary, H. J. Sperling. There is disputed OT from Saabo Harbor, where all hands were restricted to ship. Two men missed ship there. There is a pastry making beef between the steward and baker. Deck department quarters need painting; messhall speaker needs repairing. Coffee cups should be returned to the sink. Ship's delegate will see the captain on a draw in US currency, and about painting crew's quarters and repairing porthole gaskets. It was brought up that the

baker dropped the dessert on deck and then served it.

CORNHUSKER MARINER (Robin), June 13—Chairman, George Gordon; Secretary, John E. Underwood. One man missed ship, sending word that he was in an auto accident. George J. Smith was elected ship's delegate by acclamation. Delegates will make up repair lists to be given to the West Coast patrolman. Milk is to be served at breakfast and supper. Bunk ladders and wind scoops are needed. Ship's delegate will look into Korean war exchange.

HURRICANE (Waterman), June 14—Chairman, M. Sterne; Secretary, N. Richie. There is \$18 in the ship's fund. Iron that was broken by one of the passengers should be replaced by the com-



pany, since it was bought from the ship's fund. Frank Swastka was elected ship's delegate. Washing machine pump needs fixing.

STEEL TRAVELER (Isthmian), June 7—Chairman, O. J. Morgan; Secretary, J. G. Lakwyk. Performers were warned about straightening out. Donations will be accepted for an automatic runner on the washing machine; machine was not in good condition when brought aboard.

IRENESTAR (Maline), April 28—Chairman, Larry Palowski; Secretary, John Fisher. Disputed OT will be handled by patrolman on arrival, if ever, in United States. Slopchest will be replenished in Japan if possible. Hot water for the washing machine will be installed as soon as possible; soiled linen is to be turned in before arrival in Japan. Keys are to be made. Mate will be seen on this. Garbage should be put a little forward as long as deck cargo is on

PERSONALS

W. J. Lewis
Please contact your mother. She's worried about you.

Warren W. Smith
Your clothes are in the shack at the Seatrain dock in Edgewater, NJ.

Lamar L. Pickett
Write to your mother and let her know your address. The New York address you gave her is incorrect. Her letters are being returned.

John W. Bigwood
Please contact your wife. She has not heard from you for two months and is worried about you. Her address is 795 East Fourth Street, South Boston, Mass.

Hans Vingen
Get in touch with Olaf Christensen at 92 Seventy-second Street, Brooklyn. His telephone number is SHore Road 8-9025.

Benjamin Pritiken
Get in touch with your father as quickly as possible.

William Barnes
Please contact your wife.

board. Radios should be played as low as possible.

May 31—Chairman, A. G. Fowler; Secretary, John Fisher. Crew thanked the captain and chief mate for their wholehearted cooperation during the past six months. Most of us are leaving this vessel with regret. One man will be recommended for expulsion from this union, and if possible he should not be allowed even to look at a ship crewed by SIU men. Repair list was left for the next crew. Steward department got a vote of thanks.

BULL RUN (Mathiasen), June 17—Chairman, Fred Bruggner; Secretary, D. McPherson. There is \$42.75 in the ship's fund. One man missed ship. New toaster is needed. Ship needs fumigation. Books for ship's library should be picked up. Each man should contribute to the ship's fund at the payoff. Coffee urn needs repairing as well as washing machine light, scuppers.

SEATRAN NEW YORK (Seatrain), June 18—Chairman, James B. Sellers; Secretary, Ray W. Sweeney. There is \$70.65 in the ship's fund. H. F. Glisson was elected ship's delegate. Steward will contact the port steward about the linen shortage. Ship's treasurer will buy stamps to send ship's minutes to headquarters. All linen is to be turned in before ship goes to shipyard. Cups should be returned to the messroom. Men must be properly dressed in the messhall.

SIMMONS VICTORY (Bull), April 10—Chairman, J. Barnett; Secretary, William Elliott. There are plenty of medical and food stores. One man missed ship. Stephen Fulford was elected ship's delegate. Steward was asked to get as much fresh milk as possible in Europe. Captain will be contacted about putting out a draw in US currency. All doors dogged down except gangway door.

No date—Chairman, J. Barnett; Secretary, Cantor. First assistant will be contacted on getting gears for the washing machine. Ship's delegate got a vote of thanks. Ship's delegate will ask the patrolman to check the slopchest stores, draws in foreign ports. Vote of thanks went to the cooks. There have been complaints about the medical treatment, which is not prompt.

SEATRAN TEXAS (Seatrain), May 23—Chairman, C. Kelleher; Secretary, F. Prezalar. Old man is acting like the steward. Foc'sles, messhall and galley need souzeing. Messhall ventilation needs fixing. It is sometimes as high as 120 degrees, too hot even to sit down. Delegates will check portholes, wind chutes, screens and screen doors.

LONGVIEW VICTORY (Victory Carriers), April 15—Chairman, D. Patterson; Secretary, J. Robinson. J. H. Lee was elected ship's delegate. Men will put in

for delayed sailing in Tripoli. Chief engineer is making derogatory statements about the Union and doing crew's work.

STEEL AGE (Isthmian), May 3—Chairman, Joe Selby; Secretary, E. G. Tesko. Steward believes the chief cook is not handling his job competently. Chief cook says the steward is blowing his top. Steward said he will do all the cooking. Ship's delegate read the steward's duties and said this is his prerogative. This will be tried out for a week.

May 12—Chairman, Walter Suska; Secretary, Milton Robert's. Suggestion was made that the chief cook resume his regular duties, with the steward butchering and supervising. All unlicensed foc'sles and passageways will be painted out if the paint lasts. Additional shelves for condiments should be built in the messhall. Broken toilet in deck department should be fixed. Ship's delegate will ask the captain about a US currency draw in Halifax. Steward should order 18 and 12-inch fans. Screen doors need repairing; several portholes need new screens. Vote of thanks went to the steward for his excellent efforts in the galley.

May 24—Chairman, Jack R. Misner; Secretary, Norman E. Wroton. Captain has approved the six days' lodging. Vote of thanks went to the steward department. Delayed sailing and double OT in Mangalore disputed. Fans are really needed. Members leaving the ship should strip bunks, turn in linen and leave foc'sles clean and in good order.

CATHERINE (Transfuel), May 31—Chairman, Percy J. Boyer; Secretary, Frank Maklicki. One man missed ship in New Orleans; one man was signed on in Trieste. Rooms should be left clean with bunks stripped.

NOTICES

Albert E. McKinstry
Your discharge from the Alcoa Planter, August 1952, is being held for you at the SEAFARERS LOG. Please pick it up.

Wilfred P. Roux
Contact the Fleet Labor Relations Department of Isthmian for your discharge certificate from the Steel Seafarer, June 24, 1953.

A. Larson
Please contact SIU baggage room.

Editor,
SEAFARERS LOG,
675 Fourth Ave.,
Brooklyn 32, NY

I would like to receive the SEAFARERS LOG—please put my name on your mailing list. (Print Information)

NAME

STREET ADDRESS

CITY ZONE STATE

Signed

TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below:

ADDRESS

CITY ZONE STATE

Quiz Answers

- (1) (a) Maine.
- (2) The left side.
- (3) 12, 240, 10,080. The series is based on multiplying the first number in the series by two, the answer to that by three, the answer to that by four, and so on.
- (4) Homes. H(uron), O(ntario), M(ichigan), E(rie), S(uperior).
- (5) (b) Faneuil Hall. It's in Boston.
- (6) Mississippi-Missouri, Amazon and Nile.
- (7) \$134.40, representing 16% of the total.
- (8) London.
- (9) (c) The birds of America.
- (10) 40 MPH.

Puzzle Answer

COD	HURON	LOG
AGO	ETAPE	IVA
REC	LEVEL	NET
PEKOE	ENSIGNS	
YANK	SOT	
SEARAID	NAMES	
ERR	NAG	ATA
CADIZ	YAKUTAT	
NAP	SAFE	
PENNMAR	NARES	
ORE	ZOOMS	ITE
RIO	ALCOA	ATE
TEN	MIKAN	LAD

Review Of Membership Trials And Appeals

(Continued from page 12)

against negro seamen, threatened bodily harm to two crewmembers while in Japanese port.
Trial Committee: James Matthews M-455, T. McRaine M-301, James H. Rawlings R-228, C. Ducote D-291, John E. Hanks H-161.
Findings: Accused presented with copy of charges and notified to appear. Did not appear. Committee found him guilty in absentia and recommended expulsion.

February 26, 1953
Accused: 46334, Accuser: Tom Banning B-12.
Charges: Missed Pennmar. Told to rejoin ship and company arranged transportation but he did not rejoin.
Trial Committee: E. Schroeder S-387, R. Molsant M-436, Clendon Bane B-307, K. Hansen H-368, L. C. Clark C-26.
Findings: \$50 fine to be paid at completion of next trip.

May 7, 1953
Accused: J-103; Accuser: John Arabasz A-2.
Charges: Interference and vilification, misconduct during Union meeting. Disorderly conduct in Union hall.
Accused appeared in Union hall intoxicated, caused a furor, threatened a fight, accused an official of being a liar, implied he had personal influence in Union on East Coast. Brought Union into disrepute before membership and members of brother Unions in Wilmington. Came to hall drunk on another occasion and had his book picked up. Was dispatched to ship, showed up late and intoxicated at shipping commissioner's office. Ship sailed short as a result. Caused disturbance during regular membership meeting when master at arms refused him admission because of his condition. Refused to sign copy of charges.
Trial Committee: C. Parker P-268, J. J. Flanagan F-149, A. E. Burris B-259, B. A. Granberg G-171, T. M. Beukle H-395.
Findings: Fine of \$50 for missing ship, \$25 for each of other bounties (four counts in all) making \$125 payable after next trip.

May 21, 1953
Accused: S-722; Accuser: John Arabasz A-2.
Charges: Misconduct, neglect of duty aboard ship. Went aboard ship drunk, got in sack and was unable to turn to or sign on.
Trial Committee: J. T. Shaw S-345, C. P. Parker P-368, J. Paerels P-233, J. Thompson T-215.
Findings: Brother owed fine from previous trial. Suspended for six months, pay \$100 fine now due and pay additional \$50 after first voyage.

APPEALS TO HEADQUARTERS APPEALS COMMITTEE
November 6, 1952
Appeller: G-201.
Nature of conviction: Had been found guilty of charge of knifing shipmate aboard Alcoa Partner, had been suspended from membership. Appealed to headquarters appeals committee, submitting affidavit to the effect that fight had taken place off ship.
Committee: E. A. Anderson A-303, Charles J. Mehl M-233, Patrick J. McCann M-12, Carl Adams A-25, Ed. J. O'Rourke O-33.
Findings: Committee recommends reinstatement and payment of all back dues and assessments at time of suspension.

March 25 and 26, 1953
Appeller: R-197.
Nature of conviction: Had been found guilty of using narcotics, and had been suspended from membership. Submitted evidence of steps taken to rehabilitate himself in form of report from County Court Probation Service.
Committee: E. Spear S-15, C. Adams A-25, D. Dean D-70, A. G. Espenada E-28, R. L. Brock B-505, J. L. Masters M-26.
Findings: Committee reviewed charges and upheld action of trial committee but in view of evidence that man is rehabilitating himself recommended lifting of suspension and reinstatement.

Appeller: W-80.
Nature of conviction: Had been accused of incompetence as stew-

ard and 2nd cook and baker and had been suspended from all stewards department ratings for two years, by a Baltimore trial committee. Appeared in person and presented his case.
Committee: Same as above.
Findings: Committee reversed findings of Baltimore trial committee by unanimous vote, allowed man to resume former status.

Appeller: B-410.
Nature of Conviction: Suspended six months and fined for loan-shark practices by New York trial committee.
Committee: Same as above.
Findings: Appeals committee upheld findings of trial committee.

May 20, 1953
Appeller: O-58.
Nature of Conviction: Had been fined \$50 on charge of pilferage of ship's property. Trial committee also denied him right to sail as steward for two years on reports of shortages revealed by inventory which indicated either negligence or further pilferage. Action taken by Baltimore trial committee.
Committee: E. Spear S-15, M. Byers B-205, H. Bennett B-350, F. Douglas D-128, S. Freilich F-158, W. LaChance L-069, J. Pacheco P-53.
Findings: Appeals committee upholds verdict of guilty on pilferage charge, but finds there was no evidence of incompetence or negligence as steward in the record. Committee recommends that punishment be reduced to \$50 fine and removal in any case, of penalty denying him right to sail as steward for two year period.

October 23, 1952
Appeller: 22371.
Nature of Conviction: Had been suspended for one year. Asked reinstatement.
Committee: G. Sutt S-53, G. Grhame G-161, P. P. McCann M-12, F. Douglas D-128, E. Puchalski P-157.
Findings: Appeal denied.

Newcomer To Burgundy Street, New Orleans



Mr. and Mrs. Domingo Marte of 3413 Burgundy Street, New Orleans look proudly on six-weeks' old Christopher Domingo Marte. His dad recently paid off the Mississippi cruise ship, Del Mar, where he served as chief cook.

RECENT ARRIVALS

All of the following SIU families will collect the \$200 maternity benefit plus a \$25 bond from the Union in the baby's name.

Mary Jane Oates, born April 17, 1953. Parents, Mr. and Mrs. Ray Oates, 337 Market Street, Philadelphia, Pa.

Robert Moreni, born February 4, 1953. Parents, Mr. and Mrs. Peter Moreni, 932 Tasker Street, Philadelphia, Pa.

Barbara Jean Connell, born May 29, 1953. Parents, Mr. and Mrs. Charles Connell, Salem, Mass.

George Randolph Meaden, Jr., born June 4, 1953. Parents, Mr. and Mrs. George R. Meaden, 110 Winthrop Street, Roxbury, Mass.

Deborah Maryanna Skorupa, born May 30, 1953. Parents, Mr. and Mrs. Leonard P. Skorupa, 1820 Gough Street, Baltimore 31, Md.

Paul Connors, born June 8, 1953. Parents, Mr. and Mrs. Willett S. Connors, Everett, Mass.

Gladys Maria Warren, born April 3, 1953. Parents, Mr. and Mrs. Francis A. Warren, 626 48th Street, Brooklyn, NY.

Brenda Dianné Meyer, born June 12, 1953. Parents, Mr. and

Mrs. Jackson E. Meyer, 811 East Henry Street, Savannah, Ga.

Jose Maria Montalvo, III, born May 19, 1953. Parents, Mr. and Mrs. Jose Maria Montalvo, 230 West Avenue A, Robstown, Tex.

Gerald Bonefont, born May 31, 1953. Parents, Mr. and Mrs. Felix Bonefont, 232 East 7th Street, New York, NY.

Lucy Ann Price, born June 10, 1953. Parents, Mr. and Mrs. Calvin T. Price, 707 Broadway Street, West Norfolk, Va.

Clara Olivia Hill, born December 27, 1952. Parents, Mr. and Mrs. George A. Hill, 12 North Hamilton Street, Mobile, Ala.

Stecial Calvin Sullivan, Jr., born June 3, 1953. Parents, Mr. and Mrs. Stecial C. Sullivan, 905 Highland Avenue, Plateau, Ala.

Diane Guillen, born June 2, 1953. Parents, Mr. and Mrs. Antonio Perez Guillen, 77 Varet Street, Brooklyn, NY.

Erneto Cruz, born March 16, 1953. Parents, Mr. and Mrs. Esteban Cruz, 2103 Second Avenue, Apt. 9, New York, NY.

Ivan Hannibal, born June 16, 1953. Parents, Mr. and Mrs. Rober-

to Hannibal, 1059 Teller Avenue, Bronx, NY.

Roberto Bosco, Jr., born May 25, 1953. Parents, Mr. and Mrs. Roberto Bosco, 536 East 149th Street, Bronx 55, NY.

Jean Marie Rogers, born June 17, 1953. Parents, Mr. and Mrs. Patrick I. Rogers, 355 21st Street, Brooklyn, NY.

Yvonne Denise Davis, born March 21, 1953. Parents, Mr. and Mrs. Ralf Davis, Pearl River, La.

Cynthia Marie Bennett, born June 20, 1953. Parents, Mr. and Mrs. Howard A. Bennett, 256 Bay 11th Street, Brooklyn, NY.

Christopher Domingo Marte, born May 18, 1953. Parents, Mr. and Mrs. Domingo Marte, 3413 Burgundy Street, New Orleans, La.

Madeline Smith, June 17, 1953. Parents, Mr. and Mrs. Wesley J. Smith, 433 West 25th Street, New York, NY.

Roselyn Marie Abramson, born June 15, 1953. Parents, Mr. and Mrs. Lionel Abramson, 322 Lenox Avenue, New York, NY.

Lawrence Gene Ashley, born June 1, 1953. Parents, Mr. and Mrs. Leland E. Ashley, PO Box 1919, Cleveland, O.

Albert Duncan Sawyer, born June 15, 1953. Parents, Mr. and Mrs. William D. Sawyer, Box 31, Velasco, Tex.

Olde Photos Wanted by LOG

The LOG is interested in collecting and printing photographs showing what seagoing was like in the old days. All you oldtimers who have any old mementos, photographs of shipboard life, pictures of ships or anything that would show how seamen lived, ate and worked in the days gone by, send them in to the LOG. Whether they be steam or sail, around the turn of the century, during the first world war and as late as 1938, the LOG is interested in them all. We'll take care of them and return your souvenirs to you.

in the HOSPITALS

The following list contains the names of hospitalized Seafarers who are being taken care of by cash benefits from the SIU Welfare Plan. While the Plan-aids them financially, all of these men would welcome mail and visits from friends and shipmates to pass away the long days and weeks in a hospital bed. USPHS hospitals allow plenty of time for visitors. If you're ashore and you see a friend's name on the list, drop in for a visit. It will be most welcome.

- USPHS HOSPITAL BALTIMORE, MD.
 - John F. Brennan
 - Charles Bouskila
 - Carl E. Chandler
 - Gorman T. Glaze
 - Louis Goodwin
 - William Kenny
 - Karl Kristensen
 - Gustave Loeffler
 - George A. Logan
 - Earl Mansfield
 - Melvin Mason
 - Thomas Nicholas
 - S. Nygaard
 - Telesfrom Roman
 - Gerald B. Smith
 - David F. Sykes
 - Lloyd Thomas
 - William F. Vaughn
 - Clarence Wallace
 - Chester Weddie
- VA HOSPITAL CORAL GABLES, FLA.
 - Joseph E. Richard
- VA HOSPITAL NEW ORLEANS, LA.
 - L. Bourdonnay
- USPHS HOSPITAL GALVESTON, TEX.
 - George O. Corbett
 - Oliver Hall
 - B. J. Lawson
 - J. E. Markopolo
 - James Russell
 - Rafael Saucedo
 - Robert L. Shaw
- USPHS HOSPITAL BOSTON, MASS.
 - John A. Duffy
 - John J. Flaherty
 - Fred H. A. Gnitke
 - S. R. Greenridge
 - Theodore Mastaler
 - J. S. O'Byrne
 - Robert A. Rogers
- USPHS HOSPITAL NEW ORLEANS, LA.
 - T. L. Ankerson
 - Tobe Beams
 - James E. Belcher
 - D. Bisset
 - E. Bracewell
 - William R. Carroll
 - Jessie A. Clarke
 - Jose A. Colls
 - Thomas Connell
 - S. Cope
 - Rogelio Cruz
 - D. Dambrino
 - E. Delcours
 - Henry Durney
 - F. Farthing
 - R. P. Franklin
 - Harry L. Glover
 - Paul Goodman
 - Niel Hansen
 - C. M. Hawkins
 - B. R. Huggins
 - W. C. Jeffries
 - Edward E. Johnson
 - T. S. Johnson
 - Thomas F. Keller
 - E. G. Knapp
 - Joseph Kornek
 - Leo H. Lang
 - A. J. Laperouse
 - Thomas J. Lundy
 - C. R. Nicholson
 - M. Oswald
 - E. A. Patterson
 - Shirley Poole
 - Abram A. Sampson
 - Luther C. Seidle
 - Henry S. Sosa
 - T. R. Stanley
 - Nicholas T. Tala
 - George R. Wendel
 - T. Barbour
 - V. Guest
 - John G. Dooley
- USPHS HOSPITAL SEATTLE, WASH.
 - Alfred Johansen
 - Tony J. Kismul
 - E. A. Martell
 - George M. Rice
 - Dante Salotti
 - Henry J. Tucker
 - George J. Wanka
- USPHS HOSPITAL STATEN ISLAND, NY
 - Edwardo Balboa
 - Robert A. Barrett
 - Archie Bishop
 - Robert Borland
 - James H. Bowley
 - James Eracht
 - M. Burnstine
 - Frank Calnan
 - Benito Centero
 - Clarence A. Collins
 - Marcos R. Fortes
 - John Foley
 - William Foyt
 - L. Franklin
 - Burton J. Frazer
 - F. J. Frenette
- MANHATTAN BEACH, BROOKLYN, NY
 - Victor Arevalo
 - Edmund C. Blosser
 - Walter Chalk
 - Emilio Delgado
 - C. M. Davison
 - Antonio M. Diaz
 - John J. Driscoll
 - Jose G. Espinoza
 - Enrique Ferrer
 - Robert E. Gilbert
 - Bart E. Guanick
 - Peter Gvozdoch
 - John B. Haas
 - F. Landry
 - James J. Lawlor
 - James R. Lewis
 - Francis F. Lynch
 - Harry F. McDonald
 - David McInreath
 - Claude A. Markell
 - Vic Milazzo
 - Alfred Mueller
 - John R. Muddock
 - Eugene T. Nelson
 - Pedro O. Peralto
 - G. E. Shumaker
 - Robert Sizemore
 - Henry E. Smith
 - Herbert R. Totten
- FIRLAND SANITORIUM SEATTLE, WASH.
 - Emil Austad
- USPHS HOSPITAL FORT STANTON, NM
 - John G. Dooley
- ST. PATRICK'S HOSPITAL LAKE CHARLES, LA.
 - George O. Corbett
- HARBOR GENERAL HOSPITAL WILMINGTON, CAL.
 - William J. Gillick
- SEASIDE GENERAL HOSPITAL WILMINGTON, CAL.
 - Harold Greenwald
 - J. L. Ritterman
- USPHS HOSPITAL SAN FRANCISCO, CAL.
 - Joe Arras
 - Marcelo B. Belen
 - C. R. Johnson
 - Melvin Knickman
 - Oscar Ozer
 - John C. Ramsey
 - Peter Smith
 - D. K. T. Sorenson
- USPHS HOSPITAL NORFOLK, VA.
 - Lewis N. Childress
 - James W. Davis
 - S. Gelordhos
 - Theodore Simonds
 - James Webb
 - Luby Wheller
 - Horlon C. Willis
 - R. T. Willoughby
- USPHS HOSPITAL SAVANNAH, GA.
 - W. W. Allred
 - William E. Allmon
 - Joseph H. Bookel
 - E. F. Cetti
 - John P. Evans
 - Leonard N. Evans
 - F. W. Grant
 - James M. Hall
 - C. E. Johnson
 - B. F. Lowe
 - Jack D. Morrison
 - J. P. Neveraskus

Another Two SIU Families Collect 2nd Baby Benefit

Two more SIU families have come in for their second round of maternity benefits since the SIU baby payments went into effect a year ago, April 1. Seafarers Felix Bonefont and Antonio Perez Guillen, both of New York City, filed claims and received their second \$200 benefit plus \$25 bond for the second child entitled to benefits.

Last issue the SEAFARERS LOG reported that Seafarer Jackson E. Meyer of Savannah was the first to get a second benefit for his daughter, Brenda, born on June 12, 1953. Actually Guillen beat him to it when his second daughter, Diane, was born on June 2, but Meyer got his benefits claim in ahead of all other contenders.

Guillen's first maternity baby, a daughter, Antonia, was born on

April 16, 1952, just 15 days from the effective date of the first maternity payment.

Bonefont's first child, Milagros, was born on April 5, 1952, making him one of the first to qualify under the plan. The second child, Gerald, first saw light of day on June 22, 1953.

As the maternity benefits enter their second year, it's to be expected that an increasing number of Seafarer-fathers will qualify for their second benefit. The only question remaining now is who'll be first with number three.

Rocky Highway To Marriage Smoothed By US Entry Visas

Congressmen soberly debating the McCarran Immigration Act last year never dreamed that one of its unexpected side-effects would be to give a boost to the institution of marriage.

But that's just what happened, thanks to a section of the law which makes it easier for an alien to get citizenship if he's married to an American girl.

Consequently the market in marriageable American women is booming as alien seamen have found it's better to be hooked up in the bonds of matrimony than to fall into the clutches of a deportation proceeding after sailing unmolested for years. And Welfare Services, always helpful when it comes to smoothing the path to marital happiness, is doing its bit to help things along.

As a matter of fact, just a few issues back the SEAFARERS LOG told how Welfare Services was cutting the red tape for American seamen who married girls in foreign ports, so that they could bring their wives home to live with them. The current development, involving alien seamen and American girls, is just the other side of the coin.

Might Not Hang Around

In recent weeks several women have called the Welfare Services office for advice on the problem of marrying alien seamen. It seems they were a little leery about get-

ting married because they weren't sure that their husbands-to-be had much hope of sticking around very long.

Welfare Services explained that the SIU has taken every possible step to protect alien seamen and their shipping rights, and that in most instances the Seafarer-alien has been able to get regular shore leave up to 29 days and freedom to pay off and sign on ships of his choice through the rotary shipping hall.

The SIU, they were told, was giving aliens the fullest opportunity to ship within the limits of alien quota regulations imposed by the US Government.

Further, Welfare Services, as always, has been assisting alien seamen in obtaining entry visas and in applying for citizenship papers. All of the women who have inquired have been offered Welfare Services' expert assistance to obtain citizenship for their husbands-to-be.

At last word, all of the preparations for marriage were going along nicely. And, if necessary, a Welfare Services representative will be happy to act as best man at the wedding.

SEEIN' THE SEAFARERS

With WALTER SIEKMANN



(News about men in the hospitals and Seafarers receiving SIU Welfare Benefits will be carried in this column. It is written by Seafarer Walter Siekmann based on items of interest turned up while he makes his rounds in his post as Director of Welfare Services.)

Hitting the big town a week or so ago from the West Coast was a Seafarer who makes quite a splash wherever he goes. The new arrival was Alonzo "Heavy" Milefski, who wears that sobriquet for good reason. "Heavy" weighs a corking 325 pounds in the all-together, but there is a sneaking suspicion making the rounds that he is getting skinny, probably started by a rival jealous of "Heavy's" avoirdupois.

Heavy or light, however he looks at it, Milefski is glad to be in town. He was night cook and baker on his last ship the Cecil Bean. Now Milefski is taking outpatient treatment in a local hospital.

Recuperating from a sprained ankle down in the Sunshine State is Roland Balasco. Balasco was a messman on the Liberty Flag, but he got off her on the West Coast before heading home to rest his weakened joint. Home for this Seafarer is Tampa, Fla., and right now he can be seen hanging around the Tampa hall between fishing jaunts for tarpon and tuna.



Berger

Balasco believes Tampa is the place to be, sick or well, and he likes it so much around the old home town that he's thinking of staying a little longer before shipping out with the SIU again. The only thing that can get him away from the Tampa climate and atmosphere, he says, is the SIU. If not for the great shipping conditions in the Union, he'd stay right around torrid and tantalizing Tampa.

Sid Berger has been on the beach about a month down around Baltimore way. Right now he's taking outpatient treatment at the local USPHS hospital, but he claims he'll be fit as a Seafarer and ready to go just about any time now.

Berger can't wait to sail again, with the sea boiling up within him as it always has. Unable to leave the sea alone, even when recuperating, he can be seen pretty steadily around the hall, talking and joking with the boys between berths.

Bill Dunn was in town recently, about one week ago, but he flew out of here like a capitalist out of Russia. As a matter of fact, he drove out of town and headed for the southland. Bill hails from Sanford, NC, so he upped and bought himself a General Motors automobile while he was in New York and high-tailed it for the mofasses and hominy grits. Don't know what make car it was exactly, but it has to make the country, if not the nation.

One of the SIU's young old-timers checked into the USPHS hospital on Staten Island last week in the person of Clarence Collins. Collins, a steward who joined the Union in 1938 in Mobile, Ala., was hospitalized by a case of appendicitis. He got off the Federal on the West Coast and trained across the country, with transportation in his hip pocket.

Collins was mighty happy about collecting hospital benefits from the company, and, with the assistance of the Welfare Services, making the shipping firm come across with his maintenance dough.

"I've been going to sea a long, long time," Collins said, "but I've never seen anything like this SIU. I've seen the Union come a long way in the time I have been in it, and I like everything I have seen. I remember when seamen didn't have any representation at all, much less this sort of top representation offered by the SIU."



Collins

Happy With Her Bond



Joanne Gooch, daughter of Mr. and Mrs. Louis B. Gooch of Brooklyn looks quite pleased with \$25 US Savings Bond she received as personal gift of SIU, besides the \$200 benefit for her father.

Saltwater Runs In Their Veins



Three generations of Seafaring men get together in the home of Jack K. Olsen (center) in New York City. Left to right are Mrs. Olsen, Jack, holding his new son, and grandfather Fred Oestman. They are sure that new baby will grow up to be a Seafarer.

Three generations of SIU men in one family is the proud boast of Seafarer Fred Oestman. Of course, the third generation, his grandchild Daniel Edward, is a bit young for sailing, but Oestman and the baby's father are convinced that he's destined to follow in the footsteps of his father and grandfather.

Daniel Edward, who came into this world on June 6, is the first child of Seafarer Jack K. Olsen, Fred Oestman's stepson. Another son, Fred Oestman Jr. is also an SIU member.

Fred Jr. First

Actually, Fred Jr., who sails in the deck department, was the first

to come into the SIU. The 24-year-old Seafarer hit the seagoing trail as soon as he was old enough to ship, and became a Union member in December, 1946.

Fred Sr., an engine department man, joined the Union on March 3, 1949. Six days later, his stepson also became a Union member. Now Daniel Edward has a letter

from the Union, which came along with the \$200 maternity benefit and the \$25 war bond, giving him the right of shipping out of any SIU port when he grows up. And with Fred Sr. and dad both around the house, Daniel will be certain to get a good background in seafaring.

Collected On Injury

The maternity payment was not the only benefit that the family received as a result of their SIU ties. Fred Sr. just a few days before had received settlement on a maintenance and cure claim resulting from an eye injury suffered aboard an SIU ship. The Welfare Services Department had assisted him in obtaining the settlement, just as it assists so many other Seafarers in its day to day operations.

SIU Welfare Services representatives who visited the Olsen home to deliver the benefits found him hard at work putting the finishing touches on a remote-controlled boat model. Olsen intends to enter the model in the SIU art contest next year and hopes to add a contest award prize to the other benefits received from the SIU.

Company Agent's Stall Works, Seafarer Signs Away \$ Claims

A new device to deprive Seafarers of their contracted rights to repatriation and unearned wages has been turned up by the Welfare Services Department. The procedure consists, simply enough, of stalling the man on his transportation back home until he is so anxious to get out that he signs on as a replacement on another ship. As a result the company saves the repatriation costs, plus unearned wages and maintenance because the Seafarer has gone back to work.

That's just what happened to one Seafarer who was on the beach in Yokohama recently. Despite the fact that Yokohama is a very busy port with many American ships coming and going regularly, the company agent in the port told the Seafarer he would have to wait a while to get transportation back.

Another Three Weeks

After he had been on the beach for three weeks with no word from the agent, he inquired again and was told it would take another three weeks at which time the agent could put him on one of the company's ships.

Unwilling to hang around for six weeks awaiting transportation, the Seafarer let the agent talk him into signing on as a working crewmember on another American vessel, even though he was not fully fit for duty. In order to do so, the agent got a local lawyer to draft a release absolving the company of responsibility for unearned wages and repatriation.

Consul Okayed

The Seafarer didn't know whether or not to sign the release, but the American consul in Yokohama told him it was okay, and consequently he signed away his claim against the company.

Obviously the American consul didn't know anything about the SIU agreement and was not aware that he was depriving the Seafarer of his rights under that agreement. In this case, the Seafarer could have saved himself a

lot of trouble by notifying the Union immediately, via airmail, of his plight.

Then Welfare Services could have made all necessary arrangements to see that he was repatriated properly according to the contract, and could have assured him of his contract rights to unearned wages and maintenance.

Let us Know... if you're in trouble

YOUR PROBLEM IS OUR BUSINESS

SEE THE SIU WELFARE SERVICES DEPARTMENT

• OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • AFL •



Seafarers L. Lauri, galley utility; J. Niss, BR, and D. DiGiavanni, steward, pose with a youngster in a street in Panama. They visited there while they were sailing aboard the Mission Carmel.



Joe Bodenheimer, second baseman of the New Orleans Seafarers' Beachcombers, gets set to swing while the catcher of the opposing French Market Cleaners gives his pitcher a target and hopes that Joe makes like Casey at the bat.



"An SIU ship is a clean ship," says L. Newman, AB, on the Jean Lafitte. Newman points to trash gathered after a thorough cleaning of the entire ship. The trash went over the side after the picture.



Some of the local talent puts on a show at the Yokohama Seamen's Club as part of the club's entertainment program. Yokohama, says Seafarer Pat Ryan, who contributed the shot, has become one of the favorite ports for Seafarers.



Seafarer Matthew Eurisia, dk. maint. on the Liberty Flag, and Judy Grosse, an Army dependent, hold a couple of tired guests during a party held for 42 Okinawa orphans at the Naha Seamen's Club. Seamen acted as hosts to the children.

SEAFARERS LOG

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Const. Supp.

The strength of any organization lies in its foundation, and the foundation of the SIU is its constitution. Nine months ago the membership voted in secret referendum to rewrite its constitution to better protect the traditional rights of every member. During formulation and voting, copies of the new document were printed in the SEAFARERS LOG and distributed to all Seafarers, ashore and on ship.

In line with the 1953 Agents Conference report, which was adopted in all branches, the LOG will reprint the constitution in its entirety every six months so all Seafarers can reacquaint themselves with the rights and privileges guaranteed us.

CONSTITUTION

Seafarers International Union • A&G District • AFL



The new SIU constitution has evoked considerable comment in and outside maritime and labor circles. Here are a few of the many reactions to the document from members of Congress.

Representative Craig Hosmer, Calif.: "I wish to congratulate you on your furnishing members of Congress with your newly adopted constitution. I believe that the more explicitly rules, regulations, customs and privileges can be drafted and set down in documentary form, the better off we are. . . . It just happens I am a deepwater man myself, and sailed with the merchant marine during the war."

Senator Herbert H. Lehman, NY: "It is greatly encouraging to know that responsible unions such as yours are not ceasing their attempts to further rights of their members, both within the unions and as part of the total national economy. I find particularly praiseworthy the Statement of Principles and the Declaration Rights contained in the beginning of your constitution."

Senator Henry M. Jackson, Wash.: ". . . I have looked over the constitution and off-hand it would appear to be eminently fair and just. I was particularly interested in the fact that it was adopted in such a democratic manner by the full membership of your organization."

Senator James E. Murray, Montana: "I am particularly impressed by the provisions of the constitution providing for a trial com-

mittee to hear charges against members, and guaranteeing the traditional American rights to representation, cross-examination, and confrontation by the accuser. . . . I am happy to note that your new constitution is drawn in the spirit of democratic trade unionism."

Representative Herbert B. Warburton, Del.: "You are to be congratulated upon the fine attempt to increase individual rights of the union members in the new constitution."

Representative Charles R. Howell, NJ: "I think you have followed the right approach in stressing the need for protection of the civil liberties of the Seafarers, and in setting forth in detail the rights of each member to participate in the activities of the union. A union which stresses rank and file participation in the day by day business of the organization is operating on solid ground."

Senator Wayne Morse, Oregon: "This formulation of union's practices and usage is tremendously impressive. I was particularly struck by the Declaration of Rights. . . . Also of great interest to me are the meticulous provisions for trials and appeals. I would hope that this kind of action will be generally followed throughout the trade union movement. . . ."

Senator Hubert Humphrey, Minn.: "The constitution seems to me to be an extremely democratic one and I am impressed with the emphasis which is placed upon ratification by members. I also approve the provisions with respect to providing for a trial committee. . . ."

Senator Harley Kilgore, West Va.: "The requirements. . . that the membership shall participate in the making of every decision and policy seems to me to be a healthy and effective method of maintaining democracy. . . ."

Representative Robert H. Mollohan, West Va.: "I am particularly impressed by the provisions dealing with trial and appeal; they are certainly in the best American tradition. Placing the burden of proof on the accuser and guaranteeing the accused representation, cross-examination and an opportunity to be confronted by his accuser should guard against irresponsible, unjust punishment."

Senator Paul H. Douglas, Ill.: "I appreciate your sharing the constitution with me and I commend the sense of public interest which moves you to feel that these are of concern to persons outside the ranks of your own membership."

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.

PREAMBLE

We, the Seamen and Fishermen of America, realizing the value and necessity of a thorough organization of seafaring men, have determined to form one union, the SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA, to embrace all seamen and fishermen of North America, Canada, Alaska, and the Territories, based upon the following principles:

Whatever right belongs to one member belongs to all members alike, as long as they remain in good standing in the Union.

First of these rights is the right of the American seamen to receive their employment through their own Union Halls, without interference of crimps, shipowners, fink halls or any shipping bureaus maintained by the Government.

That it is the right of each member to receive fair and just remuneration for his labor, and to gain sufficient leisure for mental cultivation and physical recreation.

Further, we consider it our right to receive healthful and sufficient food, and proper forecables in which to rest.

Next, is the right to be treated in a decent and respectful manner by those in command.

We hold that the above rights belong to all seamen 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 the seafaring class, and through its columns seek to maintain the knowledge of and interest in maritime affairs.

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

To assist 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 members of the Brotherhood of the seamen, fishermen and allied workers ashore—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 and Gulf 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 and obligations. 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 member of this Union shall have the right to vote. No one shall deprive him of that right.

III

Every member shall have the right to nominate himself for, and to hold, office in this Union.

IV

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 holder 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.

V

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.

VI

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

VII

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.

VIII

The powers not delegated to the officials and job holders 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 and Gulf District. Its powers shall be legislative, judicial, and executive, and shall include the formation of, and/or issuance of charters to, subordinate bodies, corporate or otherwise, the formation of funds and participation in funds, the establishment of enterprises for the benefit of the Union, and similar ventures. A majority vote of the membership shall be authorization for any Union action, unless otherwise specified in this Constitution. This Union shall, at all times, protect and maintain its jurisdiction over all work which belongs to the seaman and all such work as seamen now perform.

ARTICLE II

AFFILIATION

This Union shall be affiliated with the Seafarers International Union of North America and the American Federation of Labor. All other affiliations by the Union or by the Ports shall be made or withdrawn as determined by a majority vote of the membership.

ARTICLE III

MEMBERSHIP

Section 1. Candidates for membership shall be admitted to membership in accordance with such rules as are adopted, from time to time, by a majority vote of the membership.

Section 2. Candidates for membership shall be American citizens, or eligible for such citizenship. No candidate shall be granted membership who is a member of any dual organization or any other organization hostile to the aims, principles, and policies of this Union. No candidate shall be granted membership until he has taken the following oath of obligation:

OBLIGATION

"I pledge my honor as a man, that I will be faithful to

This Union, and that I will work for its interest and will look upon every member as my brother; that I will not work for less than Union wages and that I will obey all orders of the Union. I promise that I will never reveal the proceedings of the Union to its injury or to persons not entitled to know it. And if I break this promise, I ask every member to treat me as unworthy of friendship and acquaintance. SO HELP ME GOD!"

Section 3. Members more than one quarter in arrears in dues, or more than three months in arrears in assessments or unpaid fines, 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 or more than six months in arrears in assessments or unpaid fines.

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 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 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.

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 remitted 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 advocates or gives aid to the principles and policies of any hostile or dual organization shall be denied further membership in this Union. 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 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.

Section 9. Only members in good standing shall be allowed to vote.

ARTICLE IV REINSTATEMENT

Members dismissed from the Union may be reinstated in accordance with such rules as are adopted, from time to time, by a majority vote of the membership.

ARTICLE V DUES AND INITIATION FEE

Section 1. All members shall pay dues quarterly, on a calendar year basis, on the first business day of each quarter, except as herein otherwise provided. The dues shall be those payable as of the date of adoption of this Constitution and may be changed only by Constitutional amendment.

Section 2. No candidate for membership shall be admitted into membership without having paid an initiation fee of one hundred (\$100.00) dollars.

Section 3. Payment of dues and initiation fees may be waived for organizational purposes only, in accordance with such rules as are adopted by a majority vote of the membership.

ARTICLE VI RETIREMENT FROM MEMBERSHIP

Section 1. Members may retire from membership by paying all unpaid dues, dues for the quarter in which they retire, assessments, fines, and other monies due and owing the Union. A retirement card shall be issued upon request, and dated as of the day that such member accomplishes these payments and request.

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 of forfeiture of his right to reinstatement.

Section 3. Any person in retirement for a period of six months 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 six (6) months, the required payments shall consist of all dues accruing during the said period of retirement, including those for the current quarter, and all assessments accrued and newly levied during that period. Upon such payment, the person in retirement shall be restored to membership, and his membership book, appropriately stamped, shall be given to him.

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

Section 5. The period of retirement shall be computed from the day as of which the retirement card is issued.

ARTICLE VII SYSTEM OF ORGANIZATION

Section 1. This Union, and all Ports, Officers, Port Agents, Patrolmen, and members shall be governed, in this order, by:

(a) The Constitution

(b) Majority vote of the membership

Section 2. The functions of this Union shall be administered by Headquarters and Ports.

Section 3. Headquarters shall consist of the Secretary-Treasurer, and one or more Assistant Secretary-Treasurers, the exact number of which shall be determined by majority vote of the membership to be held during the month of August in any election year, as set forth more particularly in Article X, Section 1-D.

Section 4. Each Port shall consist of a Port Agent and Patrolmen, as provided for herein, and the Port shall bear the name of the city in which the Union's Port Offices are located.

Section 5. Every member of the Union shall be registered in one of three departments; namely, deck, engine, or 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 express approval as evidenced by a majority vote of the membership.

ARTICLE VIII ATLANTIC AND GULF DISTRICT OFFICERS, PORT AGENTS, AND PATROLMEN

Section 1. The officers of the Union shall be elected, except as otherwise provided in this Constitution. These officers shall be the Secretary-Treasurer and one or more Assistant Secretary-Treasurers.

Section 2. Port Agents and Patrolmen shall be elected, except as otherwise provided in this Constitution.

ARTICLE IX OTHER ELECTIVE JOBS

Section 1. The following jobs in the Union shall be voted upon in the manner prescribed by this Constitution:

- (A) Meeting Chairman
- (B) Delegates
- (C) Committee Members of:
 - (a) Auditing Committee
 - (b) Trial Committee
 - (c) Quarterly Financial Committee
 - (d) Appeals Committee
 - (e) Negotiating and Strike Committee.

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, PORT AGENTS, AND OTHER ELECTED JOB HOLDERS

Section 1. The Secretary-Treasurer

(a) The Secretary-Treasurer 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, port or otherwise.

(c) 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 be in charge of, and responsible for, all Union property, and shall be in charge of Headquarters and Port Offices. He shall issue a weekly comprehensive report covering the financial operations of the Union for the previous week. Wherever there are time restrictions or other considerations affecting Union action, the Secretary-Treasurer shall take appropriate action to insure observance thereof.

(d) Subject to approval by a majority vote of the membership, the Secretary-Treasurer 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 Port Agents and Patrolmen of closed ports to other duties, without change in wages. The Ports of New York, New Orleans, Mobile, and Baltimore may not be closed except by Constitutional amendment.

Where ports are opened between elections, the Secretary-Treasurer shall designate the Port Agents thereof, subject to approval by a majority vote of the membership. The Secretary-Treasurer shall supervise the activities of all Ports.

Subject to approval by a majority vote of the membership, the Secretary-Treasurer shall designate, in the event of the incapacity of a Port Agent or Patrolman, a replacement to act as such during the period of incapacity.

At the first regular meeting in August of every election year, the Secretary-Treasurer shall submit to the membership a pre-balloting report. This report shall recommend the number and location of Ports, the number of Assistant Secretary-Treasurers and Agents, and the number of Port Patrolmen which are to be elected for each Port.

This recommendation may also specify, whether any Patrolmen and/or Assistant Secretary-Treasurers, shall be designated as departmental or otherwise. The report shall be subject to approval or modification by a majority vote of the membership.

(e) The Headquarters of the Union shall be located in New York. The Secretary-Treasurer shall also be the Port Agent of that Port.

(f) The Secretary-Treasurer shall be chairman of the Agents' Conference and may cast one vote.

(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 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 elsewhere described in this Constitution, as well as those other duties lawfully imposed upon him.

(i) The responsibility of the Secretary-Treasurer may not be delegated, but the Secretary-Treasurer 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) Immediately after assuming office, the Secretary-Treasurer shall designate one of the Assistant Secretary-Treasurers to assume his duties in case of his temporary incapacity. This designation may be changed from time to time. These designations shall be entered in the minutes of the Port where Headquarters is located. The provisions of Section 2-A of this Article shall apply in the case of a vacancy in the office of Secretary-Treasurer, as set forth in that section.

(k) Any vacancy in any office or the job of Port Agent or Patrolman shall be filled by the Secretary-Treasurer by temporary appointment except in those cases where the filling of such vacancy is otherwise provided for by this Constitution. Such appointment shall be submitted to a regular meeting for approval, modification, substitution of a replacement, or postponement of a vote to a later date, by a majority vote of the membership. In the event of the postponement of the vote, the temporary appointment shall remain in effect until a vote is taken.

(l) The Secretary-Treasurer 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.

Section 2. Assistant Secretary-Treasurer

(a) In the event the Secretary-Treasurer shall be unable to carry out his duties by reason of incapacity, the Assistant Secretary-Treasurer designated in accordance with Section 1-J of this Article shall assume the office of Secretary-Treasurer during the period of such incapacity. Upon the death, resignation, or removal from office of the Secretary-Treasurer, succession to the office shall be determined as follows:

That Port Agent of the Ports of New Orleans, Mobile, or Baltimore who received the highest number of votes in the last regular election shall be the first in line of succession. The next in the line of succession shall be that Port Agent of the said Ports who received the next highest number of votes in that election. The next in the line of succession shall be that Port Agent of the said Ports who received the next highest number of votes.

The Port Agents of the said Ports shall also be deemed to be Assistant Secretary-Treasurers, whether or not so referred to on the ballots or elsewhere.

(b) The Assistant Secretary-Treasurers shall assist the Secretary-Treasurer in the execution of the latter's duties as the latter may direct.

(c) The Assistant Secretary-Treasurers shall be members of the Agents' Conference and each may cast a vote in that body.

Section 3. Port Agents

(a) The Port Agent shall be in direct charge of the administration of Union affairs in the Port of his jurisdiction.

(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 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 Secretary-Treasurer.

(d) In any event, he shall prepare and forward by registered mail, addressed 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, or someone acting under his instructions, shall open each Port meeting and shall determine whether a quorum exists. Nothing contained herein shall permit the Port Agent to otherwise act as chairman of any meeting, unless so properly designated by a majority vote of the members present at the said Port Meeting.

(f) Each elected Port Agent may cast one vote at any Agents' Conference.

(g) The Port Agent may assign each Port Patrolman to such Union jobs as fall within the jurisdiction of the Port, regardless of the departmental designation under which the Patrolman was elected.

(h) The Port Agent shall designate which members at that Port may serve as representatives to other organizations, affiliation with which has been properly permitted.

(i) The foregoing is in addition to those other duties prescribed elsewhere in this Constitution.

Section 4. Port Patrolmen

Port Patrolmen shall perform whatever duties are assigned to them by the Port Agent.

Section 5. Meeting Chairmen

(a) The chairman of each meeting at any Port, including the Port in which Headquarters is located, shall be the presiding officer of the meeting, shall keep order under rules of order provided for, from time to time, by a majority vote of the membership and, if none, then by

such rules as are adopted, from time to time, by a majority vote of the membership in each Port.

(b) The meeting chairman may cast a vote only in the event of a tie.

(c) The meeting chairman shall not permit the discussion of any religious subject.

Section 6. Delegates

(a) The term "delegates" shall mean those members of the Union who are elected, under the provisions of this Constitution, to attend the convention of the Seafarers International Union of North America.

(b) Each delegate shall attend the Convention and fully participate therein.

(c) Each delegate shall, by his vote and otherwise, support those policies agreed upon by the majority of the delegates to the convention.

Section 7. Committees

(a) Auditing Committee

The Auditing Committee in each Port shall audit the regular weekly financial report of the Port Agent and, in writing, certify or refuse to certify said report. The Auditing Committee for the Port where Headquarters is located shall also audit the Secretary-Treasurer's financial report, to which the same rules as to certification and refusal to certify shall apply. The said report in its entirety shall then be presented to the membership with action thereon to be taken as per a majority vote of the membership.

(b) Trial Committee

The Trial Committee shall conduct trials of persons 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.

(c) Quarterly Financial Committee

1. The Quarterly Financial Committee shall make a quarterly (thirteen week) audit of the finances of Headquarters and each Port, shall note discrepancies where they exist, shall report on their findings, and make recommendations. Members of this Committee may make dissenting reports, separate recommendations, and separate findings.

2. The report and recommendations of this Committee shall be completed within a reasonable time 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, at the first or second regular meeting subsequent to the submission of the said report and recommendations.

3. All Port Agents are responsible for complying with all demands made for records, bills, vouchers, receipts, etc., by the said Quarterly Financial Committee.

4. No report shall be considered as complete without an accompanying report and audit statement by a competent accountant, and the Secretary-Treasurer is charged with the selection of such an accountant, who must be certified under state law.

5. Any action on the said report shall be as determined by a majority vote of the membership.

(d) 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.

(e) Negotiating and Strike Committee

1. The Negotiating and Strike Committee shall represent the Union in all negotiations for contracts and changes in contracts, with persons, firms, corporations, or agencies, etc., wherein wages, hours, benefits, or other terms and conditions of employment of the members of this Union are involved.

2. Upon completion of negotiations, the Committee shall submit a report and recommendations to the membership of the Union at a regular or special meeting. The Committee may also make interim reports and recommendations and submit them to the membership at a regular or a special meeting.

3. A Port may establish a similar Committee for itself provided permission by a majority vote of the membership has been obtained. In such event, the Port Negotiating and Strike Committee shall forward its report and recommendations, together with comments by the Port Agent, to the Secretary-Treasurer, who shall then cause the said report and recommendations to be submitted to the membership of the Union at the earliest subsequent regular or special meeting, whichever he chooses, together with any report and recommendations which the Secretary-Treasurer deems desirable to make. The Port Negotiating and Strike Committee shall submit the report and recommendations upon completion of the negotiations, and may submit interim reports and recommendations, in the same manner above set forth.

4. In no event shall a Negotiating and Strike Committee obligate this Union or any Port thereof, in any manner, without the approval of the membership of the Union as evidenced by a majority vote of the membership.

5. A Negotiating and Strike Committee may decide the time of entry into a strike, provided prior authority, as evidenced by a majority vote of the membership, is

granted therefor. In all other cases, a majority vote of the membership shall decide when a strike shall begin.

6. This Committee shall be charged with the preparation and execution of a strike plan which shall be binding on all members and other persons affiliated with this Union. However, a majority vote of the membership may repeal, or otherwise treat or dispose of any part or all of a strike plan.

ARTICLE XI

WAGES AND TERMS OF OFFICE OF OFFICERS AND OTHER ELECTIVE JOB HOLDERS, UNION EMPLOYEES, AND OTHERS

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

Secretary-Treasurer
Assistant Secretary-Treasurer
Port Agent
Patrolman

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 a majority vote of the membership.

Section 4. Subject to approval by a majority vote of the membership, all other classifications of employees of the Union shall be hired or discharged, as well as compensated, as recommended by the Secretary-Treasurer.

Section 5. Subject to approval by a majority vote of the membership, the Secretary-Treasurer may contract for, or retain, the services of any person, firm, or corporation, not employees of the Union, when he deems it necessary in the best interests of the Union.

Section 6. 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 a majority vote of the membership shall be followed.

ARTICLE XII

QUALIFICATIONS FOR OFFICERS, 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 Port Agent or Patrolman, provided:

(a) He has at least three (3) years of sea time aboard an American flag merchant vessel or vessels; if he is seeking the job of Patrolman or Assistant Secretary-Treasurer in a specified department, this sea time must be in that department, and

(b) He has at least four (4) months of sea time aboard an American flag merchant vessel or vessels, or four (4) months of employment with, or in any office or job of, the Union, its subsidiaries, or affiliates, or at the Union's direction, or a combination of these, between January 1st and the time of nomination, and

(c) He has been in continuous good standing in the Union for at least two (2) years immediately prior to his nomination, and

(d) He is a citizen of the United States of America.

Section 2. All candidates for, and holders of, other elective jobs not specified in the preceding sections shall be 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 membership in good standing. Failure to do so shall result in ineligibility to hold such office or job and shall constitute an incapacity with regard to such office or job.

ARTICLE XIII

ELECTIONS FOR OFFICERS, PORT AGENTS AND PATROLMEN

Section 1. Nominations

Any member may submit his name for nomination for any office, or the job of Port Agent or Port Patrolman, by delivering or sending a letter addressed to the Credentials Committee, in care of the Secretary-Treasurer, at the address of Headquarters. The Secretary-Treasurer is charged with the safekeeping of these letters and shall turn them over to the Credentials Committee upon the latter's request. This letter shall be dated and shall contain the following:

- The name of the candidate
- His home address and mailing address
- His book number
- 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
- Proof of citizenship
- Proof of seetime and/or employment as required for candidates.

The letter must reach Headquarters no earlier than August 12th and no later than September 12th of the election year.

Section 2. Credentials Committee

(a) A Credentials Committee shall be elected at the first regular meeting after September 11th of the election year, at the Port where Headquarters is located. It shall consist of six members in attendance at the meeting, with two members from each of the Deck, Engine and Stewards Departments. In the event any Committee member is unable to serve, the Committee shall suspend until the Secretary-Treasurer calls a special meeting at the Port 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 Headquarters 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.

(c) When an applicant has been disqualified by the Committee, he shall be notified immediately by telegram at his listed addresses. He shall also be sent a letter containing the reasons for such disqualifications by air mail, special delivery, registered. 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 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 overrule any disqualification classification 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 Port Agent or Port Patrolman, has met all the requirements of Section 1-A of Article XII.

Section 3. Balloting Procedure.

(a) 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. The listing of the Ports shall follow a geographical pattern, commencing with the most northerly Port on 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. There shall be allotted write-in space, on each ballot, sufficient to permit each member voting to write in as many names as there are offices and jobs to be voted upon. 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. On this removable portion shall also be placed a short statement indicating the nature of the ballot and the voting dates thereof.

(b) 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 paragraph 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. 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 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 ballots 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 Headquarters.

(c) Balloting shall take place in person, at Port Offices, and shall be secret. No signature of any voter, or other distinguishing mark, shall appear on the ballot, except that any member may write-in the name or names of any member or members, as appropriate, for any office, or the job of Port Agent or Patrolman.

(d) No member may vote, without displaying his Union Book, in which there shall be placed an appropriate notation of the date and of the fact of voting, both prior to being handed a ballot. A ballot shall then be handed to the member who shall thereupon sign his name on a separate roster, together with his book number, and ballot number. The portion of the ballot on which the ballot number is printed shall then be removed, placed near the roster and the member shall proceed to the voting site.

(e) Each Port Agent shall be responsible for the estab-

lishment of a booth or other voting site where each member may vote in privacy.

(f) Upon completion of voting the member shall fold the ballot so that no part of the printed or written portion is visible. He shall then drop the ballot into a narrow-slotted ballot box, which shall be provided for that purpose by the Port Agent, and kept locked and sealed except as hereinafter set forth.

(g) Voting shall commence on November 15th and shall continue until January 15th inclusive, Sundays and holidays excluded. If November 15th or January 15th falls on a holiday or a Sunday, balloting shall commence or end, as the case may be, on the next succeeding business day.

Section 4. Polls Committees

(a) Each Port shall elect, prior to the beginning of the voting on each voting day, a Polls Committee, consisting of three members. For the purpose of holding a meeting for election of a Polls Committee only, five (5) members shall constitute a quorum for each Port. It shall be the responsibility of the Port Agent to call the meeting for the purpose of electing the said Polls Committee. In no case shall voting take place unless a duly elected Polls Committee is functioning.

(b) The duly elected Polls Committee shall collect all unused ballots, the voting rosters, the numbered stubs of those ballots already used, the ballot box or boxes, and the ballot records and files kept by the Port Agent. It shall then proceed to compare the serial numbers and amounts of stubs with the number of names and corresponding serial numbers on the roster, and then compare the serial number and the amounts of ballots used with the verification list, as corrected, and ascertain whether the unused ballots, both by serial numbers and amount, represent the difference between what appears on the verification list, as corrected, and the ballots used. A report shall then be drawn, indicating the results of the foregoing comparisons and noting any discrepancies. A copy of this report shall be given the Port Agent, to be presented to the next subsequent regular meeting. A copy shall also be simultaneously sent to the Secretary-Treasurer, who shall cause an investigation to be made forthwith, in the event of discrepancies. The results of such investigation shall be reported to the membership as soon as completed, with recommendations by the Secretary-Treasurer. A majority vote of the membership shall determine what action, if any, shall be taken thereon, with the same effect as indicated in Article I.

(c) The Polls Committee shall also insure that the ballot box is locked and sealed, which lock and seal shall not be opened except in the manner hereinafter set forth. The same procedure as is set forth in the preceding paragraph with regard to discrepancies shall be utilized in the event the Polls Committee has reason to believe the lock and seal have been illegally tampered with.

(d) The Polls Committee shall permit qualified members only to vote. Prior thereto, it shall ascertain whether they are in good standing, stamp their book with the word "voted," and the date, issue ballots to voters, insure that proper registration on the roster takes place, collect the stubs, and keep them in numerical order. It shall preserve good order and decorum at the voting site and vicinity thereof. All members and others affiliated with the Union are charged with the duty of assisting the Polls Committee, when called upon, in the preservation of order and decorum.

(e) In order to maintain the secrecy and accuracy of the ballot and to eliminate the possibility of errors or irregularities in any one day's balloting affecting all the balloting in any one Port, the following procedure shall be observed:

At the end of each day's voting the Polls Committee, in the presence of any member desiring to attend, provided he observes proper decorum, shall open the ballot box or boxes, and place all of that day's ballots therein in an envelope together with a copy of the roster of that day's voting. The envelope shall then be sealed. Each member of the Polls Committee shall sign his name across the flap of the said envelope with his book number next to his signature. The Committee shall also place the date on said envelope, as well as a certificate that the said box or boxes were opened publicly, that all ballots for that day only were removed, and that all of those ballots are enclosed in the envelope dated for that day. This envelope shall then be replaced in the ballot box. The ballot box shall then again be locked and sealed and the key shall be placed in an envelope. This envelope shall then be sealed, and the members of the Committee shall sign their names across the flap of this envelope and place their book numbers thereon, together with the date. It shall be the responsibility of the Port Agent to see that this envelope with the key is properly safeguarded until turned over to the Polls Committee the following morning. In addition, the Polls Committee shall deliver to the Port Agent duplicate copies of the roster, the unused ballots and reports as set forth in this section, any files that may have been given, the ballot box or boxes, and all the stubs collected both for the day and those turned over to it. The Port Agent shall keep the rosters, unused ballots, ballot box or boxes, and stubs, under lock and key until duly called for as herein set forth. The Port Agent shall insure that no person illegally tampers with the ballots, stubs, rosters, or ballot boxes while they are under his custody. A third copy of the rosters for that day shall be mailed by the Polls Committee, or the Port Agent, to Headquarters.

(f) Members of the Polls Committee shall serve without compensation, except that the Port Agent shall compensate each Polls Committee member with a reasonable sum for meals while serving.

Section 5. Ballot Collection, Tallying Procedure, Protests, and Special Votes.

(a) A Port Tallying Committee shall be elected at the first regular meeting after the close of voting at each Port. It shall consist of six (6) members, two from each of the three departments of the Union. In the presence of any member desiring to attend, provided he observes decorum, it shall open the ballot box or boxes, count the number of ballots therein contained, and count the number of votes for each candidate. The Committee shall place all ballots therein in a sealed envelope, together with a certification signed by all members of the Committee that the said box or boxes were opened publicly, that all the ballots therein were counted and tallied, and that all of those ballots are enclosed in the envelope, and shall forward this to Headquarters. The Committee shall also forward to Headquarters, in the same package but bound separately, all the rosters, together with a certification signed by all members of the Committee that all the rosters utilized are enclosed therein. In the same package, but bound separately, the Committee shall forward to Headquarters all unused ballots, together with a certification, signed by all members of the Committee that all the unused ballots sent to the Port are enclosed therewith. The certification shall identify, by serial number and amount, the unused ballots so forwarded. In the same package, but bound separately, the Committee shall forward to Headquarters all stubs collected during the period of voting, together with a certification, signed by all members of the Committee, that all the stubs collected by the Committee are enclosed. It shall be understood that the above certifications are made according to the best knowledge, information, and belief of the Committee members. Wherever forwarding is not done in person, forwarding shall be accomplished, expeditiously, by registered air mail, special delivery. All forwarding shall be to the Headquarters Tallying Committee, at the address of Headquarters. In the event a Port Tallying Committee cannot be elected or cannot act, the Port Agent shall transfer all of the aforesaid material to the Headquarters Tallying Committee which will then carry out the aforesaid functions.

(b) The Port Tallying Committee which is elected at the Port where Headquarters is located shall also act as the Headquarters Tallying Committee. The Headquarters Committee is charged with the tally of all the ballots and the preparation of a 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, verification lists, 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 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.

(c) The Tallying Committee is also charged with the receipt and evaluation of written protests by any member who claims an illegal denial of the right to vote. If it finds the protest invalid, it shall dismiss the protest and so inform the protesting member, by wire, on the day of dismissal. If it finds the protest valid, the Committee shall order a special vote, on such terms as are practical, effective, and just, but which terms, in any event, shall include the provisions of Section 3-C of this Article and the designation as to the voting site of the Port most convenient to the protesting member. Where a special vote is ordered in accordance with this Paragraph C, these terms shall apply, notwithstanding any provisions to the contrary contained in this Article. Protests may be made only in writing and must be received by the Headquarters Tallying Committee during the period of its proceedings. The reports of this Committee shall include a brief summary of each protest received, the name and book number of the protesting member, and a summary of the disposition of the said protest.

(d) The Headquarters Tallying Committee shall commence proceedings on the first business day subsequent to its election and shall complete its proceedings within two weeks thereafter. Each member of the Committee shall be paid at the prevailing standby rate of pay. The proceedings of this Committee, except for the actual preparation of the report and dissents therefrom, if any, shall be open to any member, provided he observes decorum.

(e) The report of the Committee shall be made up in sufficient copies to comply with the following requirements: two copies shall be sent by the Committee to each Port Agent and the Secretary-Treasurer prior to the first regular meeting scheduled to take place subsequent to the close of the Committee's proceedings or, in the event such meeting is scheduled to take place four days or less from the close of this Committee's proceedings, then at least five days prior to the next regular meeting. Whichever meeting applies shall be designated, by date, in the report, and shall be referred to as the "Election Report" meeting. 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. This copy shall be kept posted for a period of two months. At the Election Report meeting, the other copy of the report shall be read verbatim.

(f) At the Election Report meeting, there shall be taken up the discrepancies, if any, referred to in Section 5-B of this Article, and the recommendations of the Tallying Committee submitted therewith. A majority vote of the membership shall decide what action shall be taken thereon, if any, which action, however, shall not be beyond ordering a special vote to the extent reasonably indicated by the reported discrepancies. The same procedure shall apply to all members appealing from denials of their protests by the Headquarters Tallying Committee, which ap-

peals may be taken, by the said member, by addressing a letter or telegram to each Port, c/o the Port Agent, in which shall be set forth the facts regarding the appeal from the dismissal of his protest, the member's name, and his book number, with a copy to Headquarters. It shall be the duty of the Port Agent to submit this appeal to the Election Report meeting at his Port. The protesting member is charged with making this appeal prior to the holding of this meeting. Special votes ordered in accordance with this paragraph shall take place at the Port where the claimed discrepancy or denial of the right to vote occurred. In such case, the Port Agent shall have the functions of the Tallying Committee as set forth in Section 5-C of this Article, insofar as the said Section 5-C deals with the terms of such special vote.

Port Agents shall officially notify Headquarters, immediately, after the Election Report meeting, of the decision of the membership at the Ports with regard to all of the foregoing. Headquarters is charged with adequately and timely informing affected members of the decisions reached.

A majority of the membership, at the Election Report meeting, may order a recheck and a recount where a dissenting report has been issued by one or more members of the Headquarters Tallying Committee.

(g) A special vote must be taken within ten (10) days after the Election Report meeting. The Secretary-Treasurer shall make a sufficient amount of the usual balloting material available to Port Agents for the purpose of such special votes. Immediately after the close of such special voting, the Port Agent shall summarize the results and communicate those results to the Secretary-Treasurer. The ballots, stubs, rosters, and unused ballots pertaining to the special vote shall be mailed to Headquarters, all in the same package, but bound separately. An accounting and certification by the Port Agent similar to those indicated in Section 5-A of this Article shall be enclosed. The Secretary-Treasurer shall then prepare a report containing a combined summary of the results, together with a schedule indicating in detail how they affect the Headquarters Tallying Committee's results. The form of the report of the Headquarters Tallying Committee shall be followed as closely as possible. Two copies shall be sent to each Port, one copy of which shall be posted. The other copy shall be presented at the next regular meeting after the Election Report meeting.

Section 6. Installation into Office and the Job of 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. It shall be the duty of the Secretary-Treasurer to notify each individual elected.

(b) All reports by Committees and the Secretary-Treasurer under this Article, except those of the Polls Committees, shall be entered in the minutes of the Port where Headquarters is located. Polls Committee reports shall be entered in the minutes of the Port where it functions.

(c) The duly elected Secretary-Treasurer, Assistant Secretary-Treasurers, Port Agents, and Port Patrolmen shall take over their respective offices and jobs, and assume the duties thereof, at midnight, March 31st. At that time, the terms of their predecessors shall expire. 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 Secretary-Treasurer to assume office, the provisions of Article X, Section 2-A, as to succession shall apply until such office is assumed. If he does not assume office within 90 days, the line of succession 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.

(d) Before assuming office, every Officer, Port Agent, and Patrolman shall take the following oath:

"I do solemnly swear that I will faithfully execute the duties of _____ of the Seafarers International Union of North America, Atlantic and Gulf District, and I will, to the best of my ability, protect and preserve the Constitution of this Union and the welfare of the membership."

ARTICLE XIV OTHER ELECTIONS

Section 1. Auditing Committee.

Each port shall elect an Auditing Committee on Friday of each week, at 3:00 P.M., for the purpose of auditing the financial report for that week. These reports shall be submitted to the next regular meeting of that port, for membership action. The Committee shall consist of three members. No Officer, Port Agent, Patrolman, or employee shall be eligible to serve on this Committee. The election shall be by majority vote of the members in attendance at the meeting, provided that any member eligible to serve may nominate himself.

The same provisions shall apply with regard to the Port where Headquarters is located except that the Auditing Committee there shall audit the financial reports of the Headquarters Port Agent and the Secretary-Treasurer.

Section 2. Quarterly Financial Committee.

The Quarterly Financial Committee shall be elected at the Port where Headquarters is located, at the first or second regular meeting held after the close of the calendar quarter for which the Committee is to make the required audit. It shall be the duty of the Secretary-Treasurer to decide at which of these meetings the election shall take place. The Committee shall consist of six members, with two members from each of the Deck, Engine and Stewards Departments. No officer, Port Agent, Patrolman or em-

ployee shall be eligible to serve on this Committee. The members shall be elected by a majority vote of the members present at the meeting provided that any member eligible to serve may nominate himself.

Section 3. 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 members, of which three shall constitute a quorum. No Officer, Port Agent, Port Patrolman, or employee 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 4. Appeals Committee.

The Appeals Committee shall consist of seven 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.

Section 5. Negotiating and Strike Committee.

The members of a Negotiating and Strike Committee, whether of a Port or otherwise, shall be composed of as many members as shall be determined, by a majority vote of the membership, upon recommendation of the Secretary-Treasurer. Any member may attend any meeting of this Committee provided he observes decorum. However, a limit may be set by the chairman of the Committee on the number of those who may attend.

Section 6. Meeting Chairman.

The meeting Chairman shall be a member elected from the floor by majority vote of the members at any meeting.

Section 7. Delegates.

As soon as the Secretary-Treasurer is advised as to the date and duly authorized number of delegates to the convention of the Seafarers International Union of North America, he shall communicate such facts to the Port Agent of each Port, together with recommendations as to generally applicable rules for the election of delegates. These facts and recommendations shall be announced and read at the first regular meeting thereafter. Unless changed by a majority vote of the membership during that meeting, the election rules shall apply. These rules shall not prohibit any member from nominating himself. The results of the election shall be communicated to each Port Agent, posted on the bulletin board, and announced at the next regular meeting of the Port. Rules of election hereunder may include provisions for automatic election of all qualified nominees, in the event the number of such nominees does not exceed the number of delegates to be elected.

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 a 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 accusers, 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 the 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:

- (a) Accept the findings and recommendations, or
- (b) Reject the findings and recommendations, or
- (c) 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. The Secretary-Treasurer 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 the Secretary-Treasurer 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 Secretary-Treasurer shall present the notice, which shall then become part of the minutes. An Appeals Committee shall then be elected. The Secretary-Treasurer 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 no 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 the Secretary-Treasurer. The Secretary-Treasurer 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. He 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 any. 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. The Secretary-Treasurer 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.

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. Any accused may waive any or all 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 company;
- (c) Acting as an informer for, or agent of, the Company against the interests 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 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) Wilfully 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) Wilful misuse of any office or job, elective or not, within the Union for the purpose of personal gain, financial or otherwise, or the wilful 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;
- (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, with knowledge of the falsity thereof, or unauthorizedly altering 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;
- (j) Wilful 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) Wilful failure or refusal to carry out the orders of those duly authorized to make such orders during time of strike.

Section 3. Upon proof of the commission of any of the following offenses, members shall be penalized up to suspension from the rights and privileges of membership for two (2) years, or a fine of \$50.00, or both:

- (a) Wilfully 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 a fine of \$50.00:

- (a) Refusal or wilful failure to be present at sign-ons or pay-offs;
- (b) Wilful failure to submit 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 and to pay the maximum fine of \$50.00 to the duly authorized representative of the Union.

Section 6. If offense against the Union and its principles and policies takes place in the meeting, the meeting may go into a Committee of the Whole and try the member at once, and in this case, the findings and recommendation of the Committee of the Whole shall be acted upon as if the report were made by a duly elected Trial Committee.

Section 7. This Union, and its members, shall not be deemed to waive any claim, or 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 8. 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 a majority vote of the membership.

ARTICLE XVIII BONDS

Officers and job holders, whether elected or appointed, as well as all other employees of the Union, may be required to be bonded under such terms and conditions as may be determined, from time to time, by a majority vote of the membership.

ARTICLE XIX EXPENDITURES

Section 1. Policies or specific instructions with regard to expenditures to be made or expenses to be incurred shall be determined by a majority vote of the membership. In the event no contrary policies or instructions are in existence, the Secretary-Treasurer may authorize, make, and incur such expenditures and expenses as lie within the authority conferred upon him by Article X and Article XI 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 Articles X and XI.

ARTICLE XX INCOME

Section 1. The income of this Union shall include receipts from dues, initiation fees, fines, assessments, contributions, loans, interest, dividends, as well as income derived from any other legitimate business operation or other legitimate source.

Section 2. No member shall be required to pay or deliver any sum of money to any Union representative without obtaining an official Union receipt, signed and dated. It shall be the duty of the member 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 2/3 majority of the valid ballots cast.

Section 4. 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.

ARTICLE XXI

PERMITS AND OTHER TYPES OF UNION AFFILIATION

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 this Constitution; (b) the terms of such affiliation; (c) the right of the Union to preemptory 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

FORMULATION OF SHIPPING RULES

Section 1. The formulation of shipping rules shall not be deemed part of any routine administrative task. Shipping rules governing the details of the assignments of

jobs and governing conduct and procedure connected therewith may be issued and take effect only after approval by a majority vote of the membership. Shipping rules duly issued shall be deemed to be Union policy.

Section 2. A majority vote of the membership may make special exceptions or rules for any company or vessel, for organizational purposes, whether covered by a contract or not.

ARTICLE XXIII QUORUMS

Section 1. Unless elsewhere herein otherwise specifically provided, the quorum for a special meeting of a Port shall be six members.

Section 2. The quorum for a regular meeting of a Port shall be seven members.

Section 3. The quorum for the Agents' Conference shall be a majority of those eligible to attend.

Section 4. Unless otherwise specifically set forth herein, the quorum for any committee shall be the majority of those duly elected or appointed thereto.

Section 5. 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 that of the majority of the quorum, and shall not be official or effective unless the quorum requirements are met.

ARTICLE XXIV MEETINGS

Section 1. All ports shall hold regular meetings, provided a quorum is present, on every other Wednesday, at 7:00 P.M. If such meeting night falls on a holiday, the meeting shall take place, providing a quorum is present, at 7:00 P.M. the following night. In the event a quorum is not present at 7:00 P.M., the Port Agent of the pertinent port shall postpone the opening of the meeting until a quorum is present, but in no event later than 7:30 P.M. A majority vote of the membership shall be sufficient to change the date of any future regular meeting.

Section 2. A special meeting at a Port may be called only at the direction of the Port Agent. No special meeting may be held, except between the hours 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.

ARTICLE XXV AGENTS' CONFERENCE

Section 1. The Secretary-Treasurer shall call an Agents' Conference once a year, and may call, with the approval of a majority vote of the membership, additional Agents' Conferences during the year. The time and place of each such meeting shall be fixed by the Secretary-Treasurer. These conferences may be postponed or cancelled by a majority vote of the membership in case of emergency. A majority vote of the membership shall determine when such emergency exists.

Section 2. The Agents' Conference may discuss and prepare reports and recommendations on any part of the Union's activities, policies and plans. The adoption of any such recommendation by a majority vote of the membership shall make the provisions thereof binding Union policy, until modified or otherwise altered by a majority vote of the membership provided such recommendation is not inconsistent with the provisions of this Constitution.

ARTICLE XXVI 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 condition preventing the affected person from carrying out his duties for more than 30 days; or absence from the United States; or suspension from office or membership as provided for in this Constitution; or the due replacement of one under an incapacity as indicated. 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," and the term "vacancy not caused by an incapacity," shall be deemed to be the same, and shall include failure to perform the functions of any office or job by reason of death, or resignation, or expulsion from the Union with no further right to appeal in accordance with the provisions 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 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 that purpose of this section, the term "regularly scheduled meeting night at which the pertinent vote may take place" shall refer to a meeting or meetings during the time period within which a vote must be taken in accordance with:

- (a) The Constitution
 - (b) Union policy, and
 - (c) 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, Union action 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 members at any meeting of the Port, regular or special.

Section 5. The term, "membership action" shall mean the same as the term "majority vote of the membership."

Section 6. Where the title of any office 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. The first election year shall be deemed to be 1954.

Section 8. The terms, "this Constitution," and "this amended Constitution," shall be deemed to have the same meaning and shall refer to the Constitution which takes the place of the one adopted by the Union in 1939, as amended up through August 1951.

Section 9. The term, "member in good standing," shall mean a member not in arrears or under suspension or sentence of expulsion. Unless otherwise expressly indicated, the term, "member," shall mean a member in good standing.

Section 10. The term, "membership book," shall mean any official certificate issued as evidence of Union membership.

Section 11. Whenever the day on which a Union meeting or action is to take place falls on a holiday, the meeting or action shall be put off until the next business day, at the same hour.

ARTICLE XXVII AMENDMENTS

This Constitution shall be amended in the following manner:

Section 1. Any 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 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 by the Secretary-Treasurer. 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 outlined in Article XIII, Section 3-B through Section 5. 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 2/3 majority of the valid ballots cast, the amendment shall become effective immediately upon notification by the Headquarters 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.

ARTICLE XXVIII TRANSITION CLAUSE

Section 1. It is the purpose and intent of this Article to provide for an orderly transition from Union operations and activities as governed by the Constitution in effect prior to the adoption of this amended Constitution, to operations and activities conducted in accordance with this amended Constitution. Accordingly, the following sections are to be given the interpretation required to effectuate the foregoing purpose and intent.

Section 2. All routine administrative, accounting, and other similar procedures and processes of this Union, in effect immediately prior to the adoption of this amended Constitution, shall be deemed to be permitted hereunder and shall continue in effect, unless or until changed, in accordance with the provisions hereof.

Section 3. All methods and means of collecting and disbursing Union funds, all segregations of Union funds, the sequence of regular meeting nights, rules of order generally followed, bonding procedures, shipping rules, permit systems, reinstatement procedures, and any other practices or procedure, in effect immediately prior to the adoption of this amended Constitution, shall be deemed to be permitted hereunder, and shall continue in effect unless or until changed in accordance with the provisions hereof.

Section 4. All Union policies, customs, and usage, including those with regard to admission into membership, in effect immediately prior to the adoption of this amended Constitution, shall be deemed to be permitted hereunder and shall continue in effect unless or until changed in accordance with the provisions hereof.

Section 5. The Secretary-Treasurer, the Assistant Secretary-Treasurer, all Port Agents and Patrolmen, and all others elected as a result of the balloting held by this Union during November and December of 1952, shall be deemed to have been duly elected in conformity with the provisions of this Constitution. From the date of adoption of this Constitution, they shall execute the powers and functions, and assume the responsibilities, of the said offices and jobs, as set forth in this Constitution. They shall hold office, pursuant hereto, until the expiration date of the terms of office set forth herein. The terms of Article XIII, only insofar as they apply to election of Officials, Port Agents, and Patrolmen, shall take effect the first election year.

SUMMARY of SIU CONSTITUTION



ARTICLE I—Name and General Powers: Designates the name of the union and defines its general powers.

ARTICLE II—Affiliation: Provides for affiliation of the Atlantic and Gulf District with the Seafarers International Union of North America, the American Federation of Labor and other bodies as may be determined by a majority vote of the membership.

ARTICLE III—Membership: Sets forth that new members may be admitted under rules set by a majority vote of the membership—Defines certain eligibility requirements that must be met by candidates for new membership—Provides relief for members who may be unable to pay dues because of incapacity beyond their control—States the Union's oath of obligation—Outlines rules for suspension and dismissal for non-payment of dues and assessments—Rights of membership to expel those who might support dual and hostile groups.

ARTICLE IV—Reinstatement: Gives the membership the right to set rules for reinstatement of dismissed members.

ARTICLE V—Dues and Initiation Fee: Retains the existing dues schedule, initiation fee and method of payment—Provides dues may not be changed except by constitutional amendment—Permits the membership, by majority vote, to waive dues and initiation fees for organizational purposes only.

ARTICLE VI—Retirement from Membership: Defines the procedure by which a Seafarer may retire his book and outlines the method of reinstatement.

ARTICLE VII—System of Organization: Designates the departments of the Union and provides for administrative authority.

ARTICLE VIII—Officers: Designates the following as elective officers: the Secretary-Treasurer, Assistant Secretary-Treasurers and Port Agents and Patrolmen.

ARTICLE IX—Other Elective Jobs: Provides that meeting chairmen, delegates and members of certain committees must be elected by the membership.

ARTICLE X—Duties of Elective Officers: Defines the duties of the Secretary-Treasurer, Assistant Secretary-Treasurers, Port Agents, Patrolmen, Meeting Chairmen, Delegates and members of the Auditing, Trial, Quarterly Financial, Appeals and Negotiating and Strike Committees—Provides procedure for filling vacancies in office—Requires all Port Agents to file weekly financial reports—Establishes membership control over actions and reports of officials and committees.

ARTICLE XI—Wages and Terms of Office: Provides that the Secretary-Treasurer, Assistant Secretary-Treasurers, Port Agents and Patrolmen shall serve for two-year terms and that their wages shall be set by a majority vote of the membership—Provides for hiring and dismissal of other employes and personnel, subject to a majority vote of the membership.

ARTICLE XII—Qualifications for Elective Office: Sets forth that any member has the right to nominate himself for any office—Lists eligibility requirements for the various offices.

ARTICLE XIII—Elections: Describes procedure for nomination to office—Provides for election of a six-member Credentials Committee to inspect the candidates' eligibility according to rules of Constitution—Establishes safeguards for the right of a member to nominate himself to office—Retains the Union's existing balloting procedure—Describes balloting procedures in detail—Provides for election of five-member Polls Committees and six-member Tallying Committees to conduct elections and tabulate results—Sets forth the manner for installation of officers.

ARTICLE XIV—Other Elections: Provides procedure for election of meeting chairmen, delegates and members of the following committees: Auditing, Quarterly Financial, Trial, Appeals, Negotiating and Strike—Defines qualifications for these positions.

ARTICLE XV—Trials and Appeals: Reaffirms the right of every member to a fair trial by an impartial committee of his Union brothers.

Lists in detail the procedure for bringing charges and for presenting charges to the membership—Provides for election of five-member trial committee and defines Committee's procedure and duties—Requires that accused must be confronted by the accuser—Gives accused right to representation by a brother member before the trial committee—Requires presentation of the Committee's findings to the membership for acceptance, rejection or modification by a majority vote of the members—Provides procedure for appeals.

ARTICLE XVI—Offenses and Penalties: Lists in detail the offenses for which a member may be brought to trial—Places limitations on penalties that may be imposed upon members found guilty of such offenses—Gives a member the right to waive trial and accept an automatic penalty for infractions not involving suspension or dismissal from the Union—Provides for trial by meeting acting as committee as a whole for offenses committed during course of meeting.

ARTICLE XVII—Publications: Gives the membership the right to authorize the publication of a newspaper and other literature.

ARTICLE XVIII—Bonds: Provides for bonding of officers and employes of the Union under such conditions as may be determined by the membership.

ARTICLE XIX—Expenditures: Provides that the membership shall determine policies or specific instructions with regard to expenditures.

ARTICLE XX—Income: Defines the Union's sources of income—Sets forth the duty of members to require Union representatives to give them a receipt for any payment of money to the Union—Provides that no assessment may be levied unless approved by a two-thirds majority of the valid ballots cast by the members in a secret election—Gives membership power to set up general rules for assessment balloting—Provides for the Union to derive income from dividends, interest and legitimate business operations.

ARTICLE XXI—Permits: Retains the existing requirement that rules for issuance of permits must be determined by the members.

ARTICLE XXII—Formulation of Shipping Rules: Guarantees, as did the previous Constitution, that shipping rules may not be revised unless approved by membership.

ARTICLE XXIII—Quorums: Provides that the quorum for a special meeting of any port shall be six members and the quorum for a regular Port meeting shall be seven members.

ARTICLE XXIV—Meetings: Sets the time and date for regular meetings at 7 PM on every other Wednesday—Exceptions are noted for holidays and failure to obtain a quorum.

ARTICLE XXV—Agent's Conference: Provides for an annual conference of Port Agents to be called by the Secretary-Treasurer.

ARTICLE XXVI—Definitions: Defines various terms used frequently in the language of the Constitution.

ARTICLE XXVII—Amendments: Details procedure for amendment of the Constitution by the membership.

ARTICLE XXVIII—Transition Clause: Provides for transfer of Union practices and procedures to regulation by proposed Constitution.