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DELTA NORTE

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The SAVANNAH

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Special Supplement

Text of SIU Constitution

(See Center Fold)

House Bill Bans PHS Closing, Goes to Conference

WASHINGTON — An important step forward in the long battle to keep open the nation's Public Health Service hospitals for Seafarers and other beneficiaries was scored here when the House of Representatives voted overwhelmingly to approve SIU-supported legislation which would ban closing or curtailing the operations of the eight Public Health Service institutions.

The bill, H.R. 8220, was adopted as an amendment to the Emergency Medical Services Act, and is similar to one passed last month by the Senate. It would require Congressional approval before the hospitals could be shut down or any of their functions phased out.

The House amendment sponsored by Representative Harley Staggers (D-W. Va.) was approved on a voice vote. The overall bill was approved by a vote of 261-96.

The SIU vigorously supported the legislation to keep the hospitals open. SIU representatives have been meeting continually with members of both Houses and their staffs, stressing the importance to seafarers and other bene-

ficiaries of the quality care which the hospitals provide.

Now, the House and the Senate versions of the legislation which contain minor differences will go to a conference committee of the two Houses for ironing out of these differences. The House bill covers all of the marine hospitals, while the Senate version covers all but the Norfolk hospital and this is one of the differences that must be reconciled. It is believed that the House version to cover all of the hospitals will be adopted by the conference committee.

Specifically, the legislation directs the Secretary of Health, Education and Welfare "to take such action as may be necessary to assure that all the hospitals of the Public Health Service shall, until such time as the Congress shall by law otherwise provide, continue in operation as hospitals of the Public Health Service and continue to provide inpatient and other health care services to all categories of individuals entitled or authorized to receive care and treat-

ment at hospitals or other institutions of the Public Health Service . . ."

In the floor discussion following Congressman Staggers' introduction of the amendment, Congressman John Murphy (D-N.Y.) called the Health, Education and Welfare Department plan to close the Public Health Service hospitals "ill-conceived, shortsighted and utterly fails to comply with the requirements of Public Law 92-585." This law provides that any plan submitted by Health, Education and Welfare for the closing or transfer of control of a hospital must contain assurances that seafarers and other persons entitled to treatment and care at such facilities are to continue to be given equivalent care and treatment.

In urging his colleagues to vote for the Public Health Service hospital measure, Congressman Murphy said that "the Congress should reject the proposal as submitted by the Department of Health, Education and Welfare and adopt the legislation before us en-

suring that the Public Health Service system is retained."

The Health, Education and Welfare Department has twice been blocked from closing the hospitals outright. This year Health, Education and Welfare proposed to end inpatient services on July 21, 1973 and turn the hospitals in the eight cities over to community organizations to provide the services.

The Public Health Service hospitals are located in Boston, New York, Baltimore, Norfolk, New Orleans, Galveston, San Francisco and Seattle. In addition to merchant seamen, the hospitals serve Coast Guard personnel and other government employees.

The battle to keep these hospitals open is still a long way from being resolved. After the Senate and House conference committee works out a final version and submits it for approval by both Houses, it then goes to the President for approval or veto. Since President Eisenhower's administration, all administrations have pursued a policy of phasing out the PHS hospital system.

Rincon Annex Seamen's Unit Relocated

The Seaman's Postal Unit, formerly located at the Rincon Annex has been relocated to the Main Post Office, Seventh and Mission Street, San Francisco, CA 94101.

Mails will be available for pick-up at Window #28, at the Main Post Office, and the new address is:

Seaman's Unit
Main Post Office
San Francisco, CA 94101

108 Congressmen Back U.S. Ships to Carry Oil

WASHINGTON — The move to require the use of U. S.-flag ships in carrying a portion of oil imported into the country is gaining strength.

More than 108 members of the House of Representatives have sponsored legislation calling for 20 percent of oil and oil products to be carried on American-flag ships. The required percentage would increase to 25 percent on June 30, 1975, and to 30 percent on June 30, 1977.

One of the key sponsors of the legislation is Congresswoman Leonor K. Sullivan (D.-Mo.), who is Chairman of the House Committee on Merchant

Marine and Fisheries. Joining Congresswoman Sullivan as co-sponsors of the bill she introduced were 24 members of the Merchant Marine and Fisheries Committee.

The legislation is being supported by the AFL-CIO Executive Council. At its May meeting in Washington, D. C., the Council declared that the legislation would "guarantee the development of an American tanker capability that would be in the best interests of national security, the economy and a more favorable balance of payments position."

The AFL-CIO Executive Council

statement said that the legislation would result in thousands of jobs in the construction and operation of the tanker fleet.

The Council also recommended Congressional action to:

- repeal the 22 percent depletion percentage allowance from taxable income on foreign production of oil;
- eliminate the credit for taxes paid to foreign governments on an income from foreign oil operations of U. S. companies, and
- determine if the oil industry should be subject to interstate regulation.

the PRESIDENT'S REPORT:



Paul Hall

Trans-Alaskan Pipeline

It is now more than five years since the massive oil deposits of Alaska's North Slope were deemed "commercially marketable." The tragedy is that these rich oil fields remain undeveloped at a time when the nation faces a serious shortage of all energy fuels, including petroleum products.

The Alaskan oil reserves could provide the United States with substantial supplies of petroleum. If it were available to us today, during the current energy crisis, it is estimated that it would replace the need for one third of our imports.

The North Slope oil reserves are important to us for many reasons. The oil would help solve our energy problems and would result in enormous economic and security benefits for the nation.

North Slope oil carried by pipeline to Valdez and then loaded on U.S. tankers for shipment to the U.S. would produce thousands of American jobs—on board the tankers, in the construction and maintenance of the pipeline, in refineries, in the oil fields.

The Alaskan oil also would help im-

prove our country's balance of payments picture and would benefit the nation's security.

But despite these obvious advantages, the necessary pipeline has not been built, the oil remains in the frozen ground.

The pipeline project has been stalled since the beginning by a series of delays resulting from suits filed by those who wish to protect and preserve the environment.

However, most of the solutions the environmentalists offer mean the curtailment or the prevention of technological and industrial development. In some measure technological and industrial development has helped to create the plight of our environment but blocking such development is no solution to the problem.

This nation has the technological expertise which can function to protect the environment while continuing the development of the nation's critical energy needs. There can be no doubt that this expertise can be applied to the building of the pipeline.

There are still some environmental

challenges to the pipeline pending in the courts but Congress could pass legislation which would reasonably satisfy the remaining objections.

The pressure for such action grows as the energy crisis deepens. In his energy message to the Congress, the President called for such enabling legislation. And the AFL-CIO Executive Council, at its recent meeting, declared that Congress must act if the nation is to solve its immediate and long-range energy problems.

The nation cannot suffer further delay in the construction of the Trans-Alaskan pipeline. The whole problem has been studied and debated.

If the United States is to ever reduce its dependence on foreign oil supplies, then sources such as the Alaskan oil reserves must be fully exploited.

Congress must act quickly and must take whatever steps are necessary now or in the future to insure that those Alaskan oil reserves are linked to U.S. market by the Alaskan pipeline and by U.S. tankers.

Second of Three for Delta

Launch SIU-Contracted Delta Norte in New Orleans

The second of the revolutionary LASH/container vessels to be built for the SIU-contracted Delta Steamship Lines was launched late last month at the Avondale Shipyards main yard division on the Mississippi River in New Orleans, La.

Christened the *Delta Norte*, the 893-foot long vessel joins her identical sister ship, the *Delta Mar*, which was launched on Jan. 27. A third sister ship, the *Delta Sud*, is currently under construction and will be launched later this year.

All three of these ultra-modern ships mean more jobs for Seafarers.

The *Delta Norte*, is the second ship to be contracted for under the Merchant Marine Act of 1970 and the *Delta Mar*, was the first.

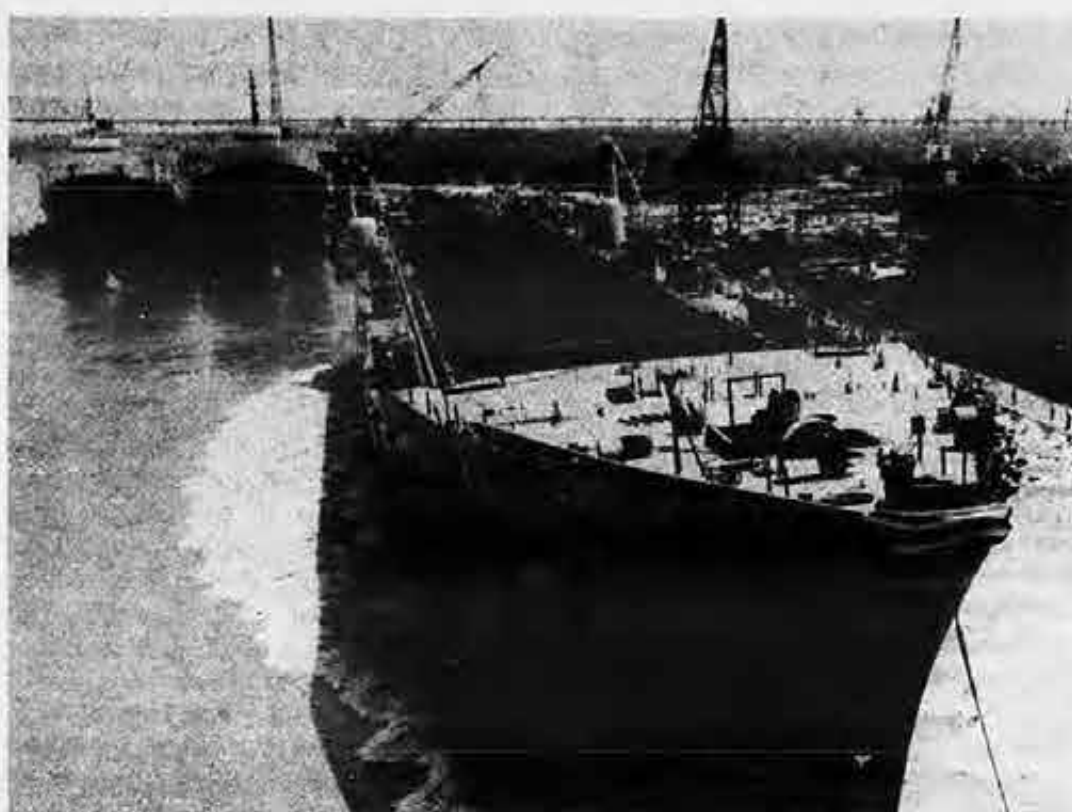
Combined on the *Delta Norte*, and her sister ships is the capability to carry standard dry and refrigerated containers as well as the barges which are a part of the LASH (Lighter Aboard Ship) system.

Each vessel is able to carry up to 74 barges (lighters), each loaded with 370 tons of cargo plus 288 standard 20-foot containers or up to 1,740 containers by proportionately reducing the number of barges carried.

The floating barges are hoisted aboard, or lowered into the water, over the vessel's stern by the ship's own 500-ton crane. The *Delta Norte*, and her sister ships will also be equipped with a 30-ton capacity crane for handling containers.

The barges are over 61-feet long and over 31-feet wide. The barge crane can load a full barge every 15 minutes and the container crane can at the same time load a full container every three minutes.

With a molded breadth of 100 feet, the design draft of the *Delta Norte* is 28



The 893-foot long *Delta Norte* (Delta Steamship Lines) is side launched into the Mississippi River from Avondale Shipyards in New Orleans, La.

feet with a cargo capacity at that draft of 15,000 tons. The impressive ship is powered by a 32,000 horsepower propulsion plant.

Once ready for service, the *Delta Norte*, along with her sister ships, will ply the trade routes from the Gulf of Mexico to the east coast of South America via Caribbean ports.

Delivering the main address at the

launching of the *Delta Norte* was Secretary of Commerce Frederick B. Dent who noted that "under President Nixon's maritime program, embodied in the Merchant Marine Act of 1970, we are engaged in the most ambitious upgrading of the American-flag merchant fleet ever undertaken in peacetime."

By the end of the decade, Dent pointed out, the Merchant Marine Act

of 1970 will "provide the United States with one of the most modern and efficient merchant marines in the world."

Dent further said that the unique design of the *Delta Norte* and her sister ships enables them to handle a wide variety of cargoes in barges and containers, "and their ability to service both shallow draft, lesser developed terminals, as well as major port complexes, makes them uniquely suited for the Latin American trade routes they will serve."

He pointed out that the U.S. government has invested \$235 million in the LASH ship program "which now encompasses 20 vessels of this type ordered from Avondale. The investment by Delta and other steamship companies that have ordered LASH vessels is even greater," Dent noted.

Also speaking at the launching was Captain J. W. Clark, president of Delta Lines, who pointed to the maneuverability and time saving aspects of the *Delta Norte* and her sister ships. "The unique part of Delta's LASH operation," he said, "is that the 'mother ships' do not need to berth at congested harbors. They do not lose time shifting from port to port or pier to pier."

The *Delta Norte* was christened by Mrs. Frederick B. Dent, wife of the Secretary of Commerce.

Among the many who were present at the launching was special guest Senator Russell B. Long (D-La.).

Seafarers 5% Boost In Pay Begins June 16

Additional increases will go into effect this month under the three-year freightship and tanker agreements negotiated and signed in 1972 between the SIU and its contracted companies.

Seafarers will receive approximately

a 5 percent wage increase in pay at payoff time.

The pay hike starts June 16.

There will also be a boost in premium overtime pay rates for work done on weekends and holidays.

In the first year of the contracts, Seafarers got an approximate 11 percent wage raise. With 5 percent pay jumps for both this year and next year, a total wage increase of 21 percent over the three year period of the contracts will be reached on June 16, 1974.

Some average highlights of the new monthly base wage and premium rate increases include:

- In the deck department, freightship bosuns will get a pay raise of \$36.51 a month plus 32 cents an hour for premium overtime. (SL-7, SL-180 and SL-181 bosuns will get slightly higher increases). The SIU tanker bosun (aboard vessels of 25,000 dwt or over) will get a pay raise of \$38.93 and 36 cents an hour more for premium overtime.

- Freightship able seamen get a \$27.79 pay hike and 24 cents more an hour in premium pay. Ordinary seamen get \$21.73 more a month and 19 cents an hour more for premium pay. Tanker able seamen gain \$28.12 more plus 25 cents additional an hour in premium wages. Ordinary seamen get a \$22.30 raise plus 20 cents an hour in premium wages.

- In the engine departments, aboard freightships, chief electricians receive a wage increase of \$42.95, and a premium overtime increase of 37 cents an hour. QMEDs get a \$41.08 hike with 36 cents an hour premium pay. Oilers and firemen-watertenders get \$27.79 and 24 cents an hour for premium overtime. Wipers get \$25.82 and 23 cents an hour premium pay.

- Tanker QMEDs get \$42.95 and 37 cents an hour for premium overtime. Chief pumpmen get \$39.29 and 34 cents an hour in premium wages. Oilers

and firemen-watertenders get \$28.12 and 25 cents an hour in premium pay. Wipers get \$25.82 and 23 cents an hour for premium overtime.

- In the steward department, freightship chief stewards get \$36.51 more and 32 cents an hour more in premium overtime pay. Cooks and Bakers get \$31.63 plus 28 cents an hour in premium wages. Messmen get a \$21.56 boost with 19 cents an hour in premium overtime.

Tanker chief stewards (25,500 dwt or over) get \$39.09 and 34 cents an hour in premium pay. Cooks and bakers get \$32.98 plus 28 cents an hour for premium overtime. Messmen get \$21.56 and a premium pay increase of 19 cents an hour.

Falcon Princess Earns A 'Well Done'

The crew of the SIU-manned tanker *Falcon Princess* has received a "well done" from Military Sealift Commander Adm. John D. Chase for their superlative seamanship during the transfer of MSC cargoes at sea.

The tanker has been serving as part of the Charger Log IV Program conducted by the MSC to gauge the feasibility of using civilian owned and manned vessels to support the operation of military vessels.

In a recent communication to the ship Adm. Chase said:

"Your two product transfer of in excess of 50,000 bbls from an MSC-controlled tanker (*Falcon Princess*) to a U.S. Navy fleet oiler constitutes the transition point of the Charger Log IV Program from the testing stage to a fully operational support program.

"The superlative performance of the officers and men of the *Falcon Princess* made this major transformation in the Charger Log IV Program an unqualified success."

Blackwell Answers Critic Of U.S. Merchant Marine

Assistant Secretary of Commerce for Maritime Affairs Robert J. Blackwell has branded recent public remarks by Henry Kearns, president of the Export-Import Bank of the United States, critical of the American Merchant Marine, as "allegations not in accordance with facts that are well known to anyone familiar with the maritime industry."

Kearns, in a speech before the World Trade Club of San Francisco on May 17, stated that the United States loses a very significant amount of export business due to Public Resolution 17 which requires that Eximbank-financed goods must be shipped on U.S.-flag ships.

He asserted that "our once magnificent shipping service has lapsed into infrequent schedules, slow service and obsolescence, too often lacking in modern improvements as compared with the service offered by other countries."

In response, Blackwell pointed out that the U.S. Merchant Marine, pioneers in the field of modern, efficient ship containerization, includes one third of all world containerships under its registry—thus capable of transporting more cargo with fewer ships.

American containerships are also larger and faster than the foreign competitors, evidenced by the SIU-manned SL-7 fleet which has significantly cut transatlantic transport time, and has slashed sailing time between the West Coast and Japan in half.

"This is a measure of increased efficiency rather than decreased service," said Blackwell.

He also pointed out the U.S. fleet superiority in terms of barge carrying vessels:

"As of September, 1972, 10 of the 14 barge carriers in the world were under the U.S.-flag. These ships constitute the most recent technological development in the ocean transportation of general cargoes and will be of particular value in providing flexible service to the underdeveloped areas of the world."

Blackwell also reminded the Eximbank President that an extensive review of shipping requirements was conducted by the Administration and in Congress in 1969—and resulted in the enactment of the Merchant Marine Act of 1970, the most significant maritime legislation since the Merchant Marine Act of 1936.

"This review, and passage of the 1970 Act reaffirmed the commitment of the U.S. government to develop a strong and viable merchant fleet" stated Blackwell, "but our records indicate no expression of interest nor any testimony before Congress by the Eximbank during this review."

Blackwell concluded that, "these facts do not characterize an industry which has lapsed into obsolescence or one which has taken a second position to the foreign competition."

Replies to 'Runaway-Flag' Supporters, Defends Oil Bill

As Seafarers are well aware, there is presently a vigorous battle going on in Congress for cargo preference legislation that would require that a percentage of U.S. oil cargoes be carried on American-flag vessels.

Among the strongest opponents of this legislation are the major oil companies, and their front organizations. One of the most active of these front organizations working on behalf of the major oil companies is the American Committee for Flags of Necessity, chaired by Philip J. Loree.

The American Committee for Flags of Necessity is composed of and financed by American shipowners who operate foreign flag vessels.

When many members of Congress announced their support and sponsorship of the proposed oil carriage legislation, Mr. Loree directed a letter to each of the congressional sponsors of the bill, expressing his puzzlement over their action.

Congressman John H. Dent (D-Pa.), long a fighter for American industry and labor, answered Mr. Loree's letter to vigorously express the reasoning behind his support for passage of the bill.

Representative Dent is a member of the House Committee on Education and Labor, and Chairman of the House General Subcommittee on Labor.

In order to provide every Seafarer with the fullest possible information on the current struggle in Congress for passage of this legislation, which is so important to their job security and the future of the maritime industry, the full texts of both Mr. Loree's letter to the bill's sponsors in Congress, and Congressman Dent's reply to this letter from the Chairman of the American Committee for Flags of Necessity are reprinted in full on this page.

AMERICAN COMMITTEE FOR FLAGS OF NECESSITY

25 BROADWAY • NEW YORK, N. Y. 10004

PHILIP J. LOREE
CHAIRMAN

Dialer 4-1483
Dialer 4-1484
CABLE: "AMCOMFLAG"

The Honorable John H. Dent
U. S. House of Representatives
Washington, D. C. 20515

May 17, 1973

Dear Congressman Dent:

It came as a surprise to learn that you sponsored H. R. 7460 and H. R. 7633, bills which would require that substantial percentages of oil imports be carried in high cost domestic tankers. Your support for this measure is particularly puzzling in view of the fact that consumers in your district are heavily dependent on imported oil and thus would be seriously affected if the bill ever became law.

The maritime labor interests promoting such a proposal may not have explained that the very recent termination of quotas under the oil import program has removed any lingering doubt whether consumers would be saddled with the much higher transportation costs resulting from the mandated use of domestic tankers. By the end of this decade the added transportation costs would amount to several billion dollars on a cumulative basis.

Proponents of this measure also may have neglected to point out that domestic tankers are now fully employed, while U. S. shipyards capable of building large tankers are now operating at near capacity. This means that if H. R. 7460 and H. R. 7633 were enacted, we would have an immediate and continuing short supply of available domestic tonnage. As a result, charter rates would be driven up not only for oil imports subject to preference, but also for domestic oil movements, grain exports and government generated military cargoes.

The anti-consumer impact of such a measure has been recognized by many members of Congress, including Senator Jacob K. Javits, who recently emphasized that "... the cost of this requirement to consumers in terms of higher prices for all kinds of oil—including heating oil—at a time when oil is increasingly scarce and already under considerable upward price pressure will only result in turning the people against the shipyards and maritime workers and employees."

I share your concern for promoting the domestic tanker fleet but I do not believe that this should be done by legislating captive cargoes at the expense of consumers in certain regions of the country. Modification of the direct subsidy approach in the Merchant Marine Act of 1970 is a far more acceptable means of building up our domestic tanker fleet. It is particularly appealing because subsidies are subject to annual review and control by Congress and the added costs are shared by all U. S. taxpayers.

I am enclosing some clippings which shed some light on this very important subject. If you desire, I would be pleased to meet with you or your staff to discuss this matter further.

Sincerely,
PHILIP J. LOREE

JOHN H. DENT
21ST DISTRICT, PENNSYLVANIA

ADDRESS CORRESPONDENCE TO:
LAW AND FINANCE BUILDING ANNEE
26 WEST PITTSBURGH STREET
GREENSBURG, PENNSYLVANIA 15601
OR
RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, D.C. 20515

Congress of the United States

House of Representatives

Washington, D.C. 20515

COMMITTEES:
EDUCATION AND LABOR
CHAIRMAN, GENERAL
SUBCOMMITTEE ON LABOR

HOUSE ADMINISTRATION
CHAIRMAN, SUBCOMMITTEE
ON ELECTIONS

ROBERT E. VASLEY
STAFF DIRECTOR

Mr. Philip J. Loree, Chairman
American Committee for Flags of Necessity

May 22, 1973

My dear Mr. Loree:

I see no reason for surprise on your part because of my sponsorship of American tanker use bills. Each of us in our own way—from the smallest to the tallest—can always find a logical and, if necessary, a legal reason for protecting our own dung hills.

Naturally, you are protecting the privilege held by the foreign flag ships. And, you make a case by your opposition to any measures taken by Congress to try to bring back to this nation some semblance of even a minor position in maritime activity in this world. The arguments to the contrary may be just as interesting and valid. In every case I have ever had anything to do with, in my many years of fighting exorbitant depreciation of American activity and employment in the field of Merchant Marine, capital, and production of consumer goods, the scapegoat and the whipping boy has always been the consumer.

I give your organization credit for being concerned about the consumer, but I am not foolish enough to believe that the primary mover in your organization is consumer well being. Congressional action that might put a few of the foreign flag ships into dry dock is a more logical reason for your concern.

Mr. Loree, I have watched the consumer interest of importers, exporters, and foreign flag interests for many years, and their deep concern for the consumers in this country has always been a great source of wonderment if not merriment. There isn't a country or a flag which you represent that would allow for one day the destructive practices in all areas of international trade from production to distribution to consumption that this nation of ours has allowed and indulged in for many, many years.

You say that another good argument for defeating this legislation is that foreign flag ships receive an even better reception in some areas because of anti-American feelings. Isn't it strange that this nation—which has provided aid, assistance, comfort, and a helping hand to practically every nation on the face of this earth with an almost unlimited amount of money, goods, foods, and favors—now has to stop its ships from carrying products, and in many cases free products, because they don't like us.

This reminds me of a U.S. Senator running for re-election who was told by his campaign leader that a certain county chairman was against him. The Senator looked perplexed, scratched his head and said, "I don't know why he is against me, I never did anything for him."

If we hadn't allowed our Merchant Marines to become almost a non-entity and if we would have followed the practices in which almost all nations of the world indulge: work permits, border taxes, surcharges, safety laws, workman's compensation, and other methods of increasing their competitor's cost of doing business, we would not have had to move into the Congressional form of relief we are now seeking.

Using our high-cost, which in turn you relate to consumer prices, as a reason for denying our Merchant Marine a few crumbs from our own table is not valid, logical or economically sound. You and I know that one of our big problems in Vietnam is the fact that we didn't have the bottoms to provide the logistics. All of a sudden, in that particular case, so-called cheap rates of foreign flag ships disappeared and the staggering charges to U. S. shipments certainly do not give the flags of necessity ships any claim to a halo or the feathery wings of an angel.

The consumer in the U.S. is the highest paid consumer in the world; and, persons like you and your organization have somehow caused him to believe that he can enjoy high wages for himself and have an unlimited access to low-priced goods from the lowest-waged workers in the world. We have considered ourselves an affluent nation and perhaps at one time we were; but, as an affluent nation the peoples of that nation must expect to pay for their affluency in the products that their higher wages produce.

Economic colonialism under the free trade between the high-cost nations and the low-cost nations isn't any better than any other kind of colonialism. We fought a Revolutionary War to get away from being a raw materials nation, dependent upon the mother country for any manufactured or consumer goods. We fought and won because we only had one nation to fight against. Today practically every nation that has an anvil and a hammer is making goods for the U. S. market and so we are now a colony to many nations. We provide hides and they provide shoes, we provide grains and they provide meat, we provide cotton and they provide textiles, and we provide a market and they provide everything. I don't know your nationality, Sir; but, whatever it is I wish you were an American so you could see the truth for yourself.

With every kind regard, I am

Sincerely yours,
JOHN H. DENT, M.C.

Cutoff of U.S. Overseas Tax Breaks Proposed by SIU

WASHINGTON — The Seafarers International Union has urged the House Ways and Means Committee to end the special tax credits and other special benefits enjoyed by the foreign operations of the major U. S. oil companies.

Testifying for the Seafarers International Union and the AFL-CIO Maritime Trades Department, O. W. Moody urged the House committee "to provide positive incentives for using American goods and to neutralize the incentives" for using foreign based goods and services.

The SIU representative told the Committee that construction and use of American-built, American-manned tankers to meet the nation's increased oil needs would significantly lessen the drain on the U. S. balance of payments.

He told the Committee that "we have had a direct interest and concern with international trade and the foreign operations of U. S. companies for several years. From 1946 on, we have seen this country steadily decline from its number one maritime status as American-based companies, spurred by tax incentives, built and registered ships overseas."

Specifically, the SIU representative told the Committee that present policies provide little tax incentive for using American goods and services compared to the generous tax savings for foreign investment.

"The oil industry and the merchant marine are a case in point," he said. He suggested that "it is time to reexamine tax incentives given to foreign oil production," and urged elimination of the foreign oil percentage depletion allowance, which he said encouraged the development of foreign oil resources at the expense of developing our own.

On foreign tax credits for the oil companies, Moody told the Committee that this benefit "enriches the petroleum companies and the host nations at the expense of the American consumer." He said the system discourages the American oil companies from holding out against increased "royalty" payments when charged in the guise of taxes because the bigger the "royalty-

tax" payments the bigger the U. S. tax savings to the companies.

Thus, he said the average American pays higher gas and oil prices because the oil companies pass on the higher royalty-tax payments and in addition picks up the tax tab for the estimated \$2.5 billion annually lost to the U. S. Treasury through this foreign tax credit loophole.

In his testimony, the SIU representative said that existing tax policies, wherein taxes on income from overseas investment that are deferred until the money is brought back to this country, has encouraged the American oil companies to steadily escalate their foreign operations.

Rather than repatriate their foreign income to the U. S. and give up the tax deferrals, Moody said the oil companies have branched out into foreign investments and marine fleets. In these key areas, the oil companies' foreign investments have in fact outstripped investments in the U. S., Moody said.

As an example, he cited that in 1968 the U. S. oil companies invested \$805 million in foreign-flag ships and facilities and only \$50 million in American marine expenditures. In 1970 and 1971, the oil companies invested over five times more on foreign fleets than on U. S.-flag shipping, he said.

In urging neutralization of the incentives that encourage the use of foreign goods and services, the SIU representative recommended elimination of the oil depletion allowance on foreign production, the overseas tax credit and the deferment of tax payments on foreign-earned income.

Pointing to the critical deficit in the U. S. balance of payments, the SIU spokesman said that the "use of American-built, American-manned, American-flag tankers should be encouraged to lessen the drain on our balance of payments caused by the energy crisis."

"The building and operating of a strong American-flag tanker fleet would give this country a measure of self-sufficiency in the transportation of its oil imports, a measure of self-sufficiency in which the quantities of our current and future energy needs have become essential to our national survival," the SIU representative said.

Named to La. Athletic Board



Honored SIU Vice President Lindsey Williams (left) receives document appointing him vice chairman of the Louisiana State Athletic Commission. Holding the declaration is Emile Bruneau, chairman of the group which regulates boxing in the state. The presentation was made late last month in New Orleans.

LEGISLATIVE REPORT



By B. Rucker

U.S. Public Health Service Hospitals

The SIU has vigorously supported legislation to keep the Public Health Service hospitals open.

The Department of Health, Education and Welfare had announced its intention to close the hospitals, and had begun to phase them out. Some of the professional staff members, concerned about their future, resigned and took other jobs.

Both Houses of Congress have completed hearings and just recently passed bills to require HEW to keep the hospitals open. A conference committee will meet to discuss and resolve the minor differences between the Senate and House versions.

When the conferees decide on the final version, it will go to both Houses for final approval, and from there to the President for his signature or veto.

Cargo Preference

More than a dozen bills have been introduced in the House to guarantee U.S.-flag ships a share of oil import cargo.

H.R. 8193, introduced by Chairman Leonor Sullivan of the Merchant Marine and Fisheries Committee, would guarantee a 20 percent minimum, and would increase that guarantee to 30 percent by 1977.

The AFL-CIO is supporting the oil cargo preference legislation as it did in the 92nd Congress, when we came close to a victory in the Senate.

This year we hope to win that victory and to achieve the benefits which go with it—more jobs for seamen, an expanded shipbuilding program, better balance of payments, and more dependable transport of much-needed oil.

Foreign Tax Credit

SIU representatives testified recently before the House Ways and Means Committee in hearings on the Trade Reform Act of 1973, and recommended that "tax provisions which make it more profitable to operate overseas should be abolished."

The largest commercial balance of payments deficit item is foreign oil; the second largest is cost of transportation of that oil.

Our statement recommended encouraging American goods and services by abolishing oil depletion allowance, overseas tax credit, and deferment of payment of taxes on foreign-earned income.

We believe that if these special incentives are abolished, oil companies will develop domestic resources.

H.R. 6767 is still in Committee.

Trans-Alaska Pipeline Right-of-Way

Senator Jackson's right-of-way bill, S. 1081, which would permit the Secretary of Interior to grant necessary rights-of-way, has been reported out of the Interior and Insular Affairs Committee, and is expected to come before the Senate for a vote later this month.

We support the Jackson bill, to permit the Secretary of the Interior to grant wider rights-of-way, and we support the earliest possible construction of the pipeline.

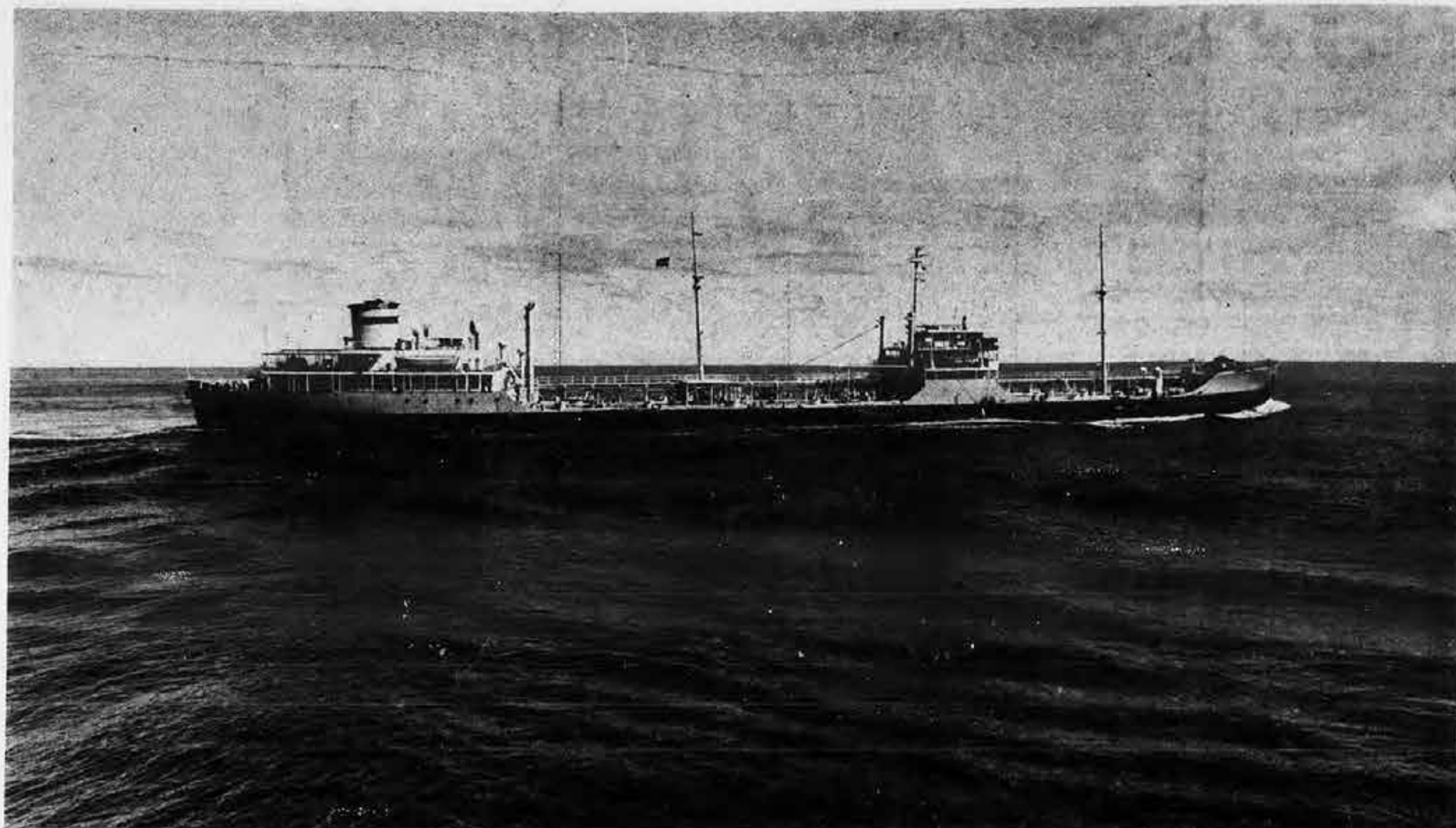
Tanker Double Bottoms

The SIU has testified before the House Merchant Marine and Fisheries Committee in opposition to a proposed Coast Guard requirement for double bottoms on all new ocean tankers.

Regulations and inspections for U.S.-flag ships are more stringent and better enforced than those of foreign-flag ships, making our tankers safer already. In addition, it has not yet been shown that double bottoms will significantly reduce pollution. For these reasons, a double-bottom requirement would impose an unnecessary hardship when we are just beginning to build a newer, better fleet which will make us competitive.

Support SPAD

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



The USNS Schuykill was turned over to her SIU crew last April in the port of Norfolk before going back to join the MSC fleet.

SIU Manning of 13 MSC Tankers a 'Milestone'

The transfer of 13 Military Sealift Command tankers to civilian operation with manning by SIU crews has been praised as a "milestone" by Rear Admiral John D. Chase, commander of the Military Sealift Command.

In a letter written last month to Joseph Kahn, chairman of the board of Hudson Waterways Corp., now operator of the former Navy tankers, Admiral Chase noted:

"This is an appropriate time for me to express my sincere appreciation to those who contributed to this successful turnover.

"The transfers were accomplished under adverse conditions, including continuously changing ship schedules, completely new crews, foul weather conditions, and long hours of travel and work. The members of my staff who attended each transfer unanimously reported that your personnel displayed dedication and professionalism in planning and accomplishing the job in the most expeditious and efficient manner."

The last of the formerly military crewed tankers, the USNS Schuykill,

was officially turned over to civilian operation on April 27, when she took on her SIU crew in Norfolk.

The transfer of the tankers began when the USNS Maumee crewed up in Jacksonville late last year.

As a result of these transfers, more

than 500 new job opportunities were made available to Seafarers.

The contract awarded to Hudson Waterways, following competitive bidding, provides that the company will operate the tanker fleet for the next five years.

During 1974-5, the Military Sealift

Command is scheduled to receive delivery of nine new tankers to replace some of the older ships in the current fleet.

The tankers are being utilized for refueling of naval vessels at sea and for resupply of many of the Navy's far-flung bases, including such remote areas as Antarctica.

Rep. Carey Predicts Tow Industry Growth

PINEY POINT, MD.—Representative Hugh Carey (D-N.Y.) predicted that the towing industry will play an increasingly important role in the nation's transportation system, calling the "domestic towing industry one of America's most vibrant and growing industries."

The legislator, a member of the House Ways and Means Committee, said that the cargo moved on the waterways had almost doubled in the past ten years, and "this growth is likely to increase . . . fueled by a number of factors which have made the towing industry a vital segment of the nation's transportation network."

Rep. Carey's remarks were made at graduation exercises conducted by the SIU's Lundeberg Upgrading Center here, at which diplomas were awarded to twenty young men who had received basic training to prepare them for jobs aboard vessels operating in the inland waters and harbors.

Carey pointed out the importance of this industry in providing low cost transportation of vital food, fuel and other products to the nation's consumers. He said that the towing industry had also gotten an assist when the Congress passed the 1970 Merchant Marine Act, making available to that industry the mortgage guarantee program which had been previously available only to deep sea vessels. He said "over \$2 billion in mortgage guarantees have now been used and among these are loans for numerous modern towboats and large new barges."

SIU Vice President Paul Drozak, national director of the Inland Boat-

men's Union, urged the graduates to perform effectively on the job in the field and to take advantage of the opportunity to return periodically to the school to upgrade their job skills so that they can increase their earning power. He also stressed the necessity for joint labor, management cooperation and mutual understanding of their problems so that "we can maintain an

efficient and competitive industry."

It was also announced by Hazel Brown, the School's president, that this program was shaped as the result of the recommendations of a joint committee representing the union and representatives of its contracted operating companies and that the program would be continually upgraded to meet the changing industry demands.

Art Benjamin, 49, SUP Official

Art Benjamin, 49, business secretary of the SIUNA-affiliated Sailors Union of the Pacific, died May 29 of a heart ailment at the USPHS Hospital in San Francisco, Calif.

A life-long resident of San Francisco, Brother Benjamin was well-known and well-liked by all West Coast Seafarers. He joined the SUP in 1945.

Benjamin also had an intense interest in sports, especially boxing.

Brother Benjamin was buried June 1 at Olivet Memorial Park in San Francisco. He is survived by his wife, Barbara, and his sons, Steven and Michael.



Rep. Hugh Carey (D-N.Y.) congratulates one of 21 young men in the first graduating class of deckhands at the Lundeberg School after they completed training for work aboard the towboats and barges of our nation's inland waterways system. At left is Gerry Brown, Piney Point Port Agent; and at right are Paul Drozak, IBU National Director, and Hazel Brown president of the Lundeberg School.

The sixth and newest of eight SL-7 containerhips ordered by SIU-contracted Sea-Land Service, Inc., the *Sea-Land Finance* was christened and launched last month.

Crewing of the *Sea-Land Finance* is set for October of this year.

The next two containerhips under construction are the *Sea-Land Market*, due to be manned by Seafarers in September 1973, and the *Sea-Land Resource*, set to get its SIU crew in March 1974.

Five sister ships of the latest SL-7 have already completed their sea trials and maiden voyages from European waters to Sea-Land's container terminal in Port Elizabeth, N. J.

The record-breaking *Sea-Land McLean* and the *Sea-Land Exchange* are plying the run to Europe's Bremerhaven and Rotterdam and the *Sea-Land Commerce*, *Sea-Land Trade* and the *Sea-Land Galloway* are to be on the run from Seattle to Kobe and Yokohama.

By this winter, the *Sea-Land McLean*, the *Sea-Land Exchange* and the *Sea-Land Finance* will join Sea-Land's Pacific fleet.

The 50,315-ton, black-hulled vessels steam 40 m.p.h. to Japan in about 5½ days from two 60,000 h.p. General Electric steam turbines whose 120,000 horses drive two 47-ton, five-bladed propellers at 135 turns a minute.

Each SL-7 provides carpeted crew quarters with private baths. All quarters are in a separate deck aft. The bridge is farther forward than on most ships.

The first keel among the eight containerhips was laid July 1970.



Sea-Land Finance Launched More SL-7s Under Construction

SIU Gulf Ports Break Cargo Records

New Orleans and Houston, two Gulf Coast ports where SIU vessels frequently dock to load and unload cargoes, are constantly breaking records.

Much of the cargo increase involves grain exports. In the Port of New Orleans, grain export records are expected to be broken for the second straight year. Last year, for the first time, the port exceeded one billion bushels in grain exports, and if there is no major setback, New Orleans will surpass that record in 1973, according to the executive secretary of the city's Board of Trade.

In the first two months of this year alone, more than 204 million bushels of grain have been shipped from the port.

On an average day in New Orleans, about 40 ships go through the port, but for the first three months of this year, 70 to 80 vessels a day have passed through the facility, according to H. G. Joffray, associate port director.

The grain deal with Russia has accounted for part of the increase but it is not the only reason for the upswing. There has been an increase in business from other nations, such as, Japan and the Mediterranean countries.

Cotton exports have also increased as have plywood and rubber imports.

"I think it is a reflection of the world economy," Joffray said, "which seems to be just a little bit ahead at the present time."

He added still, that "all ports are now heavily involved in grain exports. Most of the wheat is being shipped out of Texas ports . . ." while "most of the corn and soybean exports are going out of New Orleans." He pointed out that the latter shipments are being transported by barge down the Mississippi River from the Mississippi Valley area.

In the Port of Houston, a 25 percent

increase in cargo volume was reported in January and February of this year as compared with the same months in 1972 which itself was a record-breaking year for the facility.

Total volume for the first two months of this year was about 13.5 million tons, as against 10.7 million in the same period a year ago.

\$348,000 For Sealift Ships

The U.S. Navy's Military Sealift Command has announced that \$348,060 was committed to U.S. commercial shipping for ship charters by MSC during April 1973.

Since July 1, 1972 MSC has committed almost \$152 million to U.S. commercial shipping for charter of vessels, and has spent some \$204.8 million for transportation of military cargo on commercial liners during the past ten months.

By using commercial ships on regular trade routes plus chartered commercial vessels, the Military Sealift Command moved 94 percent of all military cargo sealifted from the continental U.S. on commercially owned U.S.-flag ships during the first ten months of fiscal 1973.

At the end of April, the Command had 92 privately owned U.S. ships under hire, many of which are manned by SIU crews. These included dry cargo vessels, tankers and ships used in oceanographic research.

The 13 Navy tankers operated for MSC by SIU-contracted Hudson Waterways Corp. are not included in these figures and represent an additional source of jobs for Seafarers.

action line

seafarers action line seafarers action line

Contract Questions

Questions have been received from Seafarers regarding the "port time" and "time off" provisions in the standard freightship and tanker agreements, and these two points have now been clarified by a Union-Management Committee in the following manner:

• Port time, after 5 p.m. and before 8 a.m., Monday-Friday.

In order to clarify this provision concerning port time, the Union-Management Committee declared on Mar. 13, 1973 that "when a vessel is in port and sea watches are broken, all watch standing engine room personnel standing donkey watches, such as FWTs, Oilers, and QMEDs shall share equally the total overtime payable for watch standing in port after 5 p.m. and before 8 a.m., Monday through Friday."

In addition, the clarification stated that "when sea watches are maintained each watch shall be paid the actual number of hours worked."

• Time Off.

In regard to Article II, Section 68 in the Tanker Agreement and Article II, Section 70 in the Freightship Agreement—both of which deal with Seafarers receiving time off—a clarification was announced by the Union-Management Committee on Mar. 15, 1973. The section in each agreement provides that a Seafarer have time off "(not to exceed eight (8) working hours)". The clarification was made with regard to subsection six which reads:

"Where the seaman does not receive his day off as required above, he shall receive one (1) day's pay in lieu thereof. If he receives only four (4) hours or less of his time off, he shall receive one half (½) day's pay in lieu thereof. This clause shall not apply where the seaman has accepted overtime in lieu of time off."

In the Mar. 15th clarification decision on this subsection the Union-Management Committee agreed "that the penalty of a day's pay shall not be applicable for a current voyage, if on arrival, the ship lays up, in the port of payoff."

However, if the ship does lay up and a day was owed a Seafarer from a previous voyage, then he would receive that pay.

Further, inasmuch as the provision was instituted for the specific purpose of getting time off for Seafarers, the penalties provided as outlined in subsection six would not apply if the Seafarer did not request the time off.



SIU Patrolman Ted Babkowski (right), on one of his regular visits to the PHS Hospital, takes down a beef of William R. King, 72, who sails in the engine department as an oiler.

Seafarers Express Need

SIU Fight for USPHS Has Long History

The SIU continues fighting to prevent the eight marine U. S. Public Health Service Hospitals across the nation from closing down.

The fifth Congress of the United States followed the lead of Secretary of Treasury Alexander Hamilton who recommended in 1793 "the establishment of one or more marine hospitals in the U. S. . . ."

Five years later a Congressional bill "for the relief of sick and disabled seamen" was signed into law by President John Adams in Philadelphia. The next year, the first U. S. marine hospital opened in Boston. It was administered by the Treasury Department.

This initial hospital later mushroomed nationwide with the opening of other PHS hospitals in Staten Island, N.Y., Norfolk, New Orleans, Galveston, Mobile, San Francisco, Seattle and many other cities where they now no

longer exist. In addition, PHS administers clinics, open to Seafarers and others in 32 other ports in the U. S.

Care for ill and injured seamen began on the Mediterranean isle of Rhodes in the third century B.C., when the king proclaimed sailors on his merchant ships were entitled to medical attention.

Roman Emperor Hadrian's (117-138 A.D.) ships had a medical officer aboard each one for every 200 seamen.

As early as 1445 seamen in Bristol, England got medical care in St. Bartholomew Hospital. Later, Queen Elizabeth I levied a tax for the aid of disabled mariners. The English victors over the Spanish Armada in 1588, Drake, Effingham and Hawkins in 1590 founded a fund for the relief of their ill sailors collected from the Royal Navy fleets.

Today looking back into history we

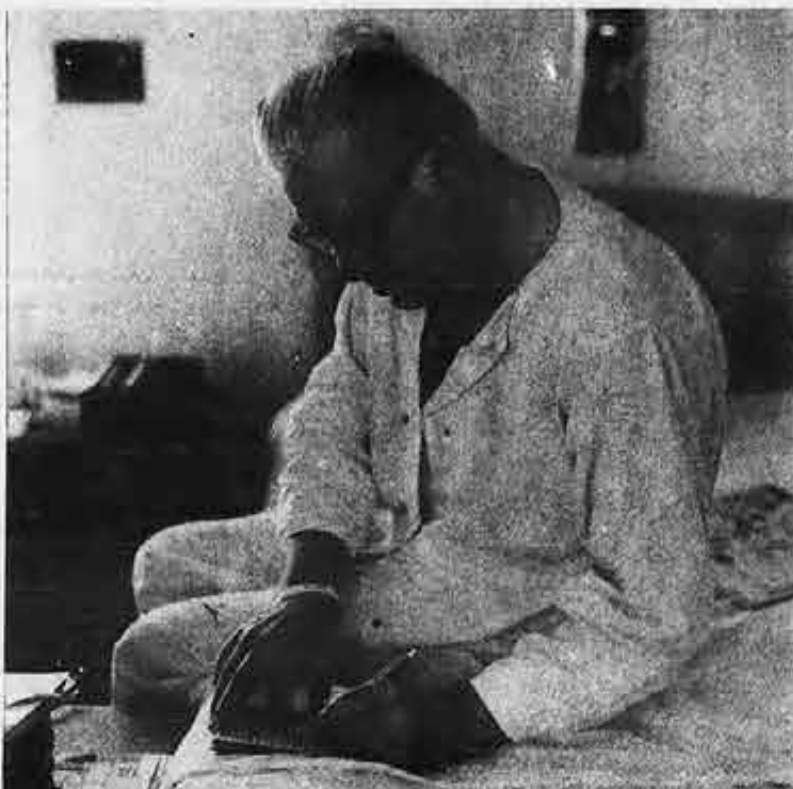
can now see that the right of Seafarers to medical care is not just governed by traditional need, but by the right of law.



SIU Chief Cook Charles L. Johnston, 56, of Brooklyn organizes his gear.



Pensioner Alfredo Mova, a steward in the SIUNA-affiliated Marine Cooks and Stewards Union, samples the hospital food prepared by PHS chefs.



Writing a letter home in the Staten Island Hospital is Frank S. Kalicky, 64, of Cleveland who ships on the Great Lakes in the steward department.

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& Inland Waters
Inland Boatmen's Union
United Industrial Workers

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5-6 Nihon Ohdori
Naka-Ku 231-91
2014971 Ext. 281

Security
In
Unity

SHIPS

SHIP	COMP	TYPE	RUN	DIST	DECK
PORTLAND	SL	TRL	PR	SIU	1
FORT HOSKINS	CS	ST	CW	SIU	2
OVERSEAS EVELYN	MO	S	CW	SIU	1
ANCHORAGE	SL	T-L	NT	SIU	2
HOUSTON	SL	TRL	PR	SIU	2
ARIZPA	SL	TRL	PR	SIU	2
AZALEA CITY	SL	TRL	CW	SIU	2
STONEWALL JACKSON	WAT	C4	ME	SIU	1
FALCON DUCHESS	FJ	ST	GUAM	SIU	1
STEEL ARTISAN	ISTH	C3	FE	SIU	1
NEW ORLEANS	SL	TRL	NT	SIU	2

DISPATCHERS REPORT

Atlantic, Gulf & Inland Waters District

MAY 1-31, 1973

DECK DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups Class A	Class B	All Groups Class A	Class B	Class C	All Groups Class A	Class B
Boston	14	3	6	1	0	19	4
New York	89	23	48	13	0	157	32
Philadelphia	17	16	8	3	0	27	17
Baltimore	31	13	24	7	1	80	22
Norfolk	17	8	15	8	1	5	6
Jacksonville	30	10	10	7	0	45	9
Tampa	4	3	7	2	0	0	2
Mobile	22	4	18	1	0	60	9
New Orleans	74	17	55	19	4	110	17
Houston	106	30	81	31	0	63	40
Wilmington	18	11	27	12	1	27	18
San Francisco	79	26	47	10	0	123	37
Seattle	36	25	14	19	3	42	16
Totals	537	199	360	135	10	758	229

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups Class A	Class B	All Groups Class A	Class B	Class C	All Groups Class A	Class B
Boston	1	2	3	1	0	4	1
New York	68	38	53	26	5	96	54
Philadelphia	8	9	1	7	0	17	10
Baltimore	28	15	26	9	0	41	21
Norfolk	9	9	8	5	1	10	0
Jacksonville	11	8	9	4	0	16	10
Tampa	8	3	1	1	0	0	2
Mobile	29	13	15	3	0	48	14
New Orleans	52	28	47	22	5	89	37
Houston	77	42	57	24	0	60	42
Wilmington	10	16	10	12	0	13	19
San Francisco	59	51	47	26	1	86	61
Seattle	21	28	16	21	1	15	15
Totals	381	262	293	161	13	495	286

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups Class A	Class B	All Groups Class A	Class B	Class C	All Groups Class A	Class B
Boston	2	0	1	2	0	1	0
New York	78	106	52	79	23	121	149
Philadelphia	13	5	1	4	1	17	9
Baltimore	20	10	19	7	0	37	19
Norfolk	14	16	6	4	1	13	2
Jacksonville	8	8	3	3	0	16	5
Tampa	3	0	3	0	0	3	2
Mobile	26	2	6	0	0	46	1
New Orleans	27	6	25	13	0	53	6
Houston	57	14	27	11	0	32	42
Wilmington	13	9	13	11	0	11	13
San Francisco	32	15	15	5	0	59	26
Seattle	18	16	15	10	8	19	7
Totals	311	207	186	149	33	428	281



Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

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

Lewis A. Davis
Please contact your wife, Shirley, at 3491 Old Alturas Rd., Redding, Calif.

John T. Carnes
Please contact your wife as soon as possible at 33 Delta Dr., Pittsburg, Calif., or call 458-1148.

George D. Brady
Please contact G. W. Smith in Oklahoma City, Okla.

Harold Allen Damon
Please contact Mrs. Ruth Mehringer at 6727 Ave. O, Houston, Tex., or call 921-3173.

PERSONALS

B. W. Bertram
Please contact Mrs. Frances L. Fox at 2009 W. 109th St., Los Angeles, Calif. 90047.

Eugene Curry
Friends of Eugene Curry are asked to drop him a line at his new address, 818 Jefferson Ave., Moundsville, W. Va. 26041.

All Seafarers
Anyone knowing the whereabouts of steward department member John F. Castronover, please contact Mrs. Catherine Castronover Lair, at 1143 North Island, Wilmington, Calif. 90744, or call 213-835-2138.

AT SEA



SS Sea-Land Commerce

The first of the SL-7 class vessels to enter the transpacific service, the *Sea-Land Commerce* broke the speed record for that run on her maiden voyage. Sailing from Seattle, Wash. on May 21, she reached Kobe, Japan 5 days, 23 hours and 30 minutes later.

The containership averaged 30.82 knots in crossing the 4,424 nautical miles.

The prior record was actually calculated for the shorter Yokohama to Race Rock, British Columbia voyage, a distance of 4,230 nautical miles, and was established at 7 days 12 hours and 4 minutes in March 1962 by the *Washington Mail*. The *Sea-Land Commerce* bettered the 1962 mark by 36 hours.

SS Long Lines

On board the *Long Lines* (Isthmian) the crew had a lengthy discussion on the Harry Lundeberg School of Seamanship at Piney Point, Md. and everyone present agreed that full advantage should be taken of the facilities there, including the upgrading and recertification programs.

SS Penn Ranger

Seafarer R. M. Kennedy urged all crewmembers on board the *Penn Ranger* (Penn Shipping) to write to their senators, urging that all USPHS hospitals be kept open.

SS Shenandoah

All of the crew has signed a letter to keep the USPHS hospitals open and they expressed the hope that the facilities will remain "open for all needy seamen."

SS Mohawk

The educational director on board the *Mohawk* (Ogden Marine), Gio Renele, urged the crew to have all their union cards and papers so that if any problems arose while at sea the union could provide quicker help.

SS Anchorage

The crew of the *Anchorage* (Sea-Land) was presented an award by the company for being "Ship of the year, due to a zero lost time index in conjunction with the most man hours" during 1971. Accepting the award from Sea-Land official Al Rose, manager of safety for the Pacific and Far East, was Captain Hardy of the *Anchorage*.

SS Ogden Wabash

On board the *Ogden Wabash* (Ogden Marine) Marvin Henry is making his first voyage after recently graduating from the Harry Lundeberg School of Seamanship in Piney Point, Md. Brother Henry said that he really enjoyed sailing and got along well with the crew. He received a high school diploma through the HLSS GED program and had nothing but praise for the program and instructors at the Point. He plans to return for upgrading as soon as he gets in his required seetime.

Stalwart Bosun "Tiny" Wallace was also on the ship and the thirty-year veteran of the union had special words of praise for Chief Cook Clyde Woods and the entire steward department for doing a great job in caring for Chief Steward Hargy who had a heart attack in Odessa, Russia. Brother Hargy was put ashore at a Russian hospital.

SS Brooklyn

Sailing on board the containership *Brooklyn* (Sea-Land) are two brothers, Scott and Steven Wilkinson, both of whom are graduates of the Harry Lundeberg School of Seamanship in Piney Point, Md. Seafaring seems to run in the Wilkinson family since their father, Bud Wilkinson is an SIU member who sails as an FOWT and pumpman.

Also on board was OS Tony Pinchook who is a 27-year veteran of the union. The well-knit crew of the *Brooklyn* was kidding Pinchook, saying that he had allegedly gained over 100 pounds on this voyage alone.

SS Transoregon

The crew of the *Transoregon* (Seatrains) praised the quality of the food on board and the excellence of the steward department. A look at the menu shows that Spanish specialties such as "arroz con pollo" were served in addition to the more commonly encountered dishes.

SS Galveston

The crew aboard the *Galveston* (Sea-Land) reports that they are still receiving good movies and there is also plenty of popcorn on hand.

The crew and officers also took up a collection of \$90 and sent it to the American Merchant Marine Library Fund.



SIU Representative George McCartney (left) is the first to congratulate Seafarer Michael Kindya after Kindya received his license as Chief Engineer.

Started at 18:

Seafarers Grad Upgrades From Foc'sle to Chief Engineer

When Seafarer Michael John Kindya entered the Seafarers school of Seamanship, he was determined to constantly better himself by taking advantage of all the excellent upgrading opportunities offered by the union to its members.

The perseverant young man participated in every SIU training program and the result is that today he is the first Seafarers school graduate to work his way up from the foc'sle to Chief Engineer, entirely through the SIU's own upgrading programs.

The Manhattan born Seafarer originally shipped out as an 18-year old saloon messman aboard the freightship *Valley Forge*, and later switched over to the engine department.

He first entered the joint SIU-MEBA School of Marine Engineering in 1966 and received his Third Assistant Engineer's License that year after completing an intensive five month course of study.

He returned to the school in 1967 and again in 1970 completing similar courses—each time accumulating more knowledge and experience, and climbing one step closer to the top. Recently, after years of hard work and study,

Kindya earned his Chief Engineer's license.

As might be expected, Brother Kindya's aspirations do not end here. "I plan to ship out as Chief Engineer as soon as possible and build up some capital" he said determinedly, "then I will return to the SIU's training school and work my way toward a license as Chief Engineer on propulsion diesel vessels."

After 14 years with the SIU, he had some definite feelings about the union. "The SIU took me off the streets as a kid" he said, "and gave me the help and guidance I needed to get where I am today. My whole family is proud of me and I am proud that I can provide for them so well, thanks to the union."

Brother Kindya feels that his new position as Chief Engineer aboard ship is much more than just a job. "I will try to encourage the younger kids starting out to get involved in the SIU's fine programs" he said, "because each time they complete a course they will become more efficient at their job and can increase their earning power."

The 32-year old Seafarer makes his home in Ridge, Long Island with his wife, Janet, and two children, Stephan, 10, and Cheryl, 6.

Paperweight Message



This paperweight has been distributed by the National Maritime Council to show that when cargo is shipped American, 71 cents of each dollar used for the shipping remains in the U.S. and thus helps this nation's economy and her balance of payments. The National Maritime Council was formed in 1971 and is composed of representatives from various maritime groups throughout the country.

MSC Stresses Containerization

Sea-Land's Warrior Offloads in Open Sea

With the U.S. Armed Forces, notably the Military Sealift Command, placing more emphasis on containerization since Vietnam, Sea-Land's *Warrior* recently took part in Navy tests to determine the most efficient methods to unload containerships offshore and at sea.

The tests evaluated the techniques and equipment (such as cranes) available to offload a non-self-sustaining containership in the open sea. The tests took place in the Atlantic off Fort Storey, Va.

The military operation stemmed from the theory that a commercial break bulk cargo ship could be replaced by a commercial containership unloading at sea and onto the beach in forward areas

where there are no pier-side berths or shore cranes.

Nineteen Army, Navy and Marine Corps tests included the unloading and transferring of containers to other vessels while the ships were under way by using helicopters; and while the ships were anchored using LSTs (Landing Ship Tank) cranes and floating cranes to transfer containers.

MSC Atlantic commander Rear Adm. William M. Pugh II hailed the tests as a success.

He stressed the value of containerships for offship delivery service at both ends of an ocean haul.

Last year, containerships carried more than 80 percent of Department of Defense cargo to Northern Europe and the United Kingdom.



Anchored Sea-Land *Warrior* (center) shifts containers via cranes to the LST (Landing Ship Tank) (left) and barge (right) in offshore unloading exercise.

Ships Collide and Burn In Verrazano Narrows

One of the worst disasters in the maritime history of the Port of New York occurred shortly after midnight on Saturday, June 2, when the 610-foot NMU-manned containership *Sea Witch* struck the starboard beam of the oil-laden foreign-flag tanker *Esso Brussels*, touching off a series of explosions which transformed the surrounding waters of the Verrazano Narrows into a blazing inferno.

Ten seamen, including the captain of the *Sea Witch* were killed, and six others including the master of the *Esso Brussels* are missing and presumed dead.

The collision ripped a gaping 40-foot hole amidships the *Esso Brussels*, spill-

ing part of her cargo of 313,000 barrels of crude oil into the surrounding waters, and causing the two ships to lock in a perpendicular T formation.

Shortly after the 12:42 a.m. accident, New York Fire Department and Coast Guard fireboats surrounded the blazing ships, spraying the decks with a continuous stream of water.

A score of tugboats also converged on the scene and rescued the surviving 63 seamen who were precariously stranded on the decks of their ships or in the water.

All of the survivors were hospitalized, many at the USPHS hospital on Staten Island, suffering from smoke inhalation, exhaustion and cuts and bruises—but they luckily incurred no serious injuries.

As the rescue operations progressed, the ships began drifting with the tide, passing directly under the Verrazano Narrows Bridge, which was closed to traffic for a time because of flames shooting up beneath the bridge's superstructure.

The interlocked vessels continued to drift several miles past the bridge and were finally separated and grounded 600 yards off Coney Island in Brooklyn, N. Y.

The vessels were still smoldering nearly three days after the tragedy.

The Coast Guard is conducting a formal inquiry into the accident.

'Lucky' Smuggler Stones

Large one-holed stones were once very popular with rum smugglers. If there was a chance of capture, the "gentlemen" simply threw contraband tubs of rum overboard, preferably over a rocky bottom, securely lashed to a line weighed down by stones. The weight of the sinker stones kept the tubs of rum on the rocks below until it was safe to use "rock creepers", as specially designed grapnels were called, to retrieve their prizes.

ASHORE



Galveston, Tex.

The following Seafarers are in the USPHS hospital in Galveston, Tex. and would appreciate hearing from their shipmates. They are: E. Hartless, M. Dickerson, R. McNay, R. A. Savoy, K. Lewis, H. Overton, M. Curry, T. L. Laningham, F. E. Hughes, E. F. Rodriguez, W. Herrin, and E. Duxbury.

Baltimore, Md.

Seven Seafarers are currently recuperating in the USPHS hospital in Baltimore, Md. and would like to hear from their union brothers. They are: Alvin D. Carter, James Hamilton, Gustave Holterson, Stanley Orkwiszewski, Edgar S. Smith, Chester Tillet, and Leon J. Webb.

Oakland, Calif.

To combat possible oil leakage from its ships while at dock, SIU-contracted Sea-Land Service has installed an Aqua-Fence oil containment boom at its Oakland port terminal, the first of its kind on the West Coast and the first ever to be installed by a containership operator.

Although the company has never had an oil spill, Sea-Land installed the fence to better protect the waters in case oil should leak from a ship or fueling barge. The oil containment system consists of 3,100 feet of Aqua Fence oil barrier of which 1,300 feet floats permanently in the water under the pier and is secured by mooring rings to the pilings. The remaining 1,800 feet of outer or surrounding Aqua Fence is available to surround one SL-7 vessel or two vessels up to 700 feet in length.

The fence itself is made of a 24-inch wide belt of reinforced nylon that comes in 100-foot lengths which are connected by quick locking devices.

The 1,800 feet of surrounding barrier is also stored in four reels under the pier that permit it to be deployed at a rate of 100 feet every three minutes. As it is deployed, a small boat pulls it into position around the ship, each end being secured to the permanent Aqua Fence installed under the face of the pier.

San Francisco, Calif.

The National Maritime Council's western region action group hosted 300 guests at its third annual Unity Dinner here early this month. Present were representatives of labor, steamship company officials, port officials, government leaders and prominent shippers from the western region.

The National Maritime Council, an organization composed of top representatives of the maritime industry, holds its Unity Dinner each year at this time to thank shippers for shipping cargoes in U.S.-flag vessels.

Prizes of a cruise to Hawaii, a cruise to the Isthmus of Panama, and six coastwise cruises were drawn for by guest shippers, and the first annual Binnacle Award was presented to T. J. Patterson, Jr., western region director, by Ed Turner, president, Marine Cooks and Stewards, for leadership in directing a course of action for the betterment of the American Merchant Marine.

The welcoming remarks were made by Mayor Joseph Alioto. Master of ceremonies was Robert J. Benedict, chairman of the board, western region action group.

"Since the inception of the National Maritime Council in San Francisco in 1971, we have worked toward and are now seeing a resurgence of the U.S. Merchant Marine, as typified in the modern, super containerships plying the waters of the Pacific," Patterson stated during his introductory remarks.

Sea-Land 'Cartainer'



A Sea-Land 35-foot Cartainer carrying four or five standard size American cars is lifted off the *Detroit*. Note built-in chassis and rear wheels for over-the-road operation. The ship has been on the weekly Miami-Puerto Rico run since 1972 as a result of the growth of the auto business in the islands.

The SAVANNAH



San Francisco

SIU President Paul Hall, addressing a National Maritime Day luncheon in San Francisco, urged American-flag shipping companies to vigorously support cargo preference legislation now pending in Congress that would give them a share of this nation's waterborne cargoes.

Hall noted that a concerted effort by both management and labor would increase the chances for passage of such legislation.

"Our problem is not with labor or management; we cannot afford to think and act apart, but must all work together", said Hall.

While praising what he called "giant steps forward" in attaining such cooperation, he said there was much to be done in that direction. He cited the National Maritime Council as an example of how the three main parts of the maritime industry—labor, management and government, have gotten together to do what ever is possible to better the merchant marine.

Citing the Alaskan Pipeline, Hall emphasized that its construction can do much to meet the present energy crisis faced by this nation and urged West Coast shippers present to get into the tanker business before those companies that operate American-owned foreign-flag tankers succeed in excluding domestic shippers from carrying crude oil from the Alaskan oil fields to Pacific Coast refineries through amendment of the Jones Act.

Seattle

SIU Port Agent Harvey Mesford lowered a floral wreath into Elliott Bay at noon on Maritime Day here in memory of all of those seamen who went down to the sea in ships and never came back.

Aboard the 82-foot Coast Guard cutter *Point Doran* tied up at Pier 57, relatives, clergy, Coast Guard crewmen, skipper James White, the Propeller Club and maritime union representatives heard brief prayers and saw the launching of a wreath shaped like a ship bearing miniature pennants with the initials of the unions—SIU, SIUNA-affiliated IBU, SUP, Alaska Fishermens Union, Marine Cooks and Stewards, MEBA, Masters, Mates and Pilots and the Marine Firemens Union.

Prayers were offered by the Rev. Ciaran Dillon, the Rev. Gene Wolfe, Rabbi Edward Ellenbogen and the Rev. C. K. Randy.

Howard F. Casey represented the Maritime Administration.

Washington, D.C.

Seafarers from the SIU's Lundeberg Upgrading Center at Piney Point, Md. attended special merchant marine National Maritime Day memorial services in honor of U.S. seamen held May 24 at the National Cathedral in the nation's capital.

Those present heard speakers praise the unique role in our nation's history traditionally played by the domestic merchant marine.

The importance of future active participation in world commerce by the American-flag fleet was also stressed.

The memorial tribute in memory of the thousands of merchant seamen who gave their lives during World War II and during the Korean and Vietnam conflicts, was made by Robert J. Blackwell, assistant secretary of commerce for maritime affairs.

Seafarers and upgraders attending the ceremony included: Cy Perkins, Richard Wood, Stanley Castanza, David Lynn, David Fishcer, Lance Marks, John Chadwick, Robert Reynolds, Michael Berry, Alan Curry, Randy McDonnell, Jack Vanderhoof, Guy Dudley, Duane Ostrander, Joseph Myers, Jack Dixon, Robert Wolfe, Terry Hines, Kenneth McLeod, Alvarado Santiago, C. W. Dalhaus, Clifford Hall, Francis Rizzo, Eugene Stone and George Vukmir.

New Orleans

Maritime Day ceremonies here May 22 were marked by the laying of an anchor-shaped floral piece of red and white flowers on waters of the Mississippi River.

The rites were held in honor of those mariners who lost their lives at sea and on America's inland waterways.

At the start of the ceremony, harbor ships sounded their horns with long blasts, then Propeller Club president Carlos J. Lozano, Jr. spoke briefly explaining that May 22 was the nation's 40th annual observance of Maritime Day and was first proclaimed by President Franklin D. Roosevelt.

Clergymen gave short inspirational messages.

Following taps played by a U.S. Navy band bugler, a Coast Guard rifle squad fired three volleys into the air as the memorial wreath was carried by labor union officials to the fireboat, *Deluge*.

The fireboat, flanked by two Navy Coastal River Division 22 boats, steamed to a quiet part of the river off Jackson Square. There, the wreath was put onto the river where it floated silently away.

National Maritime Day H



A large group of SIU members, including upgraders from the SIU's Lundeberg Upgrading Center, gathered for National Maritime Day memorial services at the National Cathedral in Washington, D.C.



Rep. John M. Murphy (D-N.Y.) addresses New York Maritime Day audience and a revitalized U.S. fleet.



Representatives from West Coast maritime unions and other groups gather at Port of Seattle as part of Maritime Memorial Services on May 22. SIU Seattle

Special Supplement

SEAFARERS LOG

June 1973

OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT • AFL-CIO

TEXT OF SIU CONSTITUTION

*For SIU Atlantic, Gulf, Lakes
And Inland Waters District*

(Effective July, 1972)



CONSTITUTION

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

Affiliated with Seafarers International Union of North America,
American Federation of Labor-Congress of Industrial Organizations
(As Amended July 10, 1972)

PREAMBLE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Statement of Principles and Declaration of Rights

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

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

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

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

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

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

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

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

IV

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

V

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

VI

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

VII

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

CONSTITUTION

Article I

Name and General Powers

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

Article II

Affiliation

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

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

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

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

Article III

Membership

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

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

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

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

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

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

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

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

(d) While a member is in the armed services of the United States, provided the member was in good standing at the time of entry into the armed forces, and further provided he applies for reinstatement within ninety (90) days after discharge from the armed forces.

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

Section 4. A majority vote of the membership shall be sufficient to designate additional circumstances during which the time specified in Section 3 shall not run. It shall be the right of any member to present, in writing, to any Port at any regular meeting, any question with regard to the application of Section 3, in accordance with procedures established by a majority vote of the membership. A majority vote of the membership shall be necessary to decide such questions.

Section 5. The membership shall be empowered to establish, from time to time, by majority vote, rules under which dues and assessments may be excused where a member has been unable to pay dues and assessments for the reasons provided in Sections 3 and 4.

Section 6. To preserve unity, and to promote the common welfare of the membership, all members of the Union shall uphold and defend this Constitution and shall be governed by the provisions of this Constitution and all policies, rulings, orders and decisions duly made.

Section 7. Any member who gives aid to the principles and policies of any hostile or dual organization shall be denied further membership in this Union to the full extent permitted by law. A majority vote of the membership shall decide which organizations are dual or hostile.

Section 8. Evidence of membership or other affiliation with the Union shall be in such form or forms as determined by the Executive Board, and shall at all times remain the property of the Union. Members may be required to show their evidence of membership in order to be admitted to Union meetings, or into, or on Union property.

Article IV

Reinstatement

Members dismissed from the Union may be reinstated in accordance with such rules and under such conditions as are adopted, from time to time, by a majority vote of the membership.

Article V

Dues and Initiation Fee

Section 1. All members shall pay dues quarterly on a calendar year basis, no later than the first business day of each year, except as herein otherwise provided. The dues shall be those payable as of the date of adoption of this Constitution as amended and may be changed only by Constitutional amendment.

Section 2. No candidate for full book membership shall be admitted into such membership without having paid an initiation fee of Five Hundred (\$500.00) Dollars, except as otherwise provided in this Constitution. In addition, the candidate shall pay a Ten (\$10.00) Dollar "service fee" for the issuance of his full book.

Each candidate for probationary membership and each probationary member shall, with the payment of each of his first quarterly dues, as required by Section 1, pay at each such time the sum of One Hundred and Twenty-five (\$125.00) Dollars as partial initiation fee. The total of such initiation monies so paid shall be credited to his above required initiation fee for a full book member upon completion of the required seetime as provided for in Article III, Section 1. Monies paid to the Union by any non-full book member prior to the effective date of this amended Constitution, on account of initiation fee and assessments, not exceeding Two Hundred and Fifty (\$250.00) Dollars, shall be credited to such member's payment of his initiation fee as required by this section.

Section 3. Payment of dues and initiation fees may be waived for organizational purposes in accordance with such rules as are adopted by a majority vote of the Executive Board.

Section 4. All members shall be and remain in good standing.

Article VI

Retirement from Membership

Section 1. Members may retire from membership by surrendering their Union books or other evidence of affiliation and paying all unpaid dues for the quarter in which they retire, assessments, fines and other monies due and owing the Union. When the member surrenders his book or other evidence of affiliation in connection with his application for retirement he shall be given a receipt therefor. An official retirement card shall be issued by Headquarters, upon request, dated as of the day that such member accomplishes these payments and shall be given to the member upon presenting the aforesaid receipt.

Section 2. All the rights, privileges, duties and obligations of membership shall be suspended during the period of retirement, except that a retired member shall not be disloyal to the Union nor join or remain in any dual or hostile organization, upon penalty or forfeiture of his right to reinstatement.

Section 3. Any person in retirement for a period of two quarters or more shall be restored to membership, except as herein indicated, by paying dues for the current quarter, as well as all assessments accruing and newly levied during the period of retirement. If the period of retirement is less than two quarters, the required payments shall consist of all dues accruing during the said period of retirement, including those levied during that period. Upon such payment, the person in retirement shall be restored to membership, and his membership book, appropriately stamped, shall be returned to him.

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

Section 5. The period of retirement shall be computed from the first day of the quarter following the one in which the retirement card was issued.

Section 6. No member may retire his membership during the period of a strike or lockout.

Article VII

Systems of Organization

Section 1. This Union, and all officers, headquarter's representatives, port agents, patrolmen, and members shall be governed in this order by:

- (a) The Constitution.
- (b) The Executive Board.
- (c) Majority vote of the membership.

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

Section 3. The staff of each port shall consist of such personnel as is provided for herein, and the port shall bear the name of the city in which the Union's port offices are located.

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

Article VIII

Officers, Headquarters Representatives, Port Agents and Patrolmen

Section 1. The officers of the Union shall be elected as otherwise provided in this Constitution. These officers shall be the President, an Executive Vice-President, one Vice-President in Charge of Contracts and Contract Enforcement, a Secretary-Treasurer, one Vice-President in Charge of the Atlantic Coast, one Vice-President in Charge of the Gulf Coast, and one Vice-President in Charge of the Lakes and Inland Waters.

Section 2. Port Agents, Headquarters Representatives, and Patrolmen shall be elected, except as otherwise provided in this Constitution.

Article IX

Other Elective Jobs

Section 1. In addition to the elective jobs provided for in Article VIII, the following jobs in the Union shall be voted upon in the manner prescribed by this Constitution:

Committee members of:

- (1) Trial Committees
- (2) Quarterly Financial Committees
- (3) Appeals Committees
- (4) Strike Committees
- (5) Credentials Committees
- (6) Union Tallying Committees
- (7) Constitutional Committees

Section 2. Additional committees may be formed as provided by a majority vote of the membership. Committees may also be appointed as permitted by this Constitution.

Article X

Duties of Officers, Headquarters Representatives, Port Agents, Other Elected Job Holders and Miscellaneous Personnel

(a) The President shall be the executive officer of the Union and shall represent, and act for and in behalf of the Union in all matters except as otherwise specifically provided for in the Constitution.

(b) He shall be a member ex-officio of all committees, except as otherwise herein expressly provided.

(c) The President shall be in charge of, and responsible for, all Union property, and shall be in charge of headquarters and port offices. Wherever there are time restrictions or other considerations affecting Union action, the President shall take appropriate action to insure observance thereof.

(d) In order that he may properly execute his responsibilities, he is hereby instructed and authorized to employ any help he deems necessary, be it legal, accounting or otherwise.

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

Where ports are opened between elections, the President shall designate the Union personnel thereof.

The President shall designate, in the event of the incapacity of any Headquarters Representative, Port Agent or Patrolman, or any officer other than the President, a replacement to act as such during the period of incapacity, provided such replacement is qualified under Article XII of the Constitution to fill such job.

At the regular meeting in May of every election year, the President shall submit to the membership a pre-balloting report. In his report he shall recommend the number and location of ports, the number of Headquarters Representatives, Port Agents and Patrolmen which are to be elected. He shall also recommend a bank, a bonded warehouse, a regular office thereof, or any similar depository, to which the ballots are to be mailed, except that the President may, in his discretion, postpone the recommendation as to the depository until no later than the first regular meeting in October.

This recommendation may also specify, whether any Patrolman and/or Headquarters Representative, shall be designated as departmental or otherwise. The report shall be subject to approval or modification by a majority vote of the membership.

(f) The President shall be chairman of the Executive Board and may cast one vote in that body.

(g) He shall be responsible, within the limits of his powers, for the enforcement of this Constitution, the policies of the Union, and all rules and rulings adopted by the Executive Board, and those duly adopted by a majority vote of the membership. Within these limits, he shall strive to enhance the strength, position, and prestige of the Union.

(h) The foregoing duties shall be in addition to those other duties lawfully imposed upon him.

(i) The responsibility of the President may not be delegated, but the President may delegate to a person or persons the execution of such of his duties as he may in his discretion decide, subject to the limitations set forth in this Constitution.

(j) Any vacancy in any office or the job of Headquarters Representative, Port Agent, or Patrolman shall be filled by the President by temporary appointment of a member qualified for the office or job under Article XII of this Constitution, except in those cases where the filling of such vacancy is otherwise provided for by this Constitution.

(k) The President is directed to take any and all measures and employ such means which he deems necessary or advisable, to protect the interests, and further the welfare of the Union and its members, in all matters involving national, state or local legislation issues, and public affairs.

(l) The President shall have authority to require any officer or Union representative to attend any regular or special meeting if, in his opinion, it is deemed necessary.

Section 2. Executive Vice-President.

The Executive Vice-President shall perform any and all duties assigned him or delegated to him by the President. The Executive Vice-President shall be a member of the Executive Board and may cast one vote in that body.

Section 3. Vice-President in Charge of Contracts and Contract Enforcement.

The Vice-President in Charge of Contracts and Contract Enforcement shall perform any and all duties assigned him or delegated to him by the President. In addition, he shall be responsible for all contract negotiations, the formulation of bargaining demands, and the submission of proposed collective bargaining agreements to the membership for ratification. He shall also be responsible, except as otherwise provided in Article X, Section 13(d) (1), for strike authorization, signing of new contracts, and contract enforcement. He shall also act for headquarters in executing the administrative functions assigned to headquarters by this Constitution with respect to trials and appeals except if he is a witness or party thereto, in which event the Secretary-Treasurer shall act in his place. In order that he may properly execute these responsibilities he is hereby instructed and authorized to employ such help as he deems necessary, be it legal, or otherwise, subject to approval of the Executive Board.

The Vice-President in Charge of Contracts and Contract Enforcement shall be a member of the Executive Board and may cast one vote in that body.

Section 4. Secretary-Treasurer.

The Secretary-Treasurer shall perform any and all duties assigned him or delegated him by the President. He shall be responsible for the organization and maintenance of the correspondence, files, and records of the Union; setting up, and maintenance of, sound accounting and bookkeeping systems; the setting up, and maintenance of, proper office and other administrative Union procedures; the proper collection, safeguarding, and expenditure of all Union funds, port or otherwise. He shall submit to the membership, for each quarterly period, a detailed report of the entire Union's financial operations and shall submit simultaneously therewith, the Quarterly Financial Committee report for the same period. The Secretary-Treasurer's report shall be prepared by an independent Certified Public Accountant. He shall also work with all duly elected finance committees. The Secretary-Treasurer shall be responsible for the timely filing of any and all reports on the operations of the Union, financial or otherwise, that may be required by any Federal or state laws. In order that he may properly execute his responsibilities, he is hereby instructed and authorized to employ any help he deems necessary, be it legal, accounting, or otherwise, subject to approval of the Executive Board.

The Secretary-Treasurer shall be a member of the Executive Board and may cast one vote in that body.

The Secretary-Treasurer shall be a member ex-officio of the Credentials and Union Tallying Committees. In addition he shall make himself and the records of his office available to the Quarterly Financial Committee.

Section 5. Vice-President in Charge of the Atlantic Coast.

The Vice-President in Charge of the Atlantic Coast shall be a member of the Executive Board and shall be entitled to cast one vote in that body.

He shall supervise and be responsible for the activities of all the ports, and the personnel thereof on the Atlantic Coast, including their organizing activities. The Atlantic Coast area is deemed to mean that area from and including

Georgia through Maine and shall also include the Islands in the Caribbean. In order that he may properly execute his responsibilities he is empowered and authorized to retain any technical or professional assistance he deems necessary, subject to approval of the Executive Board.

Section 6. Vice-President in Charge of the Gulf Coast.

The Vice-President in Charge of the Gulf Coast shall be a member of the Executive Board and shall be entitled to cast one vote in that body.

He shall supervise and be responsible for the activities of all the ports, and the personnel thereof on the Gulf Coast including their organizing activities. The Gulf Coast area is deemed to mean the State of Florida, all through the Gulf, including Texas.

In order that he may properly execute his responsibilities he is empowered and authorized to retain any technical or professional assistance he deems necessary, subject to approval of the Executive Board.

Section 7. Vice-President in Charge of the Lakes and Inland Waters.

The Vice-President in Charge of the Lakes and Inland Waters shall be a member of the Executive Board and shall be entitled to cast one vote in that body.

He shall supervise and be responsible for the activities of all the ports, and the personnel thereof on the Lakes and Inland Waters, including their organizing activities.

In order that he may properly execute his responsibilities he is empowered and authorized to retain any technical or professional assistance he deems necessary, subject to approval of the Executive Board.

Section 8. Headquarters Representatives.

The Headquarters Representatives shall perform any and all duties assigned them or delegated to them by the President or the Executive Board.

Section 9. Port Agents.

(a) The Port Agent shall be in direct charge of the administration of Union affairs in the port of his jurisdiction subject to the direction of the area Vice-President.

(b) He shall, within the jurisdiction of his port, be responsible for the enforcement and execution of the Constitution, the policies of the Union, and the rules adopted by the Executive Board, and by a majority vote of the membership. Wherever there are time restrictions or other considerations affecting port action, the Port Agent shall take appropriate action to insure observance thereof.

(c) He shall be prepared to account, financially or otherwise, for the activities of his port, whenever demanded by the President, the Vice-President of the area in which his port is located, or by the Secretary-Treasurer.

(d) In any event, he shall prepare and forward to the Secretary-Treasurer, a weekly financial report showing, in detail, weekly income and expenses, and complying with all other accounting directions issued by the Secretary-Treasurer.

(e) The Port Agent may assign each port Patrolman to such duties as fall within the jurisdiction of the port, regardless of the departmental designation, if any, under which the Patrolman was elected.

(f) The Port Agent shall designate which members at that port may serve as representatives to other organizations, affiliation with which has been properly authorized.

Section 10. Patrolmen.

Patrolmen shall perform any duties assigned them by the Agent of the Port to which they are assigned.

Section 11. Executive Board.

The Executive Board shall consist of the President, the Executive Vice-President, the Vice-President in Charge of Contracts and Contract Enforcement, the Secretary-Treasurer, the Vice-President in Charge of the Atlantic Coast Area, the Vice-President in Charge of the Gulf Coast Area, the Vice-President in Charge of the Lakes and Inland Waters, and the National Director (or chief executive officer) of each subordinate body or division created or chartered by the Union whenever such subordinate body or division has attained a membership of 3,200 members and has maintained that membership for not less than three (3) months. Such National Director (or chief executive officer) shall be a member of the respective subordinate body or division and must be qualified to hold office under the terms of the Constitution of such division or subordinate body.

The Executive Board shall meet no less than twice each year and at such times as the President and/or a majority of the Executive Board may direct. The President shall be chairman of all Executive Board meetings unless absent, in which case the Executive Board shall designate the chairman. Each member of the Executive Board shall be entitled to cast one vote in that body. Its decision shall be determined by majority vote of those voting, providing a quorum of three is present. It shall be the duty of the Executive Board to develop policies, strategies and rules which will advance and protect the interests and welfare of the Union and the Members. It shall be the duty of the Secretary-Treasurer, or in his absence, an appointee of the Executive Board, to keep accurate minutes of all Executive Board meetings. The Executive Board shall determine per capita tax to be levied and other terms and conditions of affiliation for any group of workers desiring affiliation. The Executive Board may direct the administration of all Union affairs, properties, policies and personnel in any and all areas not otherwise specifically provided for in this Constitution. Notwithstanding the foregoing, the Executive Board may act without holding a formal meeting provided all members of the Board are sent notice of the proposed action or actions and the decision thereon is reduced to writing and signed by a majority of the Executive Board.

In the event that death, resignation or removal from office for any reason should occur to the President, the Executive Board by majority vote shall name a successor from its own membership who shall fill that vacancy until the next general election.

In the event the President is incapacitated for a period of more than thirty (30) days, and the Executive Board by majority vote thereafter determines that such incapacity prevents the President from carrying out his duties, the Executive Board by majority vote may appoint from among its own membership the officer to fill the office of President. This appointment shall terminate upon the President's recovery from such incapacity or upon the expiration of the President's term of office, whichever occurs first.

The Executive Board by majority vote may grant requests for leaves of absence with or without pay to officers. In the event that a leave is granted to the President, the Executive Board by a majority vote, shall designate from among its own membership who shall exercise the duties of the President during such period of leave.

Notwithstanding the provision of Section 1(j) of this Article X, the Executive Board, by majority vote, may determine not to fill any vacancy in any office or job for any part of an unexpired term.

Section 12. Delegates.

(a) The term "delegates" shall mean those members of

the Union and its subordinate bodies or divisions who are elected in accordance with the provisions of this Constitution, to attend the convention of the Seafarers International Union of North America. The following officers and job holders, upon their election to office or job shall, during the term of their office or job, be delegates to all Conventions of the Seafarers International Union of North America in the following order of priority: President; Executive Vice-President; Vice-President in Charge of Contracts and Contract Enforcement; Secretary-Treasurer; Vice-President in Charge of the Atlantic Coast; Vice-President in Charge of the Gulf Coast; Vice-President in Charge of the Lakes and Inland Waters; Headquarters Representatives, with priority to those most senior in full book Union membership; Port Agents, with priority to those most senior in full book Union membership; and Patrolmen, with priority to those most senior in full book Union membership.

(b) Each delegate shall, by his vote and otherwise, support those policies agreed upon by the majority of the delegates to the Convention.

(c) The President shall assign to each subordinate body or division that number of delegates to which this Union would have been entitled, if its membership had been increased by the number of members of the subordinate body or division, in accordance with the formula set forth in the Constitution of the Seafarers International Union of North America, except that this provision shall not be applied so as to reduce the number of delegates to which this Union would otherwise have been entitled.

Section 13. Committees.

(a) Trial Committee.

The Trial Committee shall conduct the trials of a person charged, and shall submit findings and recommendations as prescribed in this Constitution. It shall be the special obligation of the Trial Committee to observe all the requirements of this Constitution with regard to charges and trials, and their findings and recommendations must specifically state whether or not, in the opinion of the Trial Committee, the rights of any accused, under this Constitution, were properly safeguarded.

(b) Appeals Committee.

1. The Appeals Committee shall hear all appeals from trial judgments, in accordance with such procedures as are set forth in this Constitution and such rules as may be adopted by a majority vote of the membership not inconsistent therewith.

2. The Appeals Committee shall, within not later than one week after the close of the said hearing, make and submit findings and recommendations in accordance with the provisions of this Constitution and such rules as may be adopted by a majority vote of the membership not inconsistent therewith.

(c) Quarterly Financial Committee.

1. The Quarterly Financial Committee shall make an examination for each quarterly period of the finances of the Union and shall report fully on their findings and recommendations. Members of this committee may make dissenting reports, separate recommendations and separate findings.

2. The findings and recommendations of this committee shall be completed within a reasonable time and after the election of the members thereof, and shall be submitted to the Secretary-Treasurer who shall cause the same to be read in all ports, as set forth herein.

3. All officers, Union personnel and members are responsible for complying with all demands made for records, bills, vouchers, receipts, etc., by the said Quarterly Financial Committee. The committee shall also have available to it, the services of the independent certified public accountants retained by the Union.

4. Any action on the said report shall be as determined by a majority vote of the membership.

5. The Quarterly Financial Committee shall consist of seven (7) full book members in good standing to be elected at Headquarters—Port of New York. No officer, Headquarters Representative, Port Agent, or Patrolman, shall be eligible for election to this Committee. Committee members shall be elected at the regular Headquarters—Port of New York meeting designated by the Secretary-Treasurer. In the event such regular meetings cannot be held for lack of a quorum, the New York Port Agent shall call a special meeting as early as possible for the electing of Committee members to serve on the Quarterly Financial Committee. On the day following their election, and continuing until the Committee has completed its report, each Committee member shall be paid for hours worked at the standby rate of pay, but in no event shall they be paid less than eight (8) hours per day. They shall be furnished room and board during the period they are performing their duties.

In the event a committee member ceases to act, no replacement need be elected, unless there are less than three (3) committee members, in which event they shall suspend their work until a special election for committee members shall be held as provided above, for such number of committee members as shall be necessary to constitute a committee of not less than three (3) members in good standing.

(d) Strike Committee

1. In no event shall a general strike take place unless approved by a majority vote of the membership or segment of the Union, whichever applies.

2. In the event a general strike has been approved by the membership the Port Agents in all affected ports shall call a timely special meeting for the purpose of electing a strike committee. This committee shall be composed of three full book members and their duties shall consist of assisting the Port Agent to effectuate all strike policies and strategies.

Article XI

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

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

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

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

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

Section 2. The term of any elective jobs other than those indicated in Section 1 of this Article shall continue for so long as is necessary to complete the functions thereof, unless sooner terminated by a majority vote of the membership or segment of the Union, whichever applies, whose vote was originally necessary to elect the one or ones serving.

Section 3. The compensation to be paid the holder of any office or other elective job shall be determined from time to time by the Executive Board subject to approval of the membership.

Section 4. The foregoing provisions of this Article do not apply to any corporation, business, or other venture in which this Union participates; or which it organizes or creates. In such situations, instructions conveyed by the Executive Board shall be followed.

Article XII

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

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

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

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

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

(d) He is a citizen of the United States of America; and

(e) He is not disqualified by law. He is not receiving a pension from this Union's Pension Fund, if any, or from a Union-Management Fund to which Fund this Union is a party or from a company under contract with this Union.

Section 2. All candidates for, and holders of, other elective jobs not specified in the preceding sections shall be full book members of the Union.

Section 3. All candidates for, and holders of elective offices and jobs, whether elected or appointed in accordance with this Constitution, shall maintain full book membership in good standing.

Article XIII

Elections for Officers, Headquarters Representatives, Port Agents and Patrolmen

Section 1. Nominations.

Except as provided in Section 2 (b) of this Article, any full book member may submit his name for nomination for any office, or the job of Headquarters Representative, Port Agent or Patrolman, by delivering or causing to be delivered in person, to the office of the Secretary-Treasurer at headquarters, or sending, a letter addressed to the Credentials Committee, in care of the Secretary-Treasurer, at the address of headquarters. This letter shall be dated and shall contain the following:

- 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 seafaring and/or employment as required for candidates.
- In the event the member is on a ship he shall notify the Credentials Committee what ship he is on. This shall be done also if he ships subsequent to forwarding his credentials.
- Annexing a certificate in the following form, signed and dated by the proposed nominee:

"I hereby certify that I am not now, nor, for the five (5) years last past, have I been either a member of the Communist Party or convicted of, or served any part of a prison term resulting from conviction of robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of Title II or III of the Landrum-Griffin Act, or conspiracy to commit any such crimes."

Dated
Signature of member

Book No.

Printed forms of the certificate shall be made available to nominees. Where a nominee cannot truthfully execute such a certificate, but is, in fact, legally eligible for an office or job by reason of the restoration of civil rights originally revoked by such conviction or a favorable determination by the Board of Parole of the United States Department of Justice, he shall, in lieu of the foregoing certificate, furnish a complete signed statement of the facts of his case together with true copies of the documents supporting his statement.

Any full book member may nominate any other full book member in which event such full book member so nominated shall comply with the provisions of this Article as they are set forth herein, relating to the submission of credentials. By reason of the above self nomination provision the responsibility if any, for notifying a nominee of his nomination to office, shall be that of the nominator.

All documents required herein must reach headquarters

no earlier than July 15 and no later than August 15 of the election year.

The Secretary-Treasurer is charged with safekeeping of these letters and shall turn them over to the Credentials Committee upon the latter's request.

Section 2. Credentials Committee.

(a) A Credentials Committee shall be elected at the regular meeting in August of the election year, at the port where Headquarters is located. It shall consist of six (6) full book members in attendance at the meeting, with two (2) members to be elected from each of the Deck, Engine and Stewards Departments. No officer, Headquarters Representative, Port Agent or Patrolman, or candidate for office or the job of Headquarters Representative, Port Agent or Patrolman, shall be eligible for election to this Committee, except as provided for in Article X, Section 4. In the event any committee member is unable to serve, the Committee shall suspend until the President or Executive Vice-President, or the Secretary-Treasurer, in that order, calls a special meeting at the port where Headquarters is located in order to elect a replacement. The Committee's results shall be by majority vote, with any tie vote being resolved by a majority vote of the membership at a special meeting called for that purpose at that Port.

(b) After its election, the Committee shall immediately go into session. It shall determine whether the person has submitted his application correctly and possesses the necessary qualifications. The Committee shall prepare a report listing each applicant and his book number under the office or job he is seeking. Each applicant shall be marked "qualified" or "disqualified" according to the findings of the Committee. Where an applicant has been marked "disqualified," the reason therefor must be stated in the report. Where a tie vote has been resolved by a special meeting of the membership, that fact shall also be noted, with sufficient detail. The report shall be signed by all of the Committee members, and be completed and submitted to the Ports in time for the next regular meeting after their election. At this meeting, it shall be read and incorporated in the minutes, and then posted on the bulletin board in each port.

On the last day of nominations, one member of the Committee shall stand by in Headquarters to accept delivery of credentials. All credentials must be in headquarters by midnight of closing day.

(c) When an applicant has been disqualified by the committee, he shall be notified immediately by telegram at the addresses listed by him pursuant to Section 1 of this Article. He shall also be sent a letter containing their reasons for such disqualification by air mail, special delivery, registered or certified, to the mailing address designated pursuant to Section 1(b) of this Article. A disqualified applicant shall have the right to take an appeal to the membership from the decision of the Committee. He shall forward copies of such appeal to each port, where the appeal shall be presented and voted upon at a regular meeting no later than the second meeting after the Committee's election. It is the responsibility of the applicant to insure timely delivery of his appeal. In any event, without prejudice to his written appeal, the applicant may appear in person before the Committee within two days after the day on which the telegram is sent, to correct his application or argue for his qualification.

The committee's report shall be prepared early enough to allow the applicant to appear before it within the time set forth in this Constitution and still reach the ports in time for the first regular meeting after its election.

(d) A majority vote of the membership shall, in the case of such appeals, be sufficient to over-rule any disqualification by the Credentials Committee, in which event the one so previously classified shall then be deemed qualified.

(e) The Credentials Committee, in passing upon the qualifications of candidates, shall have the right to conclusively presume that anyone nominated and qualified in previous elections for candidacy for any office, or the job of Headquarters Representative, Port Agent or Patrolman, has met all the requirements of Section 1(a) of Article XII.

Section 3. Balloting Procedures.

(a) Balloting in the manner hereafter provided, shall commence on November 1st of the election year and shall continue through December 31st, exclusive of Sundays and (for each individual Port) holidays legally recognized in the City of which the port affected is located. If November 1st or December 31st falls on a holiday legally recognized in a Port in the City in which that port is located, the balloting period in such port shall commence or terminate, as the case may be, on the next succeeding business day. Subject to the foregoing, for the purpose of full book members securing their ballots, the ports shall be open from 9:00 A.M. to 12 Noon, Monday through Saturdays, excluding holidays.

(b) Balloting shall be by mail. The Secretary-Treasurer shall insure the proper and timely preparation of ballots, without partiality as to candidates or ports. The ballots may contain general information and instructive comments not inconsistent with the provisions of this Constitution. All qualified candidates shall be listed thereon alphabetically within each category with book number and job seniority classification status.

The listing of the ports shall first set forth Headquarters and then shall follow a geographical pattern, commencing with the most northerly port of the Atlantic Coast, following the Atlantic Coast down to the most southerly port on that coast, then westerly along the Gulf of Mexico and so on, until the list of ports is exhausted. Any port outside the Continental United States shall then be added. There shall be no write-in voting and no provisions for the same shall appear on the ballot. Each ballot shall be so prepared as to have the number thereon placed at the top thereof and shall be so perforated as to enable that portion containing the said number to be easily removed to insure secrecy of the ballot. On this removable portion shall also be placed a short statement indicating the nature of the ballot and the voting date thereof.

(c) The ballots so prepared at the direction of the Secretary-Treasurer shall be the only official ballots. No others may be used. Each ballot shall be numbered as indicated in the preceding paragraphs and shall be numbered consecutively, commencing with number 1. A sufficient amount shall be printed and distributed to each Port. A record of the ballots, both by serial numbers and amount, sent thereto, shall be maintained by the Secretary-Treasurer, who shall also send each Port Agent a verification list indicating the amount and serial numbers of the ballots sent. The Secretary-Treasurer shall also send to each Port Agent a sufficient amount of blank opaque envelopes containing the word, "Ballot" on the face of the envelope, as well as a sufficient amount of opaque mailing envelopes, first class postage prepaid and printed on the face thereon as the

addressee shall be the name and address of the depository for the receipt of such ballots as designated by the President in the manner provided by Article X, Section 1, of this Constitution. In the upper left-hand corner of such mailing envelope, there shall be printed thereon, as a top line, provision for the voter's signature and on another line immediately thereunder, provision for the printing of the voter's name and book number. In addition, the Secretary-Treasurer shall also send a sufficient amount of mailing envelopes identical with the mailing envelopes mentioned above, except that they shall be of different color, and shall contain on the face of such envelope in bold letters, the word, "Challenge." The Secretary-Treasurer shall further furnish a sufficient amount of "Roster Sheets" which shall have printed thereon, at the top thereof, the year of the election, and immediately thereunder, five (5) vertical columns designated, date, ballot number, signature full book member's name, book number, and comments, and such roster sheets shall contain horizontal lines immediately under the captions of each of the above five columns. The Secretary-Treasurer shall also send a sufficient amount of envelopes with the printed name and address of the depository on the face thereof, and in the upper left-hand corner, the name of the port and address, and on the face of such envelope, should be printed the words, "Roster Sheets and Ballot Stubs". Each Port Agent shall maintain separate records of the ballots sent him and shall inspect and count the ballots when received, to insure that the amount sent, as well as the numbers thereon, conform to the amount and numbers listed by the Secretary-Treasurer as having been sent to that Port. The Port Agent shall immediately execute and return to the Secretary-Treasurer a receipt, acknowledging the correctness of the amount and the numbers of the ballots sent, or shall notify the Secretary-Treasurer of any discrepancy. Discrepancies shall be corrected as soon as possible prior to the voting period. In any event, receipts shall be forwarded for all the aforementioned election material actually received. The Secretary-Treasurer shall prepare a file in which shall be kept memoranda and correspondence dealing with the election. This file shall at all times be available to any member asking for inspection of the same at the office of the Secretary-Treasurer and shall be turned over to the Union Tallying Committee.

(d) Balloting shall be secret. Only full book members in good standing may vote. Each full book member may secure his ballot at Port offices, from the Port Agent or his duly designated representative at such port. Each Port Agent shall designate an area at the Port office over which should be posted the legend "Voting Ballots Secured Here." When a full book member appears to vote he shall present his book to the Port Agent or his aforementioned duly designated representative. The Port Agent or his duly designated representative shall insert on the roster sheet under the appropriate column the date, the number of the ballot given to such member and his full book number, and the member shall then sign his name on such roster sheet under the appropriate column. Such member shall have his book stamped with the word, "Voted" and the date, and shall be given a ballot, and simultaneously the perforation on the top of the ballot shall be removed. At the same time the member shall be given the envelope marked "Ballot" together with the pre-paid postage mailing envelope addressed to the depository. The member shall take such ballot and envelopes and in secret thereafter, mark his ballot, fold the same, insert it in the blank envelope marked "Ballot", seal the same, then insert such "Ballot" envelope into the mailing envelope, seal such mailing envelope, sign his name on the upper left-hand corner on the first line of such mailing envelope and on the second line in the upper left-hand corner print his name and book number, after which he shall mail or cause the same to be mailed. In the event a full book member appears to vote and is not in good standing, or does not have his membership book with him or it appears for other valid reasons he is not eligible to vote, the same procedure as provided above shall apply to him, except that on the roster sheet under the column "Comments", notation should be made that the member voted a challenged ballot and the reason for his challenge. Such member's membership book shall be stamped "voted challenge", and the date, and such member instead of the above-mentioned mailing envelope, shall be given the mailing envelope of a different color marked on the face thereof with the word, "Challenge". At the end of each day, the Port Agent or his duly designated representative shall enclose in the envelope addressed to the depository and marked "Roster Sheets and Ballot Stubs", the roster sheet or sheets executed by the members that day, together with the numbered perforated slips removed from the ballots which had been given to the members, and then mail the same to such depository. To insure that an adequate supply of all balloting material is maintained in all ports at all times, the Port Agent or his duly designated representative, simultaneously with mailing of the roster sheets and ballot stubs to the depository at the end of each day, shall also make a copy of the roster sheet for that day and mail the same to the Secretary-Treasurer at Headquarters. The Port Agent shall be responsible for the proper safeguarding of all election material and shall not release any of it until duly called for and shall insure that no one tampers with the material placed in his custody.

(e) Full book members may request and vote an absentee ballot under the following circumstances; while such member is employed on a Union contracted vessel and which vessel's schedule does not provide for it to be at a port in which a ballot can be secured during the time and period provided for in Section 4(a) of this Article or is in a USPHS Hospital anytime during the first ten (10) days of the month of November of the Election Year. The member shall make a request for an absentee ballot by registered or certified mail or the equivalent mailing device at the location from which such request is made, if such be the case. Such request shall contain a designation as to the address to which such member wishes his absentee ballot returned. The request shall be postmarked no later than 12:00 P.M. on the 15th day of November of the election year, shall be directed to the Secretary-Treasurer at Headquarters and must be delivered no later than the 25th of such November. The Secretary-Treasurer shall determine whether such member is eligible to vote such absentee ballot. The Secretary-Treasurer, if he determines that such member is so eligible, he shall by the 30th of such November, send by registered mail, return receipt requested, to the address so designated by such member, a "Ballot", after removing the perforated numbered stub, together with the hereinbefore mentioned "Ballot" envelope, and mailing envelope addressed to the depository, except that printed on the face of such mailing envelope, shall be the words "Absentee Ballot" and appropriate voting instructions shall accompany such mailing to the member. If the Secretary-Treasurer determines that such member is ineligible to

receive such absentee ballot, he shall nevertheless send such member the aforementioned ballot with accompanying material except that the mailing envelope addressed to the depository shall have printed on the face thereof the words "Challenged Absentee Ballot." The Secretary-Treasurer shall keep records of all of the foregoing, including the reasons for determining such member's ineligibility, which records shall be open for inspection by full book members and upon the convening of the Union Tallying Committee, presented to them. The Secretary-Treasurer shall send to all Ports, the names and book numbers of the members to whom absentee ballots were sent.

(f) All ballots to be counted, must be received by the depository no later than the January 5th immediately subsequent to the election year and must be postmarked no later than 12 midnight December 31st of the election year.

Section 4. (a) At the close of the last day of the period for securing ballots, the Port Agent in each port, in addition to his duties set forth above, shall deliver or mail to Headquarters by registered or certified mail, attention Union Tallying Committee, all unused ballots and shall specifically set forth, by serial number and amount, the unused ballots so forwarded.

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

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

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

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

(d) The report of the Committee shall be made up in sufficient copies to comply with the following requirements: two copies shall be mailed by the Committee to each Port Agent and the Secretary-Treasurer no later than January 31st immediately subsequent to the close of the election year. As soon as these copies are received, each Port Agent shall post one copy of the report on the bulletin board, in a conspicuous manner, and notify the Secretary-Treasurer, in writing, as to the date of such posting. This copy shall be kept posted until after the Election Report Meeting, which shall be the March regular membership meeting immediately following the close of the election year. At the Election Report Meeting, the other copy of the report shall be read verbatim.

(e) Any full book member claiming a violation of the election and balloting procedure or the conduct of the same, shall within 72 hours of the occurrence of the claimed violation, notify the Secretary-Treasurer at Headquarters, in writing, by certified mail, of the same, setting forth his name, book number and the details so that appropriate corrective action if warranted may be taken. The Secretary-Treasurer shall expeditiously investigate the facts concerning the claimed violation, take such action as may be necessary, if any, and make a report and recommendation, if necessary, a copy of which shall be sent to the member and the original shall be filed for the Union Tally-

ing Committee for their appropriate action, report and recommendation, if any. The foregoing shall not be applicable to matters involving the Credentials Committee's action or report, the provisions of Article XIII, Sections 1 and 2 being the pertinent provisions applicable to such matters.

All protests as to any and all aspects of the election and balloting procedures or the conduct of the same, not passed upon by the Union Tallying Committee in its report, excluding therefrom matters involving the Credentials Committee's action or report as provided in the last sentence of the immediately preceding paragraph, but including the procedure and report of the Union Tallying Committee, shall be filed in writing by certified mail with the Secretary-Treasurer at Headquarters, to be received no later than the February 25th immediately subsequent to the close of the election year. It shall be the responsibility of the member to insure that his written protest is received by the Secretary-Treasurer no later than such February 25th. The Secretary-Treasurer shall forward copies of such written protest to all ports in sufficient time to be read at the Election Report Meeting. The written protest shall contain the full book member's name, book number, and all details constituting the protest.

(f) At the Election Report Meeting the report and recommendation of the Union Tallying Committee, including but not limited to discrepancies, protests passed upon by them, as well as protests filed with the Secretary-Treasurer as provided for in Section (e) immediately above, shall be acted upon by the meeting. A majority vote of the membership shall decide what action, if any, in accordance with the Constitution shall be taken thereon, which action, however, shall not include the ordering of a special vote, unless reported discrepancies or protested procedure or conduct found to have occurred and to be violative of the Constitution, affected the results of the vote for any office or job, in which event, the special vote shall be restricted to such office, offices and/or job or jobs, as the case may be. A majority of the membership at the Election Report Meetings may order a recheck and recount when a dissent to the closing report has been issued by three (3) or more members of the Union Tallying Committee. Except for the contingencies provided for in this Section 4(f), the closing report shall be accepted as final. There shall be no further protest or appeal from the action of the majority of the membership at the Election Report Meetings.

(g) Any special vote ordered pursuant to Section 4(f) shall be commenced within ninety (90) days after the first day of the month immediately subsequent to the Election Report Meetings mentioned above. The depository shall be the same as designated for the election from which the special vote is ordered. And the procedures shall be the same as provided for in this Section 4, except where specific dates are provided for, the days shall be the dates applicable, which provide for the identical time and days originally provided for in this Section 4. The Election Report Meeting for the aforesaid special vote shall be that meeting immediately subsequent to the report of the Union Tallying Committee separated by one calendar month.

Section 5. Elected Officers and Job Holders:

(a) A candidate unopposed for any office or job shall be deemed elected to such office or job notwithstanding that his name may appear on the ballot. The Union Tallying Committee shall not be required to tally completely the results of the voting for such unopposed candidate but shall certify in their report, that such unopposed candidate has been elected to such office or job. The Election Report Meeting shall accept the above certification of the Union Tallying Committee without change.

Section 6. Installation into Office and the Job of Headquarters Representative, Port Agent or Patrolman:

(a) The person elected shall be that person having the largest number of votes cast for the particular office or job involved. Where more than one person is to be elected for a particular office or job, the proper number of candidates receiving the successively highest number of votes shall be declared elected. These determinations shall be made only from the results deemed final and accepted as provided in this Article. It shall be the duty of the President to notify each individual elected.

(b) The duly elected officers and other job holders shall take over their respective offices and jobs, and assume the duties thereof, at midnight of the night of the Election Report Meeting, or the next regular meeting, depending upon which meeting the results as to each of the foregoing are deemed final and accepted, as provided in this Article. The term of their predecessors shall continue up to, and expire at, that time, notwithstanding anything to the contrary contained in Article XI, Section 1. This shall not apply where the successful candidate cannot assume his office because he is at sea.

In such event, a majority vote of the membership may grant additional time for the assumption of the office or job. In the event of the failure of the newly-elected President to assume office the provisions of Article X, Section 11 shall apply until the expiration of the term. All other cases of failure to assume office shall be dealt with as decided by a majority vote of the membership.

Section 7. The Secretary-Treasurer is specifically charged with the preservation and retention of all election records including the ballots, as required by law, and is directed and authorized to issue such other and further directives as to the election procedures as are required by law, which directives shall be part of the election procedures of this Union.

Article XIV

Other Elections

Section 1. Trial Committee.

A Trial Committee shall be elected at a special meeting held at 10:00 A.M., the next business day following the regular meeting of the Port where the Trial is to take place. It shall consist of five full book members, of which three shall constitute a quorum. No officer, Headquarters Representative, Port Agent, Port Patrolman, or other Union personnel may be elected to serve on a Trial Committee. No member who intends to be a witness in the pending trial may serve, nor may any member who cannot for any reason, render an honest decision. It shall be the duty of every member to decline nomination if he knows, or has reason to believe, any of the foregoing disqualification apply to him. The members of this committee shall be elected under such generally applicable rules as are adopted by a majority vote of the membership.

Section 2. Appeals Committee.

The Appeals Committee shall consist of seven full book members, five of whom shall constitute a quorum, elect

at the port where headquarters is located. The same disqualifications and duties of members shall apply with regard to this committee as apply to the Trial Committee. In addition, no member may serve on an Appeals Committee in the hearing of an appeal from a Trial Committee decision, if the said member was a member of the Trial Committee.

Article XV Trials and Appeals

Section 1. Any member may bring charges against any other member for the commission of an offense as set forth in this Constitution. These charges shall be in writing and signed by the accuser, who shall also include his book number. The accuser shall deliver these charges to the Port Agent of the port nearest the place of the offense, or the port of pay-off, if the offense took place aboard ship. He shall also request the Port Agent to present these charges at the next regular meeting. The accuser may withdraw his charges before the meeting takes place.

Section 2. After presentation of the charges and the request to the Port Agent, the Port Agent shall cause those charges to be read at the said meeting.

If the charges are rejected by a majority vote of the port, no further action may be taken thereon, unless ruled otherwise by a majority vote of the membership of the Union within 90 days thereafter. If the charges are accepted, and the accused is present, he shall be automatically on notice that he will be tried the following morning. At his request, the trial shall be postponed until the morning following the next regular meeting, at which time the Trial Committee will then be elected. He shall also be handed a written copy of the charges made against him.

If the accused is not present, the Port Agent shall immediately cause to be sent to him, by registered mail addressed to his last known mailing address on file with the Union a copy of the charges, the names and book numbers of the accusers, and a notification, that he must appear with his witnesses, ready for trial the morning after the next regular meeting, at which meeting the Trial Committee will be elected.

In the event a majority of the membership of the Union shall vote to accept charges after their rejection by a port, the trial shall take place in the Port where Headquarters is located. Due notice thereof shall be given to the accused, who shall be informed of the name of his accusers, and who shall receive a written statement of the charges. At the request of the accused, transportation and subsistence shall be provided the accused and his witnesses.

Section 3. The Trial Committee shall hear all pertinent evidence and shall not be bound by the rules of evidence required by courts of law but may receive all relevant testimony. The Trial Committee may grant adjournments, at the request of the accused, to enable him to make a proper defense. In the event the Trial Committee falls beneath the quorum, it shall adjourn until a quorum does exist.

Section 4. No trial shall be conducted unless all the accusers are present. The Trial Committee shall conduct the trial except that the accused shall have the right to cross-examine the accuser, or accusers and the witnesses, as well as to conduct his own defense. The accused may select any member to assist him in his defense at the trial, provided, (a) the said member is available at the time of the trial and (b) the said member agrees to render such assistance. If the accused challenges the qualifications of the members of the Trial Committee, or states that the charges do not adequately inform him of what wrong he allegedly committed, or the time and place of such commission, such matters shall be ruled upon and disposed of, prior to proceeding on the merits of the defense. The guilt of an accused shall be found only if proven by the weight of the evidence, and the burden of such proof shall be upon the accuser. Every finding shall be based on the quality of the evidence and not solely on the number of witnesses produced.

Section 5. The Trial Committee shall make findings as to guilt or innocence, and recommendations as to punishment and/or other Union action deemed desirable in the light of the proceedings. These findings and recommendations shall be those of a majority of the committee, and shall be in writing, as shall be any dissent. The committee shall forward its findings and recommendations, along with any dissent to the Port Agent of the port where the trial took place, while a copy thereof shall be forwarded to the accused and the accuser, either in person or by mail addressed to their last known addresses. The findings shall include a statement that the rights of the accused under this Constitution, were properly safeguarded. The findings also must contain the charges made, the date of the trial, the name and address of the accused, the accuser, and each witness; shall describe each document used at the trial; shall contain a fair summary of the proceedings, and shall state the findings as to guilt or innocence. If possible, all documents used at the trial shall be kept. All findings and recommendations shall be made a part of the regular files.

Section 6. The Port Agent of the Port of Trial shall, upon receipt of the findings and recommendations of the Trial Committee, cause the findings and recommendations to be presented, and entered into the minutes, at the next regular meeting.

Section 7. The Port Agent shall send the record of the entire proceedings to headquarters, which shall cause sufficient copies thereof to be made and sent to each Port in time for the next regularly scheduled meeting.

Section 8. At the latter meeting, the proceedings shall be discussed. The meeting shall then vote. A majority vote of the membership of the Union shall:

- Accept the findings and recommendations, or
- Reject the findings and recommendations, or
- Accept the findings, but modify the recommendations, or
- Order a new trial after finding that substantial justice has not been done with regard to the charges. In this event, a new trial shall take place at the port where headquarters is located and upon application, the accused, the accusers, and their witnesses shall be furnished transportation and subsistence.

Section 9. After the vote set forth in Section 8, any punishment so decided upon shall become effective. Headquarters shall cause notice of the results thereof to be sent to each accused and accuser.

Section 10. An accused who has been found guilty, or who is under effective punishment may appeal in the following manner:

He may send or deliver a notice of appeal to Headquarters within 30 days after receipt of the notice of the decision of the membership.

Section 11. At the next regular meeting of the port where Headquarters is located, after receipt of the notice of appeal, the notice shall be presented and shall then become part of the minutes. An Appeals Committee shall then be elected. The Vice-President in charge of contracts is charged with the duty of presenting the before-mentioned proceedings and all available documents used as evidence at the trial to the Appeals Committee, as well as any written statement or argument submitted by the accused. The accused may argue his appeal in person, if he so desires. The appeal shall be heard at Union Headquarters on the night the committee is elected. It shall be the responsibility of the accused to insure that his written statement or argument arrives at headquarters in time for such presentation.

Section 12. The Appeals Committee shall decide the appeal as soon as possible, consistent with fair consideration of the evidence and arguments before it. It may grant adjournments and may request the accused or accusers to present arguments, whenever necessary for such fair consideration.

Section 13. The decision of the Appeals Committee shall be by majority vote, and shall be in the form of findings and recommendations. Dissents will be allowed. Decisions and dissents shall be in writing and signed by those participating in such decision or dissent. In making its findings and recommendations, the committee shall be governed by the following:

(a) No finding of guilt shall be reversed if there is substantial evidence to support such a finding and, in such case, the Appeals Committee shall not make its own findings as to the weight of evidence.

(b) In no event shall increased punishment be recommended.

(c) A new trial shall be recommended if the Appeals Committee finds—(a) that any member of the Trial Committee should have been disqualified, or (b) that the accused was not adequately informed of the details of the charged offense, which resulted in his not having been given a fair trial, or (c) that for any other reason, the accused was not given a fair trial.

(d) If there is not substantial evidence to support a finding of guilt, the Appeals Committee shall recommend that the charge on which the finding was based be dismissed.

(e) The Appeals Committee may recommend lesser punishment.

Section 14. The Appeals Committee shall deliver its decision and dissent, if any, to headquarters, which shall cause sufficient copies to be published and shall have them sent to each port in time to reach there before the next regular scheduled meeting. Headquarters shall also send a copy to each accused and accuser at their last known address, or notify them in person.

Section 15. At the meeting indicated in Section 14 of this Article, the membership, by a majority vote, shall accept the decision of the Appeals Committee, or the dissent therein. If there is no dissent, the decision of the Appeals Committee shall stand.

If a new trial is ordered, that trial shall be held in the port where headquarters is located, in the manner provided for in Section 2 of this Article. Any decision so providing for a new trial shall contain such directions as will insure a fair hearing to the accused.

Section 16. Headquarters shall notify the accused and each accuser, either in person or in writing addressed to their last known address, of the results of the appeal. A further appeal shall be allowed as set forth in Section 17 of this Article.

Section 17. Each member is charged with knowledge of the provisions of the Constitution of the Seafarers International Union of North America, and the rights of, and procedure as to, further appeal as provided for therein. Decisions reached thereunder shall be binding on all members of the Union.

Section 18. It shall be the duty of all members of the Union to take all steps within their constitutional power to carry out the terms of any effective decisions.

Section 19. Every accused shall receive a written copy of the charges preferred against him and shall be given a reasonable time to prepare his defense, but he may thereafter plead guilty and waive any or all of the other rights and privileges granted to him by this Article. If an accused has been properly notified of his trial and fails to attend without properly requesting a postponement, the Trial Committee may hold its trial without his presence.

Article XVI Offenses and Penalties

Section 1. Upon proof of the commission of the following offenses, the member shall be expelled from membership:

(a) Proof of membership in any organization advocating the overthrow of the Government of the United States by force;

(b) Acting as an informer against the interest of the Union or the membership in any organizational campaign;

(c) Acting as an informer for, or agent of, the company against the interest of the membership or the Union;

(d) The commission of any act as part of a conspiracy to destroy the Union.

Section 2. Upon proof of the commission of any of the following offenses, the member shall be penalized up to and including a penalty of expulsion from the Union. In the event the penalty of expulsion is not invoked or recommended, the penalty shall not exceed suspension from the rights and privileges of membership for more than two (2) years, or a fine of \$50.00 or both:

(a) Willfully misappropriating or misusing Union property of the value in excess of \$50.00.

(b) Unauthorized use of Union property, records, stamps, seals, etc., for the purpose of personal gain;

(c) Willful misuse of any office or job, elective or not, within the Union for the purpose of personal gain, financial or otherwise, or the willful refusal or failure to execute the duties or functions of the said office or job, or gross neglect or abuse in executing such duties or functions or other serious misconduct or breach of trust. The President may, during the pendency of disciplinary proceedings under this subsection, suspend the officer or jobholder from exercising the functions of the office or job, with or without pay, and designate his temporary replacement.

(d) Unauthorized voting, or unauthorized handling of ballots, stubs, rosters, verification lists, ballot boxes, or election files, or election material of any sort;

(e) Preferring charges with knowledge that such charges are false;

(f) Making or transmitting, with intent to deceive, false reports or communications which fall within the scope of Union business;

(g) Deliberate failure or refusal to join one's ship or misconduct or neglect of duty aboard ship, to the detriment of the Union or its agreements;

(h) Deliberate and unauthorized interference, or deliberate and malicious vilification, with regard to the execution of the duties of any office or job;

(i) Paying for, or receiving money for, employment aboard a vessel, exclusive of proper earnings and Union payments;

(j) Willful refusal to submit evidence of affiliation for the purpose of avoiding or delaying money payments to the Union, or unauthorizedly transferring or receiving evidence of Union affiliation, with intent to deceive;

(k) Willful failure or refusal to carry out the order of those duly authorized to make such orders during time of strike.

(l) Failure or refusal to pay a fine or assessment within the time limit set therefore either by the Constitution or by action taken in accordance with the Constitution.

Section 3. Upon proof of the commission of any of the following offenses, members shall be penalized up to and including a suspension from the rights and privileges of membership for two (2) years, or a fine of \$50.00 or both:

(a) Willfully misappropriating or misusing Union property of the value under \$50.00;

(b) Assuming any office or job, whether elective or not with knowledge of the lack of possession of the qualifications required therefor;

(c) Misconduct during any meeting or other official Union proceeding, or bringing the Union into disrepute by conduct not provided for elsewhere in this Article.

(d) Refusal or negligent failure to carry out orders of those duly authorized to make such orders at any time.

Section 4. Upon proof of the commission of any of the following offenses, members shall be penalized up to and including a fine of \$50.00:

(a) Refusal or willful failure to be present at sign-ons or pay-offs;

(b) Willful failure to submit his Union book to Union representatives at pay-off;

(c) Disorderly conduct at pay-off or sign-on;

(d) Refusal to cooperate with Union representatives in discharging their duties;

(e) Disorderly conduct in the Union hall;

(f) Gambling in the Union hall;

(g) Negligent failure to join ship.

Section 5. Any member who has committed an offense penalized by no more than a fine of \$50.00 may elect to waive his rights under this Constitution subject to the provisions of Article XV, Section 19 and to pay the maximum fine of \$50.00 to the duly authorized representative of the Union.

Section 6. This Union, and its members, shall not be deemed to waive any claim, of personal or property rights to which it or its members are entitled, by bringing the member to trial or enforcing a penalty as provided in this Constitution.

Section 7. Any member under suspension for an offense under this Article shall continue to pay all dues and assessments and must observe his duties to the Union, members, officials, and job holders.

Article XVII

Publications

This Union may publish such pamphlets, journals, newspapers, magazines, periodicals and general literature, in such manner as may be determined, from time to time, by the Executive Board.

Article XVIII

Bonds

Officers and job holders, whether elected or appointed as well as all other employees handling monies of the Union shall be bonded as required by law.

Article XIX

Expenditures

Section 1. In the event no contrary policies or instructions are in existence, the President may authorize, make, or incur such expenditures and expenses as are normally encompassed within the authority conferred upon him by Article X of this Constitution.

Section 2. The provisions of Section 1 shall similarly apply to the routine accounting and administrative procedures of the Union except those primarily concerned with trials, appeals, negotiations, strikes, and elections.

Section 3. The provisions of this Article shall supersede to the extent applicable, the provisions of Article X of this Constitution.

Article XX

Income

Section 1. The income of this Union shall include dues, initiation fees, fines, assessments, contributions, loans, interest, dividends, as well as income derived from any other legitimate business operation or other legitimate source.

Section 2. An official Union receipt, properly filled out, shall be given to anyone paying money to the Union or to any person authorized by the Union to receive money. It shall be the duty of every person affiliated with the Union who makes such payments to demand such receipt.

Section 3. No assessments shall be levied except after a ballot conducted under such general rules as may be decided upon by a majority vote of the membership, provided that:

(a) The ballot must be secret.

(b) The assessment must be approved by a majority of the valid ballots cast.

Section 4. Except as otherwise provided by law, all payments by members or other affiliates of this Union shall be applied successively to the monetary obligations owed the Union commencing with the oldest in point of time, as measured from the date of accrual of such obligation. The period of arrears shall be calculated accordingly.

Section 5. To the extent deemed appropriate by the majority of the Executive Board, funds and assets of the Union may be kept in an account or accounts without separation as to purpose and expended for all Union purposes and objects.

Article XXI

Other Types of Union Affiliation

To the extent permitted by law, this Union, by majority vote of the membership, may provide for affiliation with it by individuals in a lesser capacity than membership, or in a capacity other than membership. By majority vote of the membership, the Union may provide for the rights and obligations incident to such capacities or affiliations. These rights and obligations may include, but are not limited to (a) the applicability or non-applicability of all or any part of the Constitution; (b) the terms of such affiliation; (c) the right of the Union to peremptory termination of such affiliation and, (d) the fees required for such affiliation. In no event may anyone not a member receive evidence of affiliation equivalent to that of members, receive priority or rights over members, or be termed a member.

Article XXII

Quorums

Section 1. Unless elsewhere herein otherwise specifically provided, the quorum for a special meeting of a port shall be six (6) full book members.

Section 2. The quorum for a regular meeting of a Port shall be fifty (50) members.

Section 3. Unless otherwise specifically set forth herein, the decisions, reports, recommendations, or other functions of any segment of the Union requiring a quorum to act officially, shall be a majority of those voting, and shall not be official or effective unless the quorum requirements are met.

Section 4. Unless otherwise indicated herein, where the requirements for a quorum are not specifically set forth, a quorum shall be deemed to be a majority of those composing the applicable segment of the Union.

Article XXIII

Meetings

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

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

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

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

Section 2. A special meeting at a port may be called only at the direction of the Port Agent or Area Vice President. No special meeting may be held, except between the hour of 9:00 A.M. and 5:00 P.M. Notice of such meeting shall be posted at least two hours in advance, on the port bulletin board.

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

Section 3. Notwithstanding anything to the contrary, all regular meetings shall be governed by the following:

1. The Union Constitution.
2. Majority vote of the members assembled.

Article XXIV

Definitions and Miscellaneous Provisions Relating Thereto

Section 1. Incapacity. Unless otherwise set forth or dealt with herein, the term "incapacity," shall mean any illness or situation preventing the affected person from carrying out his duties for more than 30 days, provided that this does not result in a vacancy. However, nothing contained in this Article shall be deemed to prohibit the execution of the functions of more than one job and/or office in which event no incapacity shall be deemed to exist with regard to the regular job or office of the one taking over the duties and functions of the one incapacitated. The period of incapacity shall be the time during which the circumstances exist.

Section 2. Unless otherwise set forth or dealt with herein the term "vacancy" shall include failure to perform the functions of any office or job by reason of death, or resignation, or suspension from membership or expulsion from the Union with no further right to appeal in accordance with the provisions of Article XV of this Constitution.

Section 3. When applicable to the Union as a whole the

term, "majority vote of the membership," shall mean the majority of all the valid votes cast by full book members at an official meeting of those ports holding a meeting. This definition shall prevail notwithstanding that one or more ports cannot hold meetings because of no quorum. For the purpose of this Section, the term "meeting" shall refer to those meetings to be held during the time period within which a vote must be taken in accordance with the Constitution and the custom and usage of the Union in the indicated priority.

Section 4. When applicable solely to port action and not concerned with, or related to, the Union as a whole, and not forming part of a Union-wide vote, the term "majority vote of the membership," shall refer to the majority of the valid votes cast by the full book members at any meeting of the Port, regular or special.

Section 5. The term, "membership action," or reference thereto, shall mean the same as the term "majority vote of the membership."

Section 6. Where the title of any officer or job, or the holder thereof, is set forth in this Constitution, all references thereto and the provisions concerned therewith shall be deemed to be equally applicable to whomever is duly acting in such office or job.

Section 7. The term "Election Year" shall be deemed to mean that calendar year prior to the calendar year in which elected officials and other elected job-holders are required to assume office.

Section 8. The terms, "this Constitution," and "this amended Constitution," shall be deemed to have the same meaning and shall refer to the Constitution as amended which takes the place of the one adopted by the Union in 1939, as amended up through July, 1972.

Section 9. The term, "member in good standing," shall mean a member whose monetary obligations to the Union are not in arrears for thirty days or more, or who is not under suspension or expulsion effective in accordance with this Constitution. Unless otherwise expressly indicated, the term, "member," shall mean a member in good standing.

Section 10. Unless plainly otherwise required by the context of their use, the terms "Union book," "membership book," and "book," shall mean official evidence of Union membership.

Section 11. The term "full book" or "full Union book" shall mean only an official certificate issued as evidence of Union membership which carries with it complete rights and privileges of membership except as may be specifically constitutionally otherwise provided.

Section 12. The term, "full book member," shall mean a member to whom a full book has been duly issued and who is entitled to retain it in accordance with the provisions of this Constitution.

Article XXV

Amendments

This Constitution shall be amended in the following manner:

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

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

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

EXHIBIT A

Minimal requirements to be contained in Constitution of subordinate bodies and divisions chartered by or affiliated with the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District.

I

All members shall have equal rights and privileges, subject to reasonable rules and regulations, contained in this Constitution, including secret election, freedom of speech,

the right to hold office and the right of secret votes on assessment and dues increases, all in accordance with the law.

II

No member may be automatically suspended from membership except for non-payment of dues, and all members shall be afforded a fair hearing upon written charges, with a reasonable time to prepare defense, when accused of an offense under the Constitution.

III

This Union is chartered by (and/or affiliated with), the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District, and this Constitution and any amendments thereto, shall not take effect unless and until approved as set forth in the Constitution of that Union.

IV

An object of this Union is, within its reasonable capacity, to promote the welfare of, and assist, the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District.

V

The charter (and/or affiliation) relationship between this Union and the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District shall not be dissolved so long as at least ten members of this Union, and the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District acting through its Executive Board wish to continue such relationship.

VI

No amendment to this Constitution shall be effective unless and until approved by at least a two-thirds vote of the membership in a secret referendum conducted for that purpose. In any event, the adoption of this Constitution and any amendments thereto, will not be effective unless and until compliance with Article II of the Constitution of the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District is first made.

VII

The Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District shall have the right to check, inspect and make copies of all the books and records of this Union upon demand.

VIII

This Union shall not take any action which will have the effect of reducing its net assets, calculated through recognized accounting procedures, below the amount of its indebtedness to the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District, unless approved by that Union through its Executive Board.

IX

So long as there exists any indebtedness by this Union to the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District, that Union shall have the right to appoint a representative or representatives to this Union who shall have the power to attend all meetings of this Union, or its sub-divisions, or governing boards, if any; and who shall have access to all books and records of this Union on demand. This representative, or these representatives, shall be charged with the duty of assisting this Union and its membership, and acting as a liaison between the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District and this Union.

X

So long as any unpaid per capita tax, or any other indebtedness of any sort is owed by this Union to the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District, such indebtedness shall constitute a first lien on the assets of this Union, which lien shall not be impaired without the written approval of the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District acting through its Executive Board.

XI

The per capita tax payable by this Union to the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District shall be that which is fixed in accordance with the terms of the Constitution of that Union.

XII

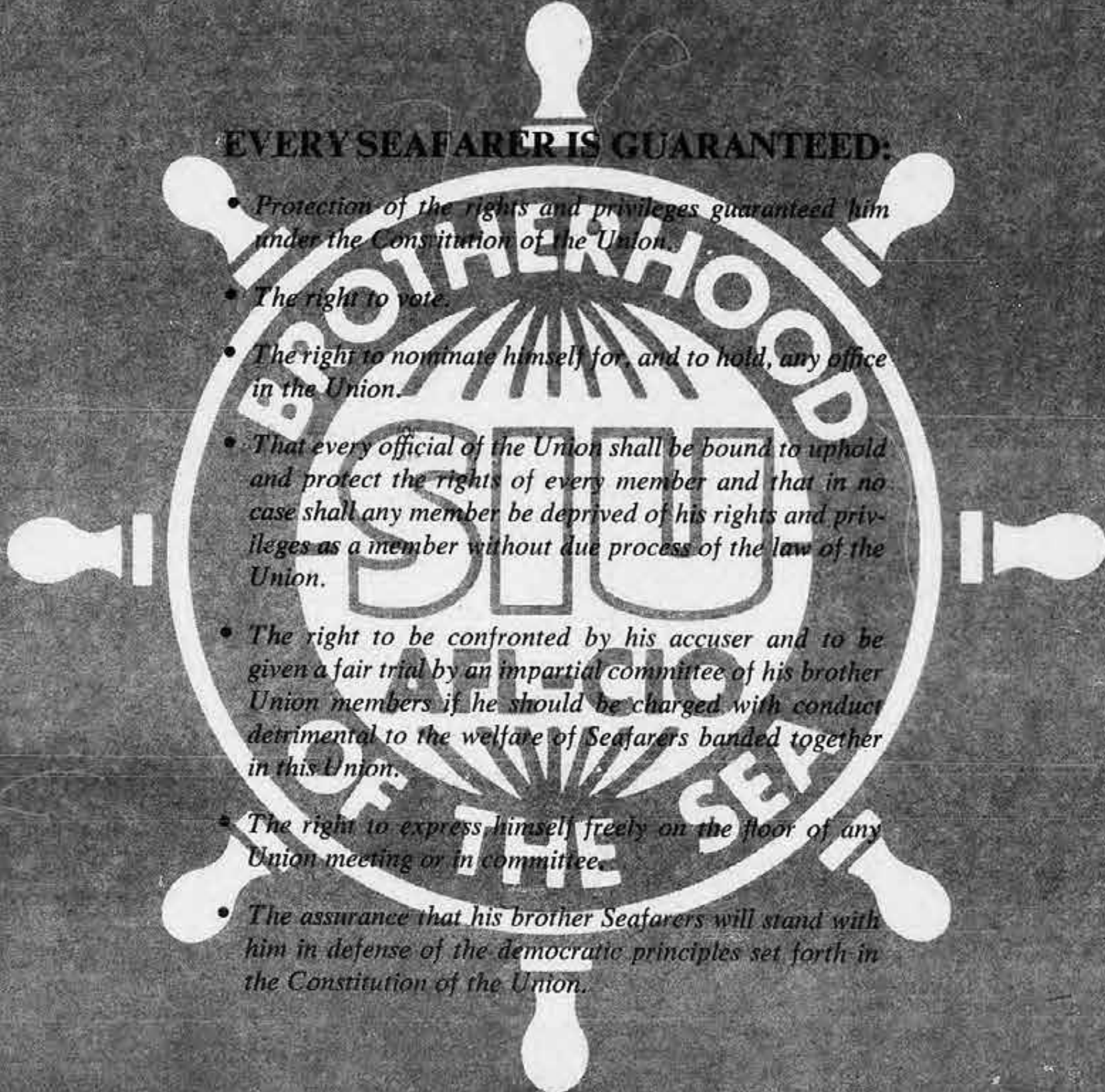
This Constitution and actions by this Union pursuant thereto are subject to those provisions of the Constitution of the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District pertaining to affiliation, disaffiliation, trusteeships, and the granting and removal of charters.

XIII

This Union shall be affiliated with the Seafarers International Union of North America through the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District. It shall share in, and participate as part of, the delegation of that District to the Convention of the Seafarers International Union of North America in accordance with the provisions of the Constitution of the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District.

This special supplement to the Seafarers Log contains the full text of the SIU's constitution and should be retained by every Seafarer for further reference. Additional copies can be obtained from Union Headquarters.

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.*

Honored Across the Nation



Upgrading Center at Piney Point, Md. attended Maritime Day ceremonies at the



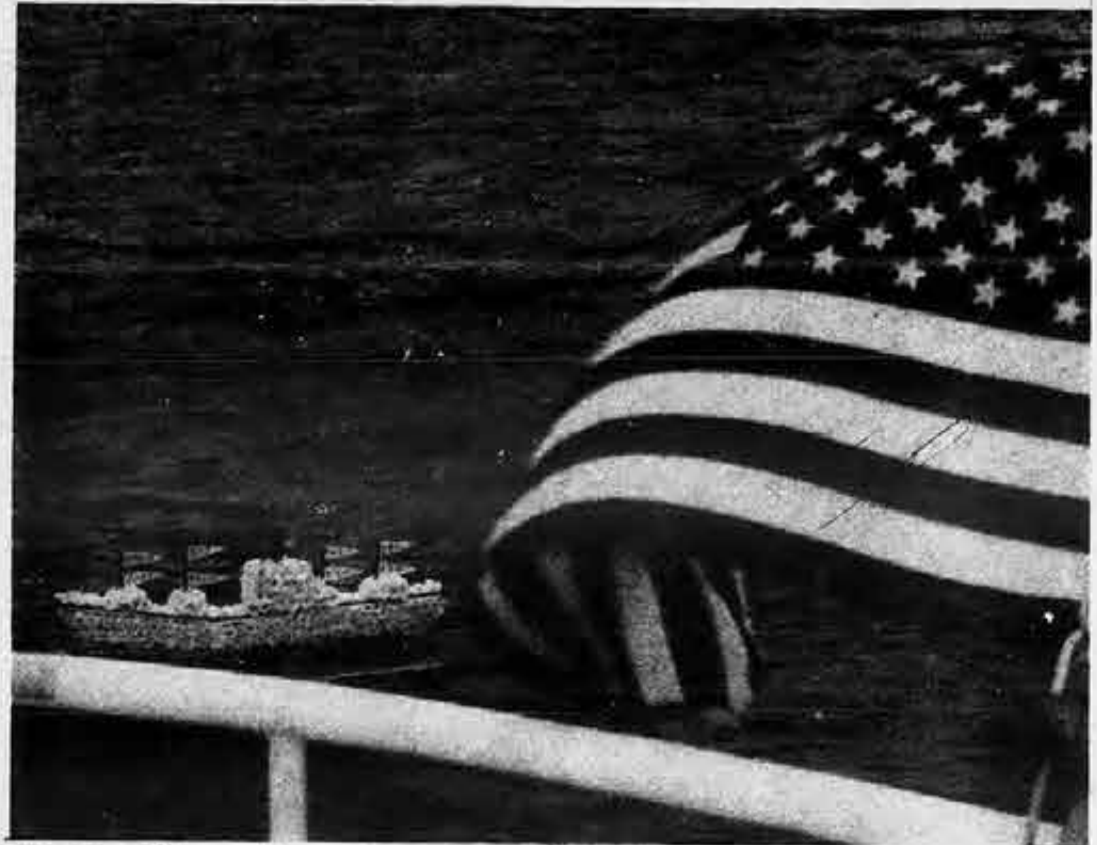
stresses need for



SIU San Francisco Port Agent Steve Troy is about to place wreath into harbor from deck of the C. A. Thayer.



...e a ship of flowers on board the 82-foot Coast Guard cutter Point Doran in the Agent, Harvey Mesford, is eighth from the left.



Maritime Memorial wreath in the shape of a ship floats in the water off the cutter Point Doran in the Port of Seattle while the American flag moves gently with the breeze.

Austin, Tex.

SIU Vice President Paul Drozak, here May 22 for Texas' tribute to Maritime Day, took note of Gov. Dolph Briscoe's proclamation designating the celebration, saying it was the first time in the history of the state that any governor or legislature had named a day honoring seamen here.

The governor urged all Texans to honor the merchant marine by appropriate recognition of the industry's great contributions to Texas.

Saying that the anniversary of the sailing of the *Savannah* to Liverpool has been observed as National Maritime Day since 1933, Gov. Briscoe exclaimed:

"Waterborne commerce has long been an integral element of the Texas economy. As the state has developed into an industrial center, shipping has provided an essential avenue of commerce for the exchange of raw and manufactured materials.

"The maritime industry is significantly responsible for the remarkable economic growth and prosperity experienced by the state in recent years, and its dynamic influence on the quality of life enjoyed by Texans throughout the state has been indispensable."

Boston

Gov. Francis W. Sargent proclaimed May 22, 1973 Maritime Day urging the citizens of the Commonwealth of Massachusetts "to take cognizance of this event and to participate fittingly in its observance."

Continuing, the governor proclaimed: "A balanced, economical, efficient, merchant-fleet manned by well-trained, skilled seamen is a vital national resource necessary to transport goods peacefully between nations . . ."

He added the creation and maintenance of a strong and competitive fleet to meet these demands is a complex task requiring the best efforts of government, management and labor.

Finally, he declared, "The importance of American merchant seapower is underscored by our burgeoning trade and the increasing demands for ocean transportation which result from this trade and in war and peace merchant ships and merchant seamen have maintained a proud record of service to this nation . . ."

At memorial services in Boston Harbor for Seafarers lost in war and peace, SIU Port Agent Edward Riley participated in a wreath-laying ceremony.

New York

In a New York-New Jersey National Maritime Day address, U.S. Rep. John M. Murphy (D-N.Y.), a member of the House Merchant Marine and Fisheries Committee, highlighted nationwide ceremonies reflecting new interest in the revitalization of the U.S. Merchant Marine.

Speaking in Manhattan's historic Battery Park, Rep. Murphy declared "Continued national investment in the merchant marine makes good sense. Shipbuilding and water borne commerce means jobs for American workers. And, at a time when over 5-million people are unemployed, revitalization of our merchant marine is one important aspect of creating jobs."

Murphy said another reason to support the growth of the fleet and to encourage more cargo for U.S.-flag ships is that "this nation cannot afford to depend on the fleets of other nations to bring strategic imports to our shores."

He told a lunchtime audience of hundreds of New Yorkers that a U.S. gas shortage has forced certain parts of the country, including New York City, to require emergency imports of liquid gas during the past few winters. Twenty-one states put quotas on gas for consumers, he added.

"Experts," he said, "have estimated that by 1985, the gap between our natural gas demand and new gas discoveries will be as large as the entire American gas consumption in 1969."

The congressman emphasized that U.S. energy requirements between 1960 and 1970 rose 41 percent or three-and-a-half times the rate of population.

"The United States should not put itself in the position of being dependent upon foreign nations to supply us with strategic imports such as this. We should have the importation of these strategic imports in some degree under our own control," Murphy said.

Murphy told the crowd he was introducing legislation in Congress requiring U.S.-flag ships to carry 20 percent of energy fuels into this country. He said the Merchant Marine and Fisheries Committee had persuaded Congress to insist that 50 percent of government-aided cargoes bound for overseas be carried in U.S. bottoms.

Murphy estimated that "if we had carried the same 30 percent of our commerce in 1972 on U.S. ships as we did in 1936 we would not have had our balance of trade deficit . . . and, therefore I venture to say the U.S. dollar would not be in its present precarious position."

'Full Support Needed'



A Major Battle

The bell has sounded for round two in the fight to win a law requiring that a portion of the nation's oil imports be carried in American-flag ships.

Within the past several weeks new legislation has been introduced in the House of Representatives with more than 90 members of Congress now sponsoring a proposed law that would require use of U.S. ships to carry a percentage of our oil imports.

The bill is important to Seafarers—and to all Americans.

It is important for many reasons: It would help to rebuild the U.S. Merchant Marine, and it would mean jobs for Seafarers and for other workers in the maritime industry.

But there are other reasons why such a law is important: As it stands now, virtually all oil imports come to the United States on foreign-flag tankers. With U.S. ships carrying a reasonable portion of these imports, the nation would be assured of delivery even in time of crisis.

In other words, we need this law as a means of guarding our own national security.

Another point, this legislation will help the United States balance-of-payments picture. That means that the costs of transporting the oil imports will be retained in this country instead of being paid to foreign shipping interests.

It is estimated that the proposed legislation would add about a half billion dollars a year to the economy to help reduce the balance of payments outflow for oil imports.

Right now, the U.S. oil import situation poses a grim picture for the nation. We are importing about six million barrels of petroleum and petroleum products a day and this amounts to about 33 percent of our total demand. But by the early 1980's, it is estimated that the United States will import over half of its oil needs, or from 10 to 12 million barrels per day.

These are some of the reasons why the SIU, the AFL-CIO Maritime Trades Department, and the entire AFL-CIO are fighting for such legislation.

We know the opponents. They consist primarily of the multinational oil companies. They are formidable—and they have powerful resources and influence. They are virtually a super-power. But the fight must be fought.

From the Seafarer's standpoint, this is a battle for his security.

That's why it is necessary for all Seafarers to support the union in this important legislative battle. And while it is important to all seamen, we must bear in mind that there is more than jobs and job security involved here.

The nation's well-being, security and economy are involved.

National Maritime Council

The National Maritime Council is achieving its goal. Since the Council's inception in 1971, it has been effective in stimulating increased carriage of cargoes aboard American-flag ships.

The NMC has brought together maritime labor unions, shipping companies and the U.S. government in order to better enable these three groups to build a stronger, more viable American shipping industry—an industry capable of competing with the other merchant fleets of the world.

This is the first time that such a broad-based program has been instituted in the maritime industry.

Set up under the auspices of the Maritime Administration, the Council has employed many successful methods in securing more cargo for American-flag ships.

NMC is becoming an important vehicle in building a merchant marine better able to participate in the carriage of our nation's foreign commerce.

Letters to the Editor



HISTORIC PRESERVATION

Customs Search

We, the crewmembers of the S.S. Lafayette, Waterman S.S. Corp., are concerned about the harassment American seamen have been subjected to in India and other countries.

On two occasions this trip, in Rangoon, Burma, and Calcutta, India, customs officials boarded the ship and "shook down" crewmembers and their lodgings. One man had \$330 confiscated in Calcutta. The customs officials are not satisfied with searching seamen's bodies and rooms, but constantly ask the seamen to give them soap, cigarettes, gum, etc.

On the trip before in Kandla, India, many of the crewmembers had money confiscated and had to pay fines in addition.

While we are working and living aboard a ship, it is our home. We all feel that it is a violation of our rights to have customs officials searching our bodies and lodgings.

We, the undersigned, wish to see an end to this harassment and request that you make our grievances known to those who may have the power to alleviate this harassment.

We also request that this letter be published in the *Seafarers Log* with hopes that other seamen who have been subjected to the same harassment will support our complaint.

Fraternally,
Ship's Chairman
S.S. Lafayette

Ship's Chairman
S.S. Lafayette

June 1, 1973

Dear Brother Chairman:

Your letter of May 14, 1973, signed by the crew was sent to this office by the New Orleans Port Agent and received by Union Headquarters on June 1, 1973.

We sincerely regret that the crew has been subjected to harassment by Customs officials in Burma and India. However, the crew should be advised that they as foreigners in Burma, India or any other country in the world are subject to the laws of such countries which in many instances are very strict. Foreign seamen in American ports are subjected to the same type of search you received in Burma and India.

However, we will advise your Washington office to present your grievance to the proper parties in Washington. Your letter also will be forwarded to the Editor of the *Seafarers Log* to be published in a future issue.

Best wishes to you and the crew.

Enclosed is SIU fact sheet #4. We suggest that you and the crew review same as it deals with the conditions existing within the maritime industry. Also enclosed you will find reply cards, please check off the appropriate boxes giving your views, and return it to Headquarters.

Fraternally,
Frank Drozak
Vice President

June 1973

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SIU's Bosuns' Recertification Program Begins



Alfonso Armada

Seafarer Alfonso Armada ships out of the Port of Baltimore and has been sailing with the SIU since 1955.

"Looking back to the time when I was a new member of the SIU I remember the unity, brotherhood and militant spirit of our Union. I see a new thing today, the importance of education and the strong feelings our union has about education, not just for me but for all the bosuns that are eligible for this recertification program and for all of our members who are interested in upgrading themselves for a better tomorrow. This is important to all of us and to the ship-owners, too, because we will be more capable aboard the new ships. I think all of our members should come to Piney Point and see for themselves what we are doing here for the betterment of all of us."



Six veteran Seafarers are attending the first class of the SIU Bosuns Recertification Program at the Lundeberg School's Upgrading Center in Piney Point which began June 1.

The first class includes Alfonso Armada and Robert Mackert from the Port of Baltimore; Robert Lasso who ships out of San Juan; and Jan Beye, William Clegg and Burt Hanback who ship out of New York.

Classes for the Bosuns include both vocational education and trade union education. Through the use of slide presentations and mock-ups, the bosuns are being given an introduction to the new types of ships which are becoming the future of the American-flag fleet, including the SL-7's; LASH-type ships, LNG tankers and the roll-on-roll-off ships.

Trade union education includes intensive review of the SIU contract and constitution, the welfare program, and labor union history.



William Clegg

Seafarer William Clegg ships from the Port of New York and has been sailing with the SIU for 25 years.

"The whole operation here is fantastic. From the moment I passed through the main gate here at Piney Point and saw the buildings and grounds I was impressed. The classrooms, dining area and recreational facilities are something that every member of the SIU can be proud of. All of the instructors here at the Harry Lundeberg School are fine and dedicated people, and the educational program they have put together is fantastic. Thank God we have a Union that could foresee the future need of seamen, and do something about it."



Robert Lasso

Seafarer Robert Lasso, who ships out of the Port of San Juan, has been sailing with the SIU since 1943.

"What do I think of Piney Point? Where do I start? Who ever could conceive that a merchant seaman could plan and put into operation the best thought-out and best-run school in the United States for seamen and future seamen and good SIU members. I don't know of any union anywhere that has the understanding to do something like this for the membership. For the 'doubters', all I can say is to get down here some way and see your union in motion for yourself."



Burt Hanback

Seafarer Burt T. Hanback ships out of the Port of New York, and has been sailing with the SIU for 20 years.

"Only a fool wouldn't come here to see this place for himself. The food and the quarters are the best anywhere, and the grounds, buildings and classrooms are beautiful and clean. There is plenty of recreation facilities for SIU families and the children. The instructors are experts in their areas, and there is good opportunity for discussion and debate on everything having to do with the contract, shipping rules, overtime and other matters."



Robert Mackert

Seafarer Robert F. Mackert sails out of the Port of Baltimore, and has shipped with the SIU for 14 years.

"Being selected as one of the first members of the Bosun Recertification Program, I am proud, honored and grateful for this chance to better myself. The educational program is outstanding, and the instructors are doing their very best to help us in every way. This is a great opportunity for anyone wanting to better himself. I strongly urge everyone to take advantage of the programs here to better themselves and our Union."



Jan Beye

Seafarer Jan Beye has been sailing with the SIU since 1948 and ships out of the Port of New York.

"Since my arrival here at Piney Point, my eyes have been opened, and the doubts and skepticism I had about the school and its goals have been overcome. This school, with all of its excellent educational facilities to help those who want to improve their capabilities in the maritime industry, could not be praised enough. The instructors here are all dedicated and you can't help but learn from them. I'll always remember this place and this experience, and I will want to return someday."

Lundeberg Upgrading Center

Upgrading—Deck

Able-Seaman—12 months—any waters

1. Must be at least 19 years of age.
2. Be able to pass the prescribed physical (i.e., eyesight without glasses no more than 20/100-20/100, corrected to 20/40-20/20, and have normal color vision).
3. Have 12 months seetime as an Ordinary Seaman or
4. Be a graduate of HLS and have 8 months seetime as Ordinary Seaman.

Able-Seaman—unlimited—any waters

1. Must be at least 19 years of age.
2. Be able to pass the prescribed physical (i.e., eyesight without glasses no more than 20/100-20/100, corrected to 20/40-20/20, and have normal color vision).
3. Have 36 months seetime as an Ordinary Seaman.

Quartermaster

1. Hold endorsement as Able-Seaman—unlimited—any waters.

Engine

FOWT—(who has only a wiper endorsement)

1. Must be able to pass the prescribed physical (i.e., eyesight without glasses no more than 20/100-20/100, corrected to 20/50-20/30, and have normal color vision).
2. Have 6 months seetime as wiper or be a graduate of HLS and have 3 months seetime as wiper.

FOWT—(who holds an engine rating; such as Electrician)

1. No requirements.

Electrician, Refrigeration, Pumpman, Deck Engineer, Junior Engineer, Machinist, or Boilermaker—(who holds only a wiper endorsement)

1. Be able to pass the prescribed physical (i.e., eyesight without glasses no more than 20/100-20/100, corrected to 20/50-20/30, and have normal color vision).
2. Have 6 months seetime in engine department as wiper.

Electrician, Refrigeration, Pumpman, Deck Engineer, Junior Engineer, Machinist, or Boilermaker—(who holds an engine rating such as FOWT)

1. No requirements.

QMED—any rating

1. Must have or successfully pass examinations for FOWT, Electrician, Refrigeration, Pumpman, Deck Engineer, Junior Engineer, Machinist, Boilermaker, and Deck Engine Mechanic.
2. Must show evidence of seetime of at least 6 months in any one or combination of the following ratings: FOWT, Electrician, Refrigeration, Pumpman, Deck Engineer, Junior Engineer, Machinist, Boilermaker, or Deck Engine Mechanic.

Lifeboatman

1. Must have 90 days seetime in any department.

Steward

1. ASSISTANT COOK TRAINING PROGRAM REQUIREMENTS:

- 12 months seetime, in any Steward Department Entry Rating.
- Entry Ratings who have been accepted into the Harry Lundeberg School and show a desire to advance in the Steward Department must have a minimum of 3 months seetime.

2. COOK AND BAKER TRAINING PROGRAM REQUIREMENTS:

- 12 months seetime as Third Cook or;
- 24 months seetime in Steward Department, 6 months of which must have been as Third Cook or Assistant Cook or;
- 6 months as Assistant or Third Cook and are holders of a "Certificate" of satisfactory completion from the Assistant Cooks Training Course.

3. CHIEF COOK'S TRAINING PROGRAM REQUIREMENTS:

- 12 months seetime as Cook and Baker or;
- Three years seetime in Steward Department, 6 months of which must be as Third Cook or Assistant Cook and 6 months as Cook and Baker or;
- 6 months seetime as Third Cook or Assistant Cook and 6 months seetime as Cook and Baker and are holders of a "Certificate" of satisfactory completion from the Assistant Cook and Second Cook and Baker's Training Course or;
- 12 months seetime as Third Cook or Assistant Cook and 6 months seetime as Cook and Baker and are holders of a "Certificate" of completion from the Cook and Baker Training Program.

4. CHIEF STEWARD TRAINING PROGRAM REQUIREMENTS:

- 3 years seetime in ratings above that of Third Cook or;
- 6 months seetime as Third Cook or Assistant Cook, 6 months as Cook and Baker, 6 months seetime as Chief Cook and are holders of a "Certificate" of satisfactory completion from the Assistant Cook, Second Cook and Baker and Chief Cook Training Courses at the Lundeberg School or;
- 12 months seetime as Third Cook or Assistant Cook, 6 months seetime as Cook and Baker, 6 months seetime as Chief Cook and are holders of a "Certificate" of satisfactory completion from the Cook and Baker and Chief Cook Training Programs.
- 12 months seetime as Third Cook or Assistant Cook, 12 months seetime as Cook and Baker and 6 months seetime as Chief Cook and are holders of a "Certificate" of satisfactory completion from the Chief Cook Training Program.

Towboat

Operator

(Those currently employed as operators or pilots).

1. Must have at least one year service as operator of towing vessel within the 36 months preceding date of application.
2. A letter from the company verifying the above plus indicating: The name of the vessel, it's official number, length and gross tonnage as well as the routes operated and geographical area.
3. Pass eye examination and have normal color vision.
4. Have merchant marine documents or have available an original birth certificate and a social security card.

Mate

A candidate must have served three years at sea on deck.

Master

A candidate must have served four years at sea on deck of which one year must have been as a licensed mate.

[When an applicant presents evidence of service or experience which does not meet the specific requirement of the Coast Guard regulations but which is a reasonable equivalent of the required service, he may be eligible at the discretion of the Officer in Charge for a license as Mate or Master. This additional information should be sent to the Lundeberg School with your application for evaluation.]

Tankerman

1. Must pass physical examination.
 2. Must have a letter from the company on company letterhead stating your capability and performance while employed.
- Do not mail your discharges to the Upgrading Center—bring them with you.
 - Be sure physical is included if required.
 - Rooms and meals will be provided by Harry Lundeberg School. Each upgrader is responsible for his own transportation to and from Piney Point. No reimbursement will be made for this transportation.

Return completed application to the attention of:

Lundeberg Upgrading Center
Harry Lundeberg School
Piney Point, Md. 20674

GED High School Program

Eligibility requirements for the program are as follows:

1. One year's seetime.
2. Initiation fees must be paid in full.
3. All outstanding obligations, such as dues and loans, must be paid in full.

APPLICATION

Name _____ Age _____
Home Address _____ SS # _____
Mailing Address _____ Book # _____
Phone _____ Seniority _____ Ratings Now Held _____

I am interested in:

DECK

- AB 12 months
 AB Unlimited
 Quartermaster
 Lifeboatman

ENGINE

- QMED
 FWT
 Oiler
 Dk. Mech.
 Reefer
 Electrician
 Dk. Eng.
 Jr. Eng.
 Pumpman
 Machinist

STEWARD

- Assistant Cook
 Cook & Baker
 Chief Cook
 Steward

Boilermaker

TOWBOAT

- River—Operator
 Inland Waterway—Operator
 Ocean—Operator
(Not more than 200 miles)
 Ocean—Operator (Over 200 miles)
 Tankerman
 Radar Observer
 Mate—Inland
 Master—Inland
 Mate—Oceans
 Master—Oceans

Dates available to start class _____

GED HIGH SCHOOL PROGRAM

Have you ever taken a High School Equivalency Exam? _____

If you have, when? _____ Where? _____

Where shall we send your GED Pre-Test Kit? Home Address? _____

Ship? (Give full address): _____

Dates available to start class _____

HLS Graduate: Yes No Lifeboat endorsement Yes No

Record of Seetime (Show only amount needed to upgrade in rating checked above or attach letter of service, whichever is applicable.)

SHIP	RATING HELD	DATE OF SHIPMENT	DATE OF DISCHARGE



Celestial navigation training for ocean towboat operators, and mates and masters, began this month at the Lundeberg Upgrading Center in Piney Point.

Taking a noon sight are, from left, R. F. Rogers, Allied Towing; D. E. Polk and Sam Murphy, from G&H Towing; and Elbert Davis, Interstate Towing.

What They're Saying



Dimitrios Papageorgiou

After being at the Upgrading Center in Piney Point for only two weeks I can readily see the progress that I have made in my studies toward my QMED. This place is really organized. The instructors are very capable and friendly. When we don't understand something, the instructor will go over the material until we all understand.

There is a wide variety of facilities available to the upgraders such as the laundry and dry-cleaner, TV room, poolroom, movies, boating and many others.

Perhaps one of the most important things available to us is the library. It is nice and large, and is equipped with record players and a wide selection of reading material.

There is a friendly atmosphere among trainees, upgraders and staff. I am really very impressed and proud of our union's school.

UPGRADING CLASS SCHEDULE

The following is a listing of upgrading courses provided for Seafarers and IBU members at the SIU-IBU upgrading center at Piney Point, Maryland. In the following ratings, classes are scheduled on a two week basis with the next class set for June 28, 1973.

- Lifeboat
- Boilermaker
- Machinist
- Tankerman
- Deck Mechanic
- River Operator
- QMED
- Inland Waterway Operator
- Oceans (not more than 200 miles) Operator
- Oceans Operator
- Assistant Cook
- Cook & Baker
- Chief Cook
- Steward

Classes in the following ratings are scheduled on a four week basis. For the first two ratings below, the next regularly scheduled class begins June 14, 1973. For the last two ratings the next regularly scheduled class begins June 28, 1973.

- Able-Seaman
- Quartermaster
- FWT
- Oiler

Classes in the following ratings are scheduled every six weeks.

- Reefer
- Electrician
- Junior Engineer
- Pumpman
- Deck Engineer

The classes for the ratings Junior Engineer, Pumpman, Deck Engineer, are next scheduled for July 6, 1973. The next class for Electricians is scheduled for July 26, 1973. For the Reefer rating, the next class is scheduled for June 28, 1973.

What They're Saying



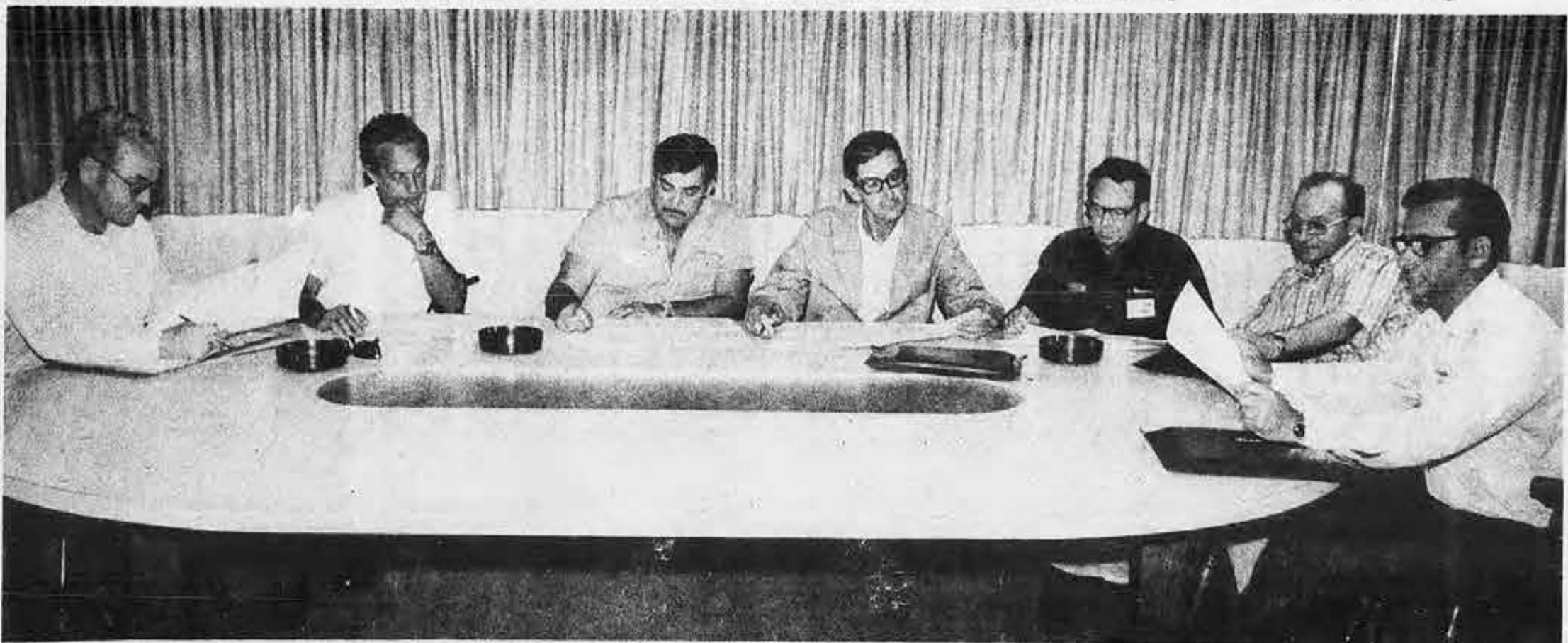
Walter Nash

In all my years of going to sea, I never would have dreamed that a labor union would be able to build such facilities as we have here in Piney Point. Everything impressed me.

When we arrived we were greeted by the staff who were all willing to see that we were comfortable. We were shown the facilities for education and recreation. I was very much impressed with the cleanliness, discipline and behavior of the young men who are training to be Seafarers like ourselves.

I couldn't believe the classes could be so well-equipped, and all of the students, whether they were trainees or upgraders, were all so attentive.

I would personally like to thank my instructors for their patience in trying to teach a group like us who have been out of school for so long.



Members of the first Bosuns Recertification Program at Piney Point discuss the SIU contract with Instructor George McCartney. From left are McCartney,

and Bosuns Jan Beye, Burt Hanback, Robert Mackert, Robert Lasso, William Clegg and Alfonso Armada.

SIU Crew 'Rescues' Paramedics in Raging Storm

A loud cheer rose from the crew topside aboard the *Citrus Packer* as the men in the raging seas reached out and grabbed the life ring. They had been tossed about by the relentless seas for over three hours.

The events that led up to this incident started at noon on Dec. 28, 1972 as the SIU-contracted vessel plied its Caribbean route.

As related by Seafarer Jimmie Prestwood, steward on the *Citrus Packer*, Captain L. U. Harris was eating lunch when he had an apparent heart attack.

The captain's condition was very serious and he couldn't be moved for nearly four hours. He was then brought

up to his room where "Chief Mate Paul Morris (formerly an unlicensed member of the SIU) did a fine job supervising the care of Captain Harris", according to Brother Prestwood.

Constant care was kept with "Medico", the ship-to-shore medical emergency service, and when Captain Harris' condition did not improve, it was decided that further medical help was needed quickly.

The U.S. Air Force's "Rescue" mission was notified and on the night of Dec. 29 at 11:30 p.m., two sergeants, skilled in parachuting, scuba diving and medical techniques, were dropped near the ship. A lifeboat was standing by to

pick them up but was hampered by force four winds and 10 to 12 foot waves.

Although they tried for more than three hours, Seafarers from the *Citrus Packer* couldn't get in close enough to bring the para medics aboard ship. Knowing, however, that their captain's life depended upon these two men, they were determined to get the para medics on board somehow.

"The seas were so rough that the men in the boat were losing ground but they kept trying," recalls Prestwood.

He observed that "after making three or four passes to get in close, Second Mate Henry Bishop, along with

several of the crewmembers, tied two heaving lines to a life ring and threw it over to the para medics." It only took several minutes for the men to grab the life ring and then they were slowly pulled towards the Jacob's ladder.

Once aboard, the crew put together some warm clothes for the two men, Sergeants Luke Jones and Gary Hirschkof of the 39th Air Wing from Eglin Air Force Base in Florida.

Going straight to the side of the captain, the para medics took care of him until the ship reached the island of St. Martin where they and Harris went ashore.

While on the *Citrus Packer* the para medics also gave instructions to the crew on first aid, administering plasma, and instructions on what to do in case of emergency and how to take care of the sick and wounded.

The crew was also informed by Jones and Hirschkof that "Rescue" would answer a call anywhere in the world, no matter who on the ship was ill or injured—captain, engineer, ordinary seaman, messman, etc.

Prestwood told the LOG "this made us feel good, to know that there is someone in the government that cares enough to help us when we are sick and injured."

In another incident, this time on board the SIU-contracted *Transhawaii*, a Seafarer was aided by an Air Force rescue team. Bosun M. J. Kerngood wrote to the LOG explaining that on Feb. 7 "a brother crewmember became ill" and help was called at once. Para medics from the Air Force base in Bermuda parachuted into the ocean and the crew rigged a lifeboat to pick them up.

The Seafarer was greatly helped by the para medics and Kerngood writes that "this crew wishes to thank the Captain, chief mate, U.S. Air Force and all crewmembers who participated in this operation."

The Air Force's "Rescue" operation actually has the longer name of Aerospace Rescue and Recovery Service (ARRS) and its personnel are called para-rescuemen.

Air Force paramedics are precision parachutists, skilled medical technicians, and experts in survival, as well as being qualified as highly trained scuba divers.

Their history goes back to 1943 when 21 persons bailed out of a plane into unchartered jungle near the China-Burma border.



USAF paramedic helicopter hovers over a rescue site as it lowers its skyhook to swimmers below.

Seafarers Welfare, Pension, and Vacation Plans Cash Benefits Paid

Apr. 26—May 23, 1973

SEAFARERS WELFARE PLAN	Number		Amount	
	MONTH TO DATE	YEAR TO DATE	MONTH TO DATE	YEAR TO DATE
ELIGIBLES				
Death	17	98	\$ 40,500.00	\$ 251,400.50
In Hospital Daily @ \$1.00	157	2,282	157.00	2,282.00
In Hospital Daily @ \$3.00	343	2,211	1,029.00	6,633.00
Hospital & Hospital Extras	17	118	1,468.31	26,221.35
Surgical	6	24	339.50	1,317.00
Sickness & Accident @ \$8.00	6,638	46,282	53,104.00	370,256.00
Special Equipment	2	10	562.00	2,241.15
Optical	201	1,404	4,047.23	30,289.85
Supplemental Medicare Premiums	86	201	2,401.90	5,938.50
DEPENDENTS OF ELIGIBLES				
Hospital & Hospital Extras	415	2,573	79,140.66	485,501.46
Doctors' Visits In Hospital	47	383	1,604.35	10,635.39
Surgical	124	797	14,809.75	97,847.53
Maternity	15	134	4,095.20	33,749.44
Blood Transfusions	4	30	185.00	1,871.50
Optical	259	1,198	3,169.62	23,056.98
Special Equipment	—	—	—	—
PENSIONERS & DEPENDENTS				
Death	7	47	21,000.00	141,000.00
Hospital & Hospital Extras	125	804	33,328.37	150,476.06
Doctors' Visits & Other Medical Exp.	119	794	3,520.60	26,221.46
Surgical	20	99	3,451.41	16,830.91
Optical	78	456	1,422.98	8,052.39
Blood Transfusions	—	6	—	399.00
Special Equipment	5	19	942.75	2,971.14
Meal Books	—	2,259	—	22,590.00
Dental	—	2	—	600.00
Supplemental Medicare Premiums	1,441	8,449	8,640.80	52,084.40
SCHOLARSHIP PROGRAM				
	8	70	2,380.30	23,974.17
TOTALS				
Total Seafarers Welfare Plan	10,134	70,750	281,300.73	1,794,440.28
Total Seafarers Pension Plan	2,066	12,191	495,085.11	2,926,029.51
Total Seafarers Vacation Plan	1,128	7,741	600,214.68	4,092,403.53
Total Welfare, Pension & Vacation	13,328	90,682	\$1,376,600.52	\$8,812,873.32



A pair of USAF paramedics prepare to chute from hovering helicopter to a rescue site many feet below.

Transoregon Committee



Looking pleased about their recent run to Puerto Rico is the ship's committee on board the Transoregon (Hudson Waterways). From left are: J. L. Hubbard, engine delegate; A. Carsen, chairman; R. Tomas, deck delegate; A. Aragones, secretary-reporter, and L. Gardier, steward delegate.

U.S. Ships Get Favorable Treatment In Trade Pact

American ships engaged in the U.S.-Soviet trade will obtain more favorable terms in the second half of this year as a result of new understandings reached by American and Soviet government officials.

The agreements—announced by Assistant Secretary of Commerce for Maritime Affairs Robert J. Blackwell, who headed the U. S. negotiating team—grew out of 10 days of meetings held in Moscow last month and were signed on May 30, 1973.

"The growing commercial ties between the United States and the Soviet Union that have been fostered by President Nixon's initiatives in forging trade and maritime agreements with that country, will be enhanced by these clarifications to the basic shipping agreement that underlies this trade," Blackwell said.

"Of equal importance is the fact that the new agreements will provide American vessel operators with a more attractive rate structure and other incentives to increase their participation in this trade," he explained.

Amplifying the historic U.S.-U.S.S.R. maritime agreement reached last October, the new pacts provide:

- Higher rates for American ships engaged in carrying bulk agricultural commodities from the U. S. to the Soviet Union.

- Clarification of the terms by which U. S. and Soviet ships will participate in common carrier liner service between the two nations.

- Greater latitude for employment of American tankers by reaffirming their eligibility to carry corn, and guarantees of greater channel depths at Soviet ports to accommodate deep-draft U. S. vessels.

- Higher demurrage—the penalty paid by the Soviets for port delays encountered by American ships.

- For meetings between U. S. underwriters and Soviet officials responsible for cargo insurance to discuss the participation of American firms in insuring U.S.-U.S.S.R. cargo movements.

Under the previous system of establishing rates for bulk carriage, which remains in effect until June 30, 1973, the Soviets paid a fixed rate to American shipowners that was negotiated between the two governments last year. The newly agreed-upon formula, how-

ever, allows the rate paid in any month between July 1 and December 31 to fluctuate with the rates prevailing in the world grain trade as indicated by those in the U. S. Gulf/Holland-Belgium trade.

Reflecting the upward trend of rates for grain carriage, the U.S.S.R. will pay \$16.94 per long ton from July 1-9, compared with the \$10.34 per ton rate effective last December.

Under the government's operating subsidy program for U. S.-flag vessels engaged in this trade, \$5.71 of the Soviet payment per ton will be offset against the subsidy otherwise payable. Under the old system, this abatement was \$1.14.

Additionally, the new agreements provide more favorable charter contract terms for U. S. owners. Greater channel depth—two feet more at Black Sea ports—will reduce the costs incurred by U. S. shipowners, who have to lighten their large vessels in order to meet these draft limitations. Attendant savings to U. S. ship operators are expected to range between \$5,600 and \$17,000 per voyage.

The agreement also provides that the U. S. vessels will receive port-delay demurrage rates 25 to 36 percent higher than those presently in effect.

Since most U. S.-flag vessels lift more than 30,000 tons of grain, these demurrage payments will increase from \$4,500 to \$6,500 per day of delay for U. S. ships fixed in the latter half of this year.

Concerning liner shipping, the pacts establish the details of how cargoes which are to be shared by U. S. and Soviet vessels will be accounted for.

According to Blackwell, the clarification of the accounting system will encourage the institution of liner services between the two countries by removing some of the uncertainties which were previously encountered.

"American vessel operators," he stated, "can now follow up on their initial overtures to their Soviet counterparts to open new or additional services between our nations."

Finally, the new agreements call for Soviet officials to meet with American marine underwriters to discuss the sharing of insurance on cargoes in U.S.-U.S.S.R. trade and other matters of common interest. The meetings will be held in connection with the International Union of Marine Underwriters meeting scheduled for Venice in September.



New SIU Pensioners

John V. Clearman, 65, is a native of Monroe, La. and now makes his home in Pritchard, Ala. Brother Clearman joined the union in 1956 in the Port of Mobile and sailed in the deck department. He is an Army veteran of World War II and was once wounded in action.

James L. Farren, 64, is a life-long resident of Baltimore, Md. He joined the Inland Boatman's Union there in 1957 and later sailed as captain.

Russell L. Hopkins, 49, is a life-long resident of Aurora, N.C. Brother Hopkins joined the Inland Boatman's Union in 1961 in the Port of Norfolk and sailed as mate for Gulf Atlantic Towing.

Arvid V. Kuun, 65, is a native of Estonia and now makes his home in Virginia Beach, Va. Brother Kuun joined the IBU in 1961 in the Port of Norfolk and sailed as mate for Curtis Bay Towing.

Ronald C. Pauley, 63, is a native of West Virginia. He joined the Inland Boatman's Union in 1956 in the Port of Baltimore and sailed as a deckhand. Brother Pauley now makes his home in Glen Burnie, Md.

James Armstrong, 66, is a native of Georgia. A charter member of the union, he joined in 1938 in the Port of Savannah and sailed in the steward department. Brother Armstrong now makes his home in Washington, D.C.

Francisco Gaspar, 65, is a native of Portugal. He joined the SIU in 1949 in the Port of New York and sailed as able-seaman. Seafarer Gaspar now makes his home in Brooklyn, N.Y.

William H. Woodington, 65, is a life-long resident of Norfolk, Va. Brother Woodington joined the Inland Boatman's Union in 1963 and sailed for Curtis Bay Towing.

Joseph P. Merkel, 63, was born in Scranton, Pa. He joined the SIU in 1944 in the Port of Philadelphia and sailed in the engine department. He has been a resident of Philadelphia for many years.

Cezar B. Pedregosa, 65, is a native of the Philippine Islands. He joined the SIU in the Port of Philadelphia in 1947 and sailed in the steward department. He is an Army veteran of World War II. Brother Pedregosa now makes his home in San Francisco, Calif.

Eino W. Salo, 63, is a life-long resident of Erie, Pa. The Great Lakes Seafarer joined the SIU in 1961 in the Port of Buffalo and sailed in the deck department.

Carlos L. Sy, 65, is a native of the Philippine Islands. He joined the SIU in 1948 in the Port of New York and sailed in the steward department. Brother Sy now makes his home in San Francisco, Calif.

George A. Wolf, 62, is a native of Pennsylvania. He joined the SIU in 1939 in the Port of Baltimore and sailed as chief cook. Brother Wolf now resides in Kenner, La.

Russel D. Gilmour, 73, is a life-long resident of Buffalo, N.Y. He joined the SIU there in 1961 and sailed in the engine department. The Great Lakes Seafarer is a Navy veteran of World War I.



-Do Not Buy-

Clothing

Farah Manufacturing Co. . . manufacturers of slacks nationwide. (Amalgamated Clothing Workers).

Oneita Knitting Mills . . . manufacturers of men's and boy's knitted underwear, T-shirts, and briefs. Sold under brand names of Sears, Montgomery Wards, J. C. Pennys, Grants and K-Mart stores. Plants located in Andrews and Lane, S.C. (Textile Workers Union of America).

Petroleum

Shell Oil and Shell Chemical Co. on strike at Anacortes, Wash.; Martinez and Wilmington, Calif.; Houston, Texas; Norco, La.; and Denver, Colo. (Oil, Chemical and Atomic Workers International Union).

Contact Lenses and Optical Frames

Dal-Tex Optical Company (Dal-Tex owns a firm known as Terminal-Hudson. They operate stores or dispense to consumers through Missouri State Optical Company; Goldblatt Optical Service; King Optical Co.; Lee Optical Co.; Capital Optical; Douglas Optical; Mesa Optical) (Int'l. Union of Electrical, Radio and Machine Workers).

Printing

Kingsport Press, . . . producers of "World Book," "Childcraft." (Printing Pressmen, Typographers, Bookbinders, Machinists, Stereotypers and Electrotypers).

Los Angeles Herald Examiner (10 unions involved covering 2,000 workers).

Encyclopedia Britannica and Britannica Jr. (Int'l. Allied Printing Trades Association).

Dinnerware

Metlox Manufacturing Company (Int'l. Brotherhood of Pottery and Allied Workers).

Electrical Equipment

Square D Corp., switch gear, switchboards, transformers, etc. (Int'l. Brotherhood of Electrical Workers).

Garden Equipment

Mono Mfg. Co., lawn cutters, etc. (Int'l. Assn. of Machinists).

Liquors

Stitzel-Weller Distilleries, producers of Old Fitzgerald, Cabin Still, Old Elk, W. L. Weller (Distillery Workers).



BOSTON (Sea-Land), April 15—Chairman R. Lasso; Secretary S. Piatak; Educational Director N. Reitti. \$5 in ship's fund. Some disputed OT in deck and engine departments. Vote of thanks to the steward department for a job well done. Next port New York.

MOBILE (Sea-Land), April 8—Chairman A. Ahin; Secretary W. Sink; Educational Director E. Walker. \$19 in ship's fund. No disputed OT. Suggestion to have radio in crew's recreation room. Next port Elizabeth.

WESTERN HUNTER (Colonial Tankers), April 1—Chairman W. F. O'Brien; Secretary O. Vola; Educational Director T. Jones. Some disputed OT in deck and steward departments. Vote of thanks to the steward department for a job well done.

HOUSTON (Sea-Land), April 1—Chairman Karl Hellman; Secretary F. Hall; Educational Director C. Hemby. No disputed OT. Vote of thanks to the steward department for a job well done. Vote of thanks to the deck and engine departments for helping to keep the messhall clean during the night. Observed one minute of silence in memory of our departed brothers. Next port Houston.

CANTIGNY (Cities Service) April 8—Chairman John Wilson; Secretary D. M. Ravosa. \$3.50 in ship's fund. Vote of thanks to the steward department. Observed one minute of silence in memory of our departed brothers.

CHARLESTON (Sea-Land), April 8—Chairman Antonio Kotsis; Secretary R. Ramos. No disputed OT. Vote of thanks to the steward department for a job well done. Everything running smoothly.

STEEL ARTISAN (Isthmian Lines), April 8—Chairman F. Foster; Secretary G. M. Wright; Educational Director J. Langley. Some disputed OT in deck and steward departments. Everything running smoothly. Next port Newark.

JAMES (Ogden Marine), April 1—Chairman F. D. Finch; Secretary H. Strauss; Educational Director S. Hacker. Some disputed OT in deck department. Everything running smoothly.

SHENANDOAH (Hudson Waterways), April 1—Chairman W. Butts; Secretary R. Fagan; Deck Delegate C. Hughart; Engine Delegate T. Venable; Steward Delegate D. Streamer. New crewmembers welcomed aboard including the new Piney Point members. Vote of thanks to the steward department for a job well done.

OVERSEAS CARRIER (Maritime Overseas), April 1—Chairman L. R. Smith; Secretary J. E. Long; Educational Director J. Bryant. Some disputed OT in engine department. Vote of thanks to the steward department for a job well done.

MADAKET (Waterman), April 1—Chairman C. A. Bankston, Jr.; Secretary R. W. Elliott; Educational Director V. Yates. No disputed OT. Observed one minute of silence in memory of our departed brothers. Everything running smoothly.

SAN JUAN (Hudson Waterways), April 1—Chairman D. Mendoza; Secretary J. Davis; Educational Director L. Hart. Some disputed OT in deck and engine departments. Vote of thanks to the steward department for a job well done and to the bosun for fixing TV.

Mobile Ship's Committee



The Mobile's (Sea-Land) committee has logged another good trip on the intercoastal run. From left are: W. Sink, secretary-reporter; W. O'Connor, deck delegate; E. Walker, educational director; G. Silva, engine delegate; A. Artaga, steward delegate, and A. Ahin, ship's chairman.

PONCE (Sea-Land), April 1—Chairman H. C. Cain; Secretary W. J. Anderson. No disputed OT. Everything running smoothly.

AZALEA CITY (Sea-Land), April 1—Chairman Don Hicks; Secretary J. Nash; Deck Delegate J. Davis; Steward Delegate E. Ruiz. No disputed OT. Need TV antenna for crew messhall. Next port Charleston.

VANTAGE ENDEAVOR (Pioneer Maritime), April 1—Chairman H. I. Pousson; Secretary J. D. Pennell; Educational Director A. S. DeAgro; Steward Delegate S. W. Wier. Some disputed OT in engine department. Vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port Saigon, Vietnam.

BALTIMORE (Cities Service), April 1—Chairman R. G. Lawson; Secretary K. Fox; Educational Director H. Meredith; Deck Delegate W. T. Tucker; Engine Delegate A. L. Granger; Steward Delegate Joseph Simpson. \$30 in ship's fund. Everything running smoothly. Next port Bunker.

OVERSEAS PROGRESS (Maritime Overseas), April 15—Chairman E. Granger; Secretary Roy M. Ayers. Some disputed OT in deck and engine departments. Ask crew to remember to turn off washing machine when not in use.

HOOD (Verity Marine), April 8—Chairman Simmon Johannsson; Secretary J. Samuels; Deck Delegate Douglas Hester; Steward Delegate Herman White. \$31 in ship's fund. No disputed OT. Everything running smoothly.

STEEL EXECUTIVE (Isthmian Lines), April 7—Chairman R. Sipsey; Secretary J. Reed; Educational Director Aqila. No disputed OT. Everything running smoothly.

HARDING (Bonito Maritime), April 8—Chairman F. Rodriguez; Secretary R. Sadowski; Educational Director M. Overgaard; Deck Delegate John Jappen; Engine Delegate John Patino. Some disputed OT in deck, engine and steward departments. Several constructive suggestions put to crew mainly concerning safety and comfort. Everything running smoothly. Next port Saigon.

Boston Ship's Committee



The SIU-manned containership Boston (Sea-Land) has just completed another voyage from Puerto Rico. From left are: S. Charneco, steward delegate; J. Salazar, engine delegate; R. Lasso, ship's chairman and A. Rivera, deck delegate.

OVERSEAS ALASKA (Maritime Overseas), April 1—Chairman Edward D. Adams; Secretary Edward Dale; Educational Director James Conion; Deck Delegate Joe Wolanski; Engine Delegate Ronald B. Shaw; Steward Delegate John W. White. Some disputed OT in steward department. Request that all communications be put on bulletin board. Everything running smoothly. Next port Marcus Hook, Pa.

MOBILIAN (Waterman), April 8—Chairman W. Schug; Secretary Robert Boyd. No disputed OT. Vote of thanks to the steward department for a job well done. Next port Trinidad.

OVERSEAS ALICE (Maritime Overseas), April 22—Chairman C. Miranda; Secretary F. Costango; Educational Director J. O'Rawe; Deck Delegate C. Wilson; Engine Delegate F. E. Perkins; Steward Delegate J. Topasna. Some disputed OT in deck department. Vote of thanks to the steward department for a job well done for the full year. Also, a vote of thanks to new cooks and messmen. Next port Ras Tanura.

TRANSIDAHO (Hudson Waterways), April 22—Chairman Jack E. Gervais; Secretary Aussie Shrimpton; Educational Director James Shipley. \$130 in ship's fund. No beefs. Everything running smoothly.

COLUMBIA (United States Steel), April 15—Chairman E. W. Nicholson; Secretary M. S. Sospina; Educational Director J. R. Miller. Some disputed OT in deck and engine departments. Everything running smoothly.

CITRUS PACKER (Waterman), April 15—Chairman G. Corelli; Secretary J. Prestwood; Educational Director F. Diaz; Steward Delegate L. Bettes, Jr. Some disputed OT in engine and steward departments. Vote of thanks to cooks responsible for good pizza as well as the steward department for a job well done; also, to those working on TV aerial and to radio operator for fixing new set.

SEA-LAND ECONOMY (Sea-Land), April 8—Chairman J. Davies; Secretary R. P. Marion; Educational Director H. Messick. Some disputed OT in engine department. Cooperation asked in keeping lounge clean. Next port Houston.

TRANSOREGON (Hudson Waterways), April 3—Chairman Walter LeClair; Secretary A. Aragones; Educational Director C. Welsh. \$20 in ship's fund. Some disputed OT in deck and engine departments. Vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port Weehawken, N.J.

SAN PEDRO (Sea-Land), April 1—Chairman George King; Secretary O. R. Frezza; Educational Director H. Lancaster. \$11.50 in ship's fund. No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

PITTSBURGH (Sea-Land), April 22—Chairman Frank J. Smith; Secretary S. McDonald; Educational Director S. Senteny; Deck Delegate Humbert F. Vina; Engine Delegate Wilfred P. Roux; Steward Delegate Wm. J. McDonald. \$50 in ship's fund. Vote of thanks to the steward department for a job well done. Next port Seattle.

Brooklyn Ship's Committee



The ship's committee relaxes in the recreation room aboard the Brooklyn (Sea-Land) after an intercoastal run. From left are: Bjarne Jensen, engine delegate; Perry Kiliikon, deck delegate; David Atkinson, chairman; Lee Wilfred Morin, educational director; Alfred D. Allen, steward delegate, and Juan Mojica, secretary-reporter.

JOHN TYLER (Waterman Steamship), April 1—Chairman Lee J. Harvey; Secretary C. H. Lanier; Educational Director H. Patteson. Some disputed OT in deck department. Everything running smoothly. Next port Antwerp.

GEORGIA (Seatrains), April 1—Chairman D. Backarad; Secretary R. Taylor; Deck Delegate John Gallagher. No beefs.

CALMAR (Calmar Shipping), April 16—Chairman W. C. Riley; Secretary Jan V. Rooms; Deck Delegate Frank Holland. Some disputed OT in deck department. Have acquired a new TV. Next port Baltimore, Md.

TAMPA (Sea-Land), April 22—Chairman Calvin James; Secretary William Seltzer; Educational Director Bill Bland. \$23 in ship's fund. No disputed OT. Everything running smoothly. Next port Elizabeth.

VANTAGE ENDEAVOR (Pioneer Maritime), April 5—Chairman H. I. Pousson; Secretary J. D. Pennell; Educational Director A. S. DeAgro; Engine Delegate Robert C. Arnold. Some disputed OT in deck department. Vote of thanks to the steward department for a job well done and to the crew for getting in and out for every meal on time. Next port Da Nang, Vietnam. Observed one minute of silence in memory of our departed brothers.

CHARLESTON (Sea-Land), April 30—Chairman Antonio Kotsis; Secretary R. Ramos; Educational Director Joe N. Atchison. Everything running smoothly. Vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

VENTURE (Sea-Land), April 15—Chairman C. Boyle; Secretary F. Carmichael; Educational Director A. Annell. No disputed OT. Vote of thanks extended to Frank McFaul for the good job of showing motion pictures.

STEEL MAKER (Isthmian Lines), April 28—Chairman J. Baracia; Secretary J. D. Reyes; Educational Director B. Reginald; Deck Delegate A. Ferera; Engine Delegate M. Stawinski; Steward Delegate J. Robinson. Some disputed OT in deck department. Need a new TV.

AMERICAN RICE (American Rice), April 15—Chairman George Annis; Secretary C. M. Modellas; Educational Director A. Mallet, Jr.; Engine Delegate Ray R. Young. Some disputed OT in engine department. Everything running smoothly. Next port San Francisco.

CHICAGO (Sea-Land), April 15—Chairman Maxwell; Secretary Reasko; Deck Delegate R. Miller. \$12.20 in ship's fund. Some disputed OT in engine and deck departments. Vote of thanks was given to all departments for a very good voyage. One minute of silence observed in memory of our departed brothers.

OAKLAND (Sea-Land), April 1—Chairman R. Palmer; Secretary C. N. Johnson; Educational Director Charles Powell; Deck Delegate Robert J. Edwards; Steward Delegate William Bevels. No beefs. Everything running smoothly.

GATEWAY CITY (Sea-Land), April 9—Chairman L. B. Rodriguez; Secretary Fraone; Steward Delegate Frederick Lewis. \$3 in ship's fund. A vote of thanks to the steward department for a job well done and to one of the best chairmen going to sea.

SAN FRANCISCO (Sea-Land), April 1—Chairman E. Christiansen; Secretary H. Galicki; Educational Director D. B. Melanio; Deck Delegate John A. Owen. \$19.85 in ship's fund and \$98 in the extra movie fund. Vote of thanks to the steward department for a job well done. Next port Seattle.

TRANSONEIDA (Hudson Waterways), April 15—Chairman W. Tillman; Secretary S. Rothschild; Steward Delegate James Johnson Jr. Everything running smoothly. Next port Oakland.

LOS ANGELES (Sea-Land), April 1—Chairman Earl Brannon; Secretary Johnny Wesley Givens; Educational Director L. Rapp; Engine Delegate Michael R. McKnight; Deck Delegate Stanley R. Rneg; Steward Delegate John E. Browder. Some disputed OT in deck department. A vote of thanks to the steward department for a job well done and to the deck and engine departments.

COLUMBIA (United States Steel), April 1—Chairman E. W. Nicholson; Secretary M. S. Sospina; Educational Director J. R. Miller; Deck Delegate James E. Rogers. Some disputed OT in deck department. Vote of thanks to the steward department for a job well done.

PANAMA (Sea-Land), April 8—Chairman C. Perreira; Secretary Knowles; Educational Director V. Gerner; Deck Delegate S. Huren; Engine Delegate G. Byoff; Steward Delegate E. Gibbs. Some disputed OT in deck and steward departments. Everything running smoothly. Next port Long Beach.

WILLIAM T. STEELE (Texas City Tankers), April 15—Chairman Tommie R. Sanford; Secretary J. G. Lakwyk; Educational Director Walter L. Pritchett; Deck Delegate Joseph Zelayo; Engine Delegate John Paul Rasor; Steward Delegate Emmes A. Kirchharr. \$13.15 in ship's fund. Everything running smoothly.

ALBANY (Ogden Marine), April 8—Chairman Stanley J. Jandora; Secretary Ken Hayes; Educational Director V. Tarello; Steward Delegate Marvin E. Howell. Some disputed OT in engine department. Read letter from headquarters regarding vacation monies; accepted as read. Next port San Francisco.

BALTIMORE (Sea-Land), April 8—Chairman L. McGlone; Secretary DiCarlo. Some disputed OT in engine and deck departments. Everything running smoothly. Stood for one minute of silence in memory of our departed brothers.

MOBILE (Sea-Land), April 15—Chairman A. Ahin; Secretary W. Sink; Educational Director E. Walker. \$24 in ship's fund. No beefs. Vote of thanks to the steward department for a job well done.

PORTLAND (Sea-Land), April 15—Chairman J. Gonzales; Secretary J. Kundrat; Educational Director C. Bobbe. No disputed OT. Everything running smoothly. Next port Elizabeth.

NEW YORKER (Sea-Land), April 8—Chairman E. D. Winslow; Secretary Vincent Sanchez; Educational Director Oswald Gallop; Deck Delegate William S. Rudd; Engine Delegate William H. Price; Steward Delegate Miguel Llover. No disputed OT. Everything running smoothly.

PENN RANGER (Penn Shipping), April 15—Chairman M. Hammond; Secretary L. Franklin; Steward Delegate Emanuel Lowe. Some disputed OT in deck department. Vote of thanks to the steward department for a job well done.

NOONDAY (Waterman Steamship), April 15—Chairman Joe Blanchard; Secretary Walter Lescovich; Deck Delegate Dewey Jordan; Engine Delegate Charles Smith; Steward Delegate Neville Johnson. \$60 in ship's fund. No disputed OT. A vote of thanks was given to the steward department for a job well done; also, to the crew for keeping the pantry clean in between meals and at night.

CAROLINA (Hudson Waterways), April 8—Chairman A. J. Doty; Secretary O. Payne; Educational Director Henry Duhadaway. \$96.01 in ship's fund. Some disputed OT in deck, engine and steward departments. Observed one minute of silence in memory of our departed brothers.

SEA-LAND COMMERCE (Sea-Land), April 3—Chairman Gene Dakin; Secretary W. J. Moore; Educational Director Mauro Matonte; Deck Delegate Don Rood; Engine Delegate Thomas Maga; Steward Delegate Stonewall Jackson. Each crewmember to donate \$1 to ship's fund. Locate and distribute radio and TV connections. Everything running smoothly.

TRANSONTARIO (Hudson Waterways), April 8—Chairman F. A. Pehler; Secretary Caudill; Educational Director R. J. Sarvacht. Some disputed OT in deck and engine departments. Observed one minute of silence in memory of our departed brothers.

ARIZPA (Sea-Land), April 8—Chairman R. W. Hodges; Secretary Caldas; Deck Delegate L. R. Curry; Engine Delegate R. E. Meador. \$17 in ship's fund. No beefs. Next port Baltimore.

WARRIOR (Sea-Land), April 1—Chairman J. Gomez; Secretary E. B. Tart; Educational Director R. Andersen. No disputed OT. No beefs. Everything running smoothly.

NATIONAL DEFENDER (National Transport), April 1—Chairman M. Beeching; Secretary W. G. Hamilton. Some disputed OT in engine department. Everything running smoothly.

Houston Ship's Committee



The ship's committee gathers for a photo on board the Houston (Sea-Land) following a successful voyage to Puerto Rico. From left are: Wong Kong, steward delegate; Thomas Williams, secretary-reporter; Manuel Sanchez, deck delegate; Chuck D'Amico, chairman, and Jimmie Pappagorgiou, educational director.

Sea-Land Exchange Committee



The ship's committee relaxes at the end of the maiden voyage of the Sea-Land Exchange (Sea-Land). From left are: G. Bousson, deck delegate; I. Detl, chairman; T. R. Goodman, secretary-reporter; P. Ryan, educational director, and W. Drew, engine delegate.

Money Due Seafarers

The following Seafarers have money due them for wages earned aboard Delta Steamship Lines vessels, and should immediately contact:

Leo English
Port Purser
Bienville Street Wharf Office
New Orleans, La. 70150
Telephone (504) JA 2-3492

NAME	AMOUNT	NAME	AMOUNT
Abraham, Paul R.	\$ 3.00	Dale, Marion C. Jr.	45.73
Adami, Marc J.	2.22	Dale, Marion C. Jr.	48.95
Adami, Maro J.	5.00	Deale, Thomas C.	10.36
Adams, E. William	3.00	DeBoer, Michael J.	11.85
Adkins, J. A.	19.00	Deboer, Jon A.	496.00
Akin, Glenn	12.94	Dedomenicis, Francesco	32.00
Alfonso, Salvador	1.00	Dedomenicis, Francesco	20.89
Allen, George F.	13.00	Defranza, Roberto	162.67
Anderson, Gerald W.	20.59	Delaney, Ed	11.85
Bailey, Q. P.	40.00	Diana, Lorenzo N.	29.00
Baker, William H.	108.28	Dias, Luiz	2.00
Balli, Raymond	3.00	Dominges, Mannel P.	172.34
Balsly, Dennis G.	4.00	Domingos, Manuel P.	3.00
Barrett, Carl A.	2.31	Domingos, Manuel P. Jr.	16.33
Bean, Charles M.	5.00	Dufore, Jimmie J.	4.00
Bean, Charles M.	29.38	Dunn, Beverly E.	47.00
Beattie, Samuel H.	12.88	Dunn, Michel J.	40.00
Belcher, James B.	2.00	Dunn, Walter	5.10
Bennett, Eddie P.	10.95	Easter, Thomas L.	50.00
Berthiaume, Paul	23.00	Esteve, Edward	15.44
Bigner, Allen D.	268.71	Esteve, Edward J.	12.50
Binemanis, Kurts K.	79.00	Esteve, Edward J.	11.85
Blair, Kenneth	2.57	Evans, Roy B.	15.00
Boone, Daniel	4.00	Fertitta, Salvatore	7.35
Bourgot, Albert E.	10.50	Fields, Aaron C.	8.00
Brackbill, Russell H.	10.81	Fiesel, Joseph F.	113.00
Brackbill, Russell H.	14.60	Flores, Jose M.	2.00
Brackbill, Russell H.	4.32	Fontenot, Leo	10.00
Brannon, Daniel L.	2.56	Fowler, Philip A.	4.00
Brannon, Daniel W.	61.80	Frederiksen, Verner M.	59.24
Brewer, James H.	20.00	Frederiksen, Verner M.	9.70
Briant, Louis P.	46.00	Gable, Henry J.	26.00
Broomfield, Louis M.	1.00	Garcia, J.	52.00
Buckley, John F. Jr.	14.00	Garner, Wayne, Jr.	10.00
Busby, Richard C.	7.00	Garrity, Gerald L.	29.00
Byrd, David C.	16.00	Gates, John L.	89.40
Callahan, Robert	14.00	Gerber, Emile A. II	32.25
Cantere, Richard	14.00	Ginter, Byron K.	20.10
Carey, Riley D.	13.00	Gomez, Raymundo	5.00
Carrasco, Rudy M.	8.06	Gonzales, Peter	19.00
Castillo, Jorge A.	33.00	Goodwin, E. R.	9.95
Chemel, Henry S.	8.06	Goodwin, Earl R.	3.00
Chestnutt, Willie H.	34.08	Gordon, James	2.00
Cichowski, Joseph	14.00	Gracey, Richard A.	159.60
Cichowski, Joseph	6.46	Guerrero, Gustavo P.	98.00
Cichowski, Joseph A.	25.15	Guerrero, Orlando	40.68
Clarkson, Thomas R.	9.00	Hall, Thomas R.	3.75
Clayton, Terry E.	28.98	Hargesheimer, Lonnie	26.00
Clayton, Terry E.	30.26	Harvey, Lee J.	13.00
Clyde, Louis B.	20.59		
Coleman, Adie	264.24		
Coles, Albert	5.39		
Coyle, Majid	72.39		
Cruz, Juan	23.46		
Cruz, Juan A. G.	19.58		

NO UNCLAIMED WAGES WILL BE PAID UNLESS SOCIAL SECURITY NUMBER IS FURNISHED WITH THE REQUEST.



Final Departures

SIU Pensioner **Arthur N. Thompson**, 66, passed away on Jan. 12. Born in Brooklyn, N.Y., he was a resident of Jersey City, N.J. at the time of his death. One of the original members of the SIU, he joined the union in 1938 in the Port of New York and sailed in the deck department. Brother Thompson was buried at sea on Feb. 10 after services aboard the *Sea-Land Galloway*.

SIU Pensioner **Lawrence A. Tryon**, 72, died of a heart attack on Jan. 12. A native of St. Regis Falls, N.Y., he was a resident of Raphine, Va. at the time of his death. Brother Tryon joined the SIU in 1948 in the Port of New Orleans and sailed as bosun. He was buried at Mt. Carmel Presbyterian Cemetery in Steeles Tavern, Va.

SIU Pensioner **Leonard Rhino**, 79, passed away on April 9 at the USPHS hospital on Staten Island. A native of Georgia, he was a resident of the Bronx, N.Y. at the time of his death. A charter member of the SIU, Brother Rhino joined in 1938 in the Port of Savannah and sailed in the steward department. He was buried at Mt. Holiness Cemetery in Butler, N.J. Among his survivors is his grandson, Richard.

Olave Rosenberg, 62, died suddenly on March 23. A native of Quincy, Mass., he was a resident of Houston, Tex. at the time of his death. Brother Rosenberg joined the SIU in 1951 in the Port of New Orleans and sailed in the deck department. He was a Navy veteran of World War II. He was buried at Brookside Cemetery in Houston.

Andrew J. Ravettini, 39, passed away on Feb. 21 after a short illness. Born in Brooklyn, N.Y. he was a resident of Hollywood, Fla. at the time of his death. Brother Ravettini joined the SIU in 1958 in the Port of New York and sailed in the engine department. Among his survivors is his mother, Mary.

Charles Muscarella, 62, passed away on April 13 at the USPHS hospital in Seattle, Wash. He was a resident of that city at the time of his death. Seafarer Muscarella joined the union in 1950 in the Port of New York and sailed in the deck department. He was buried at St. Joseph's Cemetery in Seattle. Among his survivors is his sister, Jeannie.

SIU Pensioner **Frank S. Stevens**, 68, passed away on Feb. 5 after a short illness. He was a resident of Cassoday, Kan. at the time of his death. Brother Stevens joined the SIU in 1940 in the Port of New Orleans and sailed in the deck department. He was buried at Black Bayou Cemetery in Lake Charles, La.

SIU Pensioner **Frederick Wilde**, 76, died of pneumonia on Feb. 27. Born in Shady Side, Md., he resided in Baltimore, Md. when he died. He joined the SIU-affiliated IBU there in 1957 and sailed in the engine department. Brother Wilde was buried at Meadowridge Memorial Park in Dorsey, Md. Among his survivors is his wife, Mary.

Logan P. Styron, 62, died of a heart attack on Feb. 24. He was a resident of Portsmouth, Va. at the time of his death. Brother Styron joined the IBU in 1961 in the Port of Norfolk and sailed for McAllister Bros. He was buried at Meadowbrook Memorial Gardens in Nansemond, Va. He is survived by his wife, Adelaide, his daughter, Sandra, and his son, Paul.

Thomas E. Yablonsky, 59, passed away on May 16. A native of Pennsylvania, he was a resident of Baltimore, Md. at the time of his death. He joined the union there in 1958 and sailed in the deck department. Among his survivors is his wife, Nell.

SIU Pensioner **Ellis M. Watts**, 72, passed away on May 16. Born in Barton, Fla., he was a resident of Lake Panasoffkee, Fla. at the time of his death. He joined the SIU in 1940 in the Port of New York and sailed in the steward department. Among his survivors is his wife, Lucille.

Willie Walker, 55, passed way on April 26 at the USPHS hospital in New Orleans. He was a resident of that city at the time of his death. He joined the union there in 1941 and sailed in the steward department. He was buried at Providence Memorial Park in New Orleans. Among his survivors are his brother, Edward, and his wife, Mabel.

SIU Pensioner **Alejandro Valenzuela**, 79, passed away on March 1. A native of Santiago, Chile, he was a resident of San Francisco, Calif. at the time of his death. He joined the SIU in 1945 in the Port of Mobile and sailed in the steward department. He was buried at St. Vincent's Cemetery in Vallejo, Calif.

SIU Pensioner **Clyde Mudd**, 67, passed away on Feb. 26 after a short illness. Born in Cameron, La., he resided in Groves, Tex. at the time of his death. He joined the IBU in 1963 in Port Arthur, Tex. and sailed for the Sabine Towing Co. Brother Mudd was buried at Oak Bluff Cemetery in Port Neches, Tex. Among his survivors is his wife, Ima.

SIU Pensioner **Edward C. Yeamans**, 73, passed away on March 13 at the USPHS hospital in Galveston. He was a resident of that city at the time of his death. He joined the union there in 1951 and sailed in the steward department. He was a Navy veteran of World War II. Brother Yeamans was buried at Grace Memorial Park in Alto Soma, Tex. Among his survivors is his wife, Billie.

SIU Pensioner **Martin L. Yager**, 61, passed away on March 18. He was a resident of Glen Burnie, Md. at the time of his death. Brother Yager joined the SIU in 1951 in the Port of Baltimore and sailed in the engine department. He was buried at Rest Haven Cemetery in Shenandoah, Md. He is survived by his sisters, Ruth and Flora, and his brother, Charles.

SIU Pensioner **Salvador Santos**, 65, passed away after a long illness on Feb. 28. A native of the Philippine Islands, he resided in Seattle, Wash. at the time of his death. Seafarer Santos joined the SIU in 1953 in the Port of Houston and sailed in the steward department. He was an Army veteran of World War II. He was buried at Calvary Cemetery in Seattle. Among his survivors is his wife, Gloria.

SIU Pensioner **Walter Sanderson**, 63, passed away on Jan. 15 at the USPHS hospital in Baltimore. He had been a resident of that city for many years. He joined the SIU there in 1940 and sailed in the engine department. Brother Sanderson served in the Marine Corps for three years from 1925 to 1928. He was buried at Parkwood Cemetery in Parkville, Md. Among his survivors is his wife, Margaret.

MEMBERSHIP MEETINGS' SCHEDULE



Port	Date	Deep Sea	IBU	UTW
New York	July 2	2:30 p.m.	—	7:00 p.m.
Philadelphia	July 3	2:30 p.m.	5:00 p.m.	7:00 p.m.
Baltimore	July 5	2:30 p.m.	5:00 p.m.	7:00 p.m.
Detroit	July 6	2:30 p.m.	7:30 p.m.	—
Houston	July 9	2:30 p.m.	5:00 p.m.	7:00 p.m.
New Orleans	July 10	2:30 p.m.	5:00 p.m.	7:00 p.m.
Mobile	July 11	2:30 p.m.	5:00 p.m.	7:00 p.m.
San Francisco	July 12	2:30 p.m.	—	—

Great Lakes Tug and Dredge Section

† Sault Ste. Marie	July 12 — 7:30 p.m.
Chicago	July 10 — 7:30 p.m.
Buffalo	July 11 — 7:30 p.m.
Duluth	July 13 — 7:30 p.m.
Cleveland	July 13 — 7:30 p.m.
Toledo	July 13 — 7:30 p.m.
Detroit	July 9 — 7:30 p.m.
Milwaukee	July 9 — 7:30 p.m.

Railway Marine Region

Philadelphia	July 10 — 10 a.m. & 8 p.m.
Baltimore	July 11 — 10 a.m. & 8 p.m.
* Norfolk	July 12 — 10 a.m. & 8 p.m.
Jersey City	July 9 — 10 a.m. & 8 p.m.

† Meeting held in Labor Temple, Sault Ste. Marie, Mich.

* Meeting held in Labor Temple, Newport News.

The once widely read Coast Seamen's Journal was for many years the official publication of the International Seamen's Union (ISU) led by Andrew Furuseth. Although the pages of this journal are today yellow with age, they now provide lasting proof of labor's historic struggles—especially those of maritime labor.

The page reprinted below is from a May, 1903 issue of the Journal and tells of the battle for a "true union for seamen".



Vol. XVI. No. 34.

SAN FRANCISCO, WEDNESDAY, MAY 20, 1903.

WHOLE No. 814.

ATLANTIC CARRIERS AND SEAMEN.

Trade-Unions and Make-Believe Unions.

Hopeless Attempt to Forestall the Organization of Labor.

THE announcement, noted in a recent issue, that certain shipowners on the Atlantic Coast are engaged in organizing a "non-union union" of seamen is important, if true. For one thing, it indicates that the shipowners have come to recognize the union—that is to say, they have come to recognize the principle of unionism. That the particular union which the Atlantic Carriers' Association recognizes is the "seamen's union of their own," not the union of the seamen's own, is really immaterial. Recognition of the Atlantic Coast Seamen's Union will come later. Evolution is a slow process, particularly so when the material out of which a given thing is to be evolved is hard, narrow and dense. Let us be patient with the material composing the Atlantic Carriers' Association.

The progress made by the shipowners is not so bad, considering the distance they have traveled. Starting out with the idea—an idea, by the way, that was justified by the laws and usages of centuries—that the seaman was by nature intended to serve and obey his master without question and without demur, that the term "sailor's rights," if it meant anything at all, meant merely the right to be protected by the shipowner according to the conception and convenience of the latter—starting out from these premises, it is not to be wondered at that the shipowner has not yet fully recognized the seaman's right to own himself and to unite with his fellows in a union of their own. Indeed, it is rather to the shipowners' credit that they have reached the point of recognizing the advantages of a union of any kind. We hope that the shipowner will give us a little credit for this compliment. Surely we are entitled to that much, even if it be but a little compliment, after all.

If the seaman was the shipowner's slave, by Nature's law designed, why was an independent wish e'er planted in his mind? That is the question that the shipowners have been asking themselves for these many years. The answer came not, however. And so, because they could not understand the motives of their employes, the shipowners concluded that the idea of organization among the seamen was all wrong. From their own point of view the opposition of the shipowners to the seamen's unions was quite consistent. The shipowners determined to put the seamen right in the matter; they would uproot from the seaman's mind the foolish, not to say sacrilegious, notion of trade-unionism.

In the pursuit of this purpose there was no dallying with trade-unionism. That institution was recognized,

but only as an evil which must be destroyed, lock, stock and barrel. The spirit that animated the Crusaders in the attempt to hoist the cross in place of the crescent was mildness itself compared to the zeal with which the shipowners undertook the mission of rescuing the seaman from the dominion of the "walking delegate" and establishing him once more upon the basis of "independence." It was to be war to the death, and war to the death it was. It killed the hope of killing unionism among seamen.

It would be quite natural to surmise that, having admired the remains and counted their scars the shipowners should have come down to business and made the best of the situation. But that would be reckoning without knowledge of the peculiar mental processes of the persons involved. The shipowners had been forced to recognize the seamen's unions as a fact; but instead of accepting the situation gracefully and seeking a business arrangement with the unions, they decided upon a strategic course. Since they could not take the unions in front they would tackle them in the rear; they would organize a "seamen's union of their own." Happy thought! Since it was evident that the seamen were bent upon having a union, what was the matter with making one, one that would look nice and yet be harmless, and giving it to the seamen to play with? Napoleonic ruse!

We regret that we cannot credit the Atlantic Carriers' Association with originality in the present instance. The plan now undertaken by that body has already been done to death by shipowners in other localities, as for instance, by the British Shipping Federation, of unlamented memory. Even our own Shipowners' Association of the Pacific Coast has had a try at the device. The latter body, however, has long since abandoned the idea that the seamen can be fooled with a make-believe union, and has recognized the Sailors' Union of the Pacific. The Shipowners' Association of the Pacific Coast is now peacefully pursuing its own business and thanking its stars that at last it has learned its lesson, the lesson that unionism among seamen has "come to stay," whether recognized or unrecognized by the shipowners.

It may surprise the observer of men and things that the members of the Atlantic Carriers' Association should persist in the attempt to organize a "seamen's union of their own," in the face of all ordinary reason and the experience of their business confreres. But, consider the mental make-up of those gentlemen,

please. Consider the mental make-up of Ho-ti, the Chinese swineherd, and his neighbors, who, having discovered roast pig through the accidental burning of a house, proceeded to burn all the houses in town in order to indulge themselves in toothsome crackling. It seems that an unkind Providence has denied to the Atlantic Carriers all power of intuition. They can't see that their way of fighting the seamen's unions is bound to end as all similar methods have ended in the past, in failure. If the Atlantic Carriers' Association takes any note at all of the experiences of other shipowners' organizations, it is to follow their mistakes. The Shipowners' Association of the Pacific Coast has learned that one needn't burn a house in order to roast a pig, to follow Lamb's simile. The Atlantic Carriers' Association, however, has determined to burn down its old shebang and take its chances.

The union proposed by the shipowners for the benefit of the seamen is similar in principle and in detail to the "non-union unions" proposed by employers in other lines for the benefit of their own downtrodden employes. According to the prospectuses, these organizations will combine all the good features of the trade-unions, without any of their bad ones—that is, without the payment of initiation fees or dues and without involving submission to the dreaded "labor agitator." The non-union unionist will be assured of steady employment, while it lasts, and of "good" wages, as long as the employer can afford to pay them. Under this ideal plan of organization there will be no restrictions upon the output, no limiting the opportunities of the American boy to learn a trade, no tying down the industrious and skilled workman to the level of his ignorant and dissolute fellow-craftsman. Labor will be paid exactly what it is worth, the best workman according to the employer's standard of "good" wages, and the poorest workman according to his own standard of necessity. Of course, the chief recommendation, the magnum opus, of the non-union union is the "independence" which it promises its members. What would not the American workingman of right mind sacrifice for the glorious privilege of being independent? Why, that one feature alone is worth the price of admission!

To be sure, the non-union unionist will be expected to render something in return for these advantages. He will be expected to see to it that his union is "run right." But even that burden need not rest heavily upon the independent workingman, since, should he ever be in doubt as to the right course in any given case, all the assistance needed he can get from his boss.

The non-union union of seamen or of other crafts looks plausible. Yet it has its weak points. And chief of these is the element of disunion, i.e., the fact that it can not be run right unless it is run in the interest primarily of the non-unionist's master.



CAUTION

SEAMEN

***Smoking or possession of marijuana, hashish,
and or use of any illegal drugs
will mean revocation of your seamen's
papers and loss of your Job. It is foolish
to permanently ruin your future —
don't experiment with drugs of any kind.***