



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



HLSS "veterans" David Corbett (l.) and Bill McKnight (r.), who just completed their first trip as messmen on the *Galveston*, greet newcomers Charles Haman and Pul White who just signed on as ordinary seamen. The *Galveston* had just returned from a trip to Bremen, LaHavre and England.



SIU New Orleans Port Agent Buck Stephens (l.) explains operation of teletype system in the New Orleans hall to Sylvain Francois of Haiti (center) and Francisco Celso Murillo of Honduras. The two visitors were members of a student delegation of Loyola University that toured SIU port facilities.



More than 1,000 Q.M.E.D. endorsements were achieved during the past year through the engine upgrading program sponsored jointly by the SIU and District 2, MEBA. Instructor Bob Lonchick (far left) poses with the latest group of graduates. (See page 5.)

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## New Legislation Needed To Attract Private Capital

WASHINGTON—New maritime legislation being considered by Congress must put emphasis on attracting private investment in the shipping industry to ease "continuing pressures" on the government for greater merchant marine subsidies, Representative Jacob Gilbert (D-N.Y.) declared today.

"The easing of that pressure

should be appealing to the budget-balancers and those who want to see federal expenditures reduced," Gilbert said.

The Congressman noted that the "surest way" to make the shipping industry attractive to private capital is to allow operators to put aside construction reserve funds in tax-deferred accounts, so that they can accumulate the \$20 to \$30 million per ship that is needed today.

Gilbert conceded that, in the past, the Treasury Department has been cool to such an approach, because it involves a temporary loss of federal income. "This is penny-wise and pound-foolish," he said, "because every dollar that you defer in taxes today for shipbuilding, returns something like \$1.80 in the long run."

The Congressman urged that legislation also take into account "the enormous changes which have occurred in the pattern of American trade" since present maritime legislation was enacted in 1936.

"At that time," Gilbert said, "package cargo comprised 78 percent of America's imports and exports—only 22 percent of our cargo was in bulk shipments. But there has been a dramatic turn-around in the trade picture since then. Bulk shipments now constitute 85 percent of our commerce—and package cargo is down to a mere 15 percent."

For that reason, the Congressman said, "we have to concentrate our dollars and our efforts on the place where we stand the most to gain: On the carriage of bulk cargoes in American-flag ships."

## U.S. Merchant Fleet Decreases by 31 Vessels

WASHINGTON—The active U.S. oceangoing merchant fleet decreased by another 31 ships as of December 1, 1969, reports the Maritime Administration.

Figures contained in the Maritime Administration's merchant marine data sheet show that there were 937 vessels of 1,000 gross tons and over in service on December 1, 1969, as compared with 968 in service on November 1, 1969.

Other figures show that the Maritime Administration's active fleet also decreased in size, from 124 ships to 117 ships. Its inactive fleet increased in size by three to 898 vessels.

Since November 1, 1969, four ships have been sold for scrapping.

## 'The Effect Has Been Disastrous'

# Rep. Clark Charges U.S. Stood Still As Soviets Climbed Maritime Ladder

WASHINGTON — For two decades the United States has "sat on its hands", falling from No. 1 to No. 6 in world shipping, while the Soviet Union "moved from 21st in world maritime standings to No. 5," Representative Frank M. Clark (D-Pa.) charged recently.

Since the end of World War II, he said, "the Soviet Union committed four times as many dollars to shipbuilding each year as we have done," and today the Russians have "nine times as many ships on order and under construction as we do."

In a "State of the Merchant Marine Message" delivered to a luncheon sponsored by the 7.5-million-member AFL-CIO Maritime Trades Department, Clark said that the Soviet Union has, as its goal, "the domination of world trade, so that it can put, and keep, its heel on the throat of the world—achieving through economic pressures the same goals that she seeks, if necessary, by military means."

The Pennsylvania Democrat said that the merchant marine has been the victim of "slow strangulation," because government funding was inadequate, and was not made available to the entire fleet, and because "inadequate incentives were made available to attract sufficient private investment."

He said the effect has been "disastrous," pointing out that in a quarter of a century the United States has slipped from carrying nearly half its exports and imports, so that today American ships carry "only a

shade over 5 percent." In the same period, he said, 20 American shipyards have "closed down for lack of work," and the U.S. balance-of-payments has lost \$28 billion—"enough to have turned a 20-year deficit into a surplus in our international payments account."

On the national defense front, Clark said, the U.S. "scraped the bottom of the maritime barrel for Vietnam," adding that if war broke out in any other part of the world "we'd be sorely pressed to meet maritime commitments . . . in fact, to put it bluntly, we might not make it."

## Two Seatrain Supertankers Will Be Largest in U.S. Fleet

Almost \$100 million in federal loan guarantees have been approved by the Maritime Administration for the construction of two 230,000-ton supertankers for SIU-contracted Seatrain Lines, Inc.

Construction of the two ships, each of which will be twice the size of the 115,000-ton tanker Manhattan, presently the largest tanker in the U.S. merchant fleet, will possibly begin as early as this summer in Seatrain's new shipyard at the former Brooklyn Navy Yard in New York.

The 115,000-ton Manhattan, also Seatrain-owned, recently became the first ship to successfully navigate the Northwest Passage to Alaska.

Details of the Maritime Administration's approval of the loan guarantees were announced by Secretary of Commerce Maurice H. Stans following a review of the project with Representative John J. Rooney (D-N.Y.), Chairman of the House Appropriations Subcommittee, which has jurisdiction over the Maritime Administration.

The federal loan guarantees to Seatrain Lines for construction of the vessels consist of ship mortgage insurance granted under Title XI of the Merchant Marine Act of 1936, and are among the largest ever granted under the Title XI program.

Representative Rooney said he was extremely pleased by the Seatrain-Maritime Administration agreement.

"It is a solid achievement for the Nation and its maritime industry, as well as for the company involved and for the thousands of people who will be a part of these ship constructions," he said.

## The Fight to Save Seafarers Jobs

This month, Congress opened hearings on proposals put forward by the Nixon Administration to help keep the American merchant marine from sinking. To a large extent, the future of American-flag shipping is going to rest on the outcome of these hearings.

If Congress and the Administration can agree on a workable program to put more ships—and more modern ships—into the water, and if they can come to agreement on a program that will put more cargoes into these ships, then the maritime industry has a chance to climb back from the low point to which it has fallen since World War II. If Congress and the Administration can't agree on a program, then they'll be sounding the death-knell for the American fleet, as we know it today.

We in the SIU have been in this fight to save the merchant marine for a long time. To be blunt about it, we have a lot at stake. Sure, we could talk about the merchant marine in terms of our national defense, and our balance of payments. We could talk about it in terms of beefing up the American economy and improving America's prestige around the world. All those are valid points. They should be considered—by the President, the Congress and the American people.

But for Seafarers, the issue is more basic than that. This is our industry and these are our jobs. If the operators survive, if they can make a profit, if they can expand—then there are shipboard jobs for SIU

members. If the operator can't cut it, then our jobs are going to go down the drain.

It's as basic as that.

And for years, we've stood on the beach and watched these jobs become fewer and fewer. We've seen our operators go foreign, because the chance wasn't there for them to carry cargo under the American flag—and each time a ship went foreign, the jobs of Seafarers went foreign, too.

We've seen some of our operators forced to the wall—their companies bankrupt and their vessels sent to the shipbreakers—because the opportunity wasn't there for the operator to make a living. And every time an operator couldn't make a living, there were more of our members put on the beach because there was no living to be made at sea for them either.

It's easy to fix the blame for what has happened in the past 25 years:

- The government apparently didn't care enough about the maritime industry's problems to do something about them, so there was too little money made available—and what was spent went in the wrong directions.

- While our trade was developing in the bulk trades, the government was still spending all of its money on the liner trades.

- Although our operators needed government cargo to survive, they had to stand on the sidelines, too many times, and watch that government cargo handed over to foreign-flag ships with foreign crews.

## THE PRESIDENT'S REPORT

by PAUL HALL



- Because the government was so shortsighted, we had to turn to and man World War II "rust-buckets" during the Vietnam sealift—and after that emergency was over, we watched for months while these government-owned ships continued in service forcing many of our contracted-vessels into layups, and many of our members onto the beach.

So the government has to bear the major burden of what has happened—although the industry has some responsibility, too. Given the nature of the industry, and given the fact that the government subsidized one-third of the fleet and left the other two-thirds to rot, it's not surprising that the various segments of the industry have been at each others' throats for years. But it certainly hasn't helped to find a solution, when the subsidized and unsubsidized operators have been at constant war with each other.

There are still going to be areas of sharp difference within this industry. And it's certain that, no matter what kind of a maritime program Congress and the Administration come up with, it's not going to satisfy everybody. Nobody in his right mind expects that it will.

But we can hope that the next few months will see some action on a maritime program that will get this industry moving again—a program that will protect the jobs we still have and that will open up new job opportunities in the future. Because, from the viewpoint of the SIU member and his union, that's what this is all about: Our jobs.



Reading data on Ohio's unemployment law are SIU Toledo Port Agent Don Bensman (left), and prime sponsor of full unemployment compensation coverage for seamen, Representative Casey Jones of Toledo.

## SIU-Sponsored Unemployment Bill Has Full Coverage for Ohio Seafarers

TOLEDO—An SIU-endorsed bill has been introduced in the Ohio State Legislature which provides long-awaited full coverage for seamen under the state's unemployment benefits program.

The legislation, House Bill 1022, would eliminate an unfair special provision of the present state unemployment law which reduces benefits to seamen on the grounds that they are seasonal workers.

A number of Great Lakes steamship companies based in Ohio have long taken advantage of the state's antiquated unemployment compensation law to avoid having to contribute towards unemployment benefits

for seamen, and have vigorously fought against passage of similar bills introduced in the Ohio Legislature in the past.

The new bill comes about as a result of joint efforts by the SIU, MEBA District 2 and the Associated Maritime Officers on the Great Lakes.

During 1969, the Ohio Unemployment Compensation Act was amended to provide certain winter benefits for seamen, but Seafarers in Ohio still do not receive the same benefits as do other workers in the state.

The bill was introduced in the Ohio Legislature by State Representative S. Casey Jones of Toledo and Phillip M. De Laine of Cleveland.

## MTD. Speaks for Labor as:

# Hearings Open on Shipbuilding Phase Of President's Maritime Program

WASHINGTON—Hearings on the Merchant Marine Act of 1970, the Nixon Administration's legislative blueprint for the revitalization of the declining U.S. merchant marine, were opened by the House Merchant Marine and Fisheries Committee on February 3rd.

Setting an optimistic tone for the sessions, Representative Edward A. Garmatz (D-Md.), Committee Chairman and sponsor of the bill in the House, declared:

"The day seemed long in coming when we could start hearings on specific legislation to improve our merchant marine."

The hearings on the Merchant Marine Act of 1970 will be conducted in two phases. The first sessions, which are currently under way, will hear testimony on the shipbuilding proposals of the President's maritime program, while later sessions will deal exclusively with the operation of American-flag vessels and the means for the improvement of their opportunities to carry U.S. exports and imports.

Speaking for the Nixon Administration, and the first witness to testify before the committee, was Maritime Administrator Andrew E. Gibson, who outlined the President's proposals as follows:

- The aim of the Administration is to seek construction of 30 new ships per year for a

period of 10 years.

- Bulk cargo carriers, for the first time since the enactment of the Merchant Marine Act of 1936, will share in subsidies for the construction of new vessels. These subsidies have in the past been restricted only to operators in the liner trade.

- In the awarding of subsidies for construction of vessels for the bulk trades, priority will be given to operators already in this trade, to the extent that they are eligible to participate in the program and can finance their share of the cost of new ships.

- In order to assist in raising the private capital that the shipbuilding program will need, the benefits of the tax deferred construction reserve fund will be extended to all ship operators. Presently, only the 14 berth-line operators receiving construction and operating subsidies benefit from this tax deferral system.

- To bring about reductions in the cost of ship construction, new methods for dealing with shipyards, and the prospect of block-building of ships are part of the program.

During Gibson's testimony, the question of trade with the non-contiguous areas—Hawaii, Alaska and Puerto Rico was raised by the Committee. The need for action to reduce freight rates to these areas and to increase their economic development was discussed.

### Cooperation Promised

The Maritime Administrator expressed a willingness to work with the Committee on a positive solution to the problem.

The position of the 7.5 million member AFL-CIO Maritime Trades Department, of which the SIU is a member, was presented at the hearing by MTD Administrator O. William Moody, Jr. Moody was accompanied by Peter M. McGavin, Executive Secretary-Treasurer of the MTD.

The views of the shipbuilding members of the MTD and of the AFL-CIO Metal Trades Department were presented by Page Groton, Director of the Boilermakers Iron Shipbuilders Marine Council.

Moody's opening remarks took note of the separation of the hearings into two categories—ship construction and ship operation. While advising the committee that he would confine his testimony to ship construction and related subjects, Moody added:

"To our way of thinking, there is an inevitable connection between ship construction and ship operation. We cannot

afford to think in abstract terms. The Maritime Trades Department is concerned about shipbuilding in terms of cargoes—because if we do not have cargoes to carry, or if the operators can't carry them at a profit—then we'd find ourselves building ships that go from shipyards to boneyards.

"The MTD's concern about maritime legislation, Mr. Chairman, has consistently been in the development of a program that would be fair and equitable to all segments of the industry—tramp and liner, unsubsidized and subsidized, shipping and shipbuilding.

### Built in America

"We have consistently advocated legislation that would lead to the maximum private investment in the modernization of the American-flag fleet—a fleet that would be built in American shipyards, using the skills of American craftsmen and the products of American industry.

"We have worked for legislation that would increase the capability of American vessels to move commercial cargo in competition with foreign-flag vessels—and that at the same time would increase American-flag carriage of government cargoes."

On the subject of tax deferred construction funds, Moody said that this program has worked well for those companies that have been included under its provisions, namely the berth line operators. However, he pointed out that a large segment of the operators in the American fleet have been ignored for years.

"The tax deferred deposits have provided the 'seed' money with which new ships have been built by the subsidized lines. There has been only one deficiency in the program: The fact that this provision was not available to all operators."

### Unequal Treatment

Moody pointed out that the unsubsidized operator, who has been denied this same privilege, "has found that his available equity funds have been sharply reduced by the tax bite. This has resulted in a situation where "the amount which the unsubsidized operator had left for shipbuilding — and therefore the number and size of the ships which he could build—was substantially less than that which the subsidized operator had from the same amount of earnings."

"Quite obviously, extension of this same privilege to all operators would lead to the construction of more ships in American shipyards — making

(Continued on Page 22)

## 18 More Qualify For Full SIU Book



These ten Seafarers posed for a photo after receiving their full books at the January 5 membership meeting at the New York hall. Left to right are Leon Fountaine, Rich Bradford, Bob Saucier, Steve Bamel, Richard McDonald, James Camp, Edward Terrazzi, Carl Peth, Edward Haber, and Michel Worley.



Eight additional Seafarers received their full books at the February 2 meeting. Left to right are David Ballard, Steve Mooney, Benedict Barela, Jacob Vered, Dave Hoagland, Fred Legg, Bill Mackey, and Bob Krebs. To earn their full books through the Advanced Seamanship program, Seafarers must be an HLSS graduate, have a lifeboat endorsement and a rating, and have one year's seetime.

**Republican Congressman Charges:**

**Nixon's Maritime Proposals Ignores Problems of Fisheries**

WASHINGTON—A call for a "unified national policy" for development of the ocean's potential in terms of fishing, oceanography, shipping and shipbuilding was made by Rep. Howard W. Pollock (R-Alaska).

Speaking at a meeting sponsored by the 7.5 million-member AFL-CIO Maritime Trades Department, the Republican Congressman expressed concern that the Nixon Administration's maritime message was geared exclusively to merchant marine construction and operation, without any mention of the problems of the fisheries, which he describes as "one of the most neglected areas" on the maritime scene.

"The decline of the U.S. fishing fleet has been just as severe as the decline of our deep-sea cargo fleet," Pollock stated. "Our neglect of the fisheries and the living resources of the sea has been just as wrong as our neglect of our shipping and shipbuilding capabilities."

Failure to include overhaul of the fishing industry in the maritime bill now before Congress, the Alaska Republican said, might well mean the "shunting" aside of this problem in 1970, emphasizing what he said was the "fragmented" approach to the total maritime problem.

"We are concerned," the Congressman said, "with revitalizing the merchant fleet, with increasing our exports, and with the development of a partnership between the industry and the government. I think we should be equally concerned with developing our fishing fleet, increasing our fishing exports, and instituting a partnership between the fishing industry and the government—and we should do it in one bill."

Pollock said that what is needed is "a definitive national program that covers this entire area involved with the seas around us," and called for a "national budget directed to the full and coordinated development of the ocean potential."

He noted that 22 separate federal agencies are engaged in

"various ocean activities," adding:

"The competition for money to fund these various programs is bad enough. The overlapping of areas of interest, the duplication of effort, and the gaps that are left at the present time, only serve to emphasize the fallacy of the present piece-meal approach.

"Many hours and many millions of dollars are spent duplicating research activities. And, because goals are defined differently by different agencies, we often find ourselves in the ludicrous position of funding programs that are in direct conflict with each other."

**How Workers Buying Power Slipped in '60s**

The following figures from records of the Labor Department's Bureau of Labor Statistics, show how the buying power of workers' pay checks has failed to keep pace with wage advances in recent years.

Government economists attribute the lag mainly to increased living costs, with some due to higher taxes and a shortening of the work week. The figures are averages for a worker with three dependents on private, non-farm payrolls. Real take-home pay is in terms 1957-59 dollars.

	Gross Earnings	Real Take-home
1960	\$ 80.67	\$70.77
1961	82.60	71.48
1962	85.91	73.05
1963	88.46	73.63
1964	91.33	76.38
1965	95.06	78.53
1966	98.82	78.39
1967	101.94	78.13
1968	107.73	78.61
1969	114.61	78.30

**Inspecting Storm Damage**



Bosun Woody Drake, left, and Deck Maintenance David Atkinson, inspect damage to a deck engine aboard the Transseneca. Ship was at anchor off Yokohama awaiting repairs after hitting heavy weather.

**Talking to the Trainees**



SIU Vice President Earl Shepard, right, attended the classes at the Harry Lundeberg School of Seamanship at Piney Point, Maryland, during a recent visit, and talked to the trainees about the history of the SIU. Seated on the left is HLSS Education Director William Hall.

**All-Year Use of Mississippi Under Study by Coast Guard**

ST. LOUIS—The U.S. Coast Guard is studying the feasibility of opening up the Mississippi River—as far north as presently icelocked Minneapolis and St. Paul—on an all-year round basis.

From December through early April the river up north is usually blocked by ice, preventing the movement of both barges and ships.

**British Will Attempt To Salvage Titanic**

BALDOCK, England — The ill-fated luxury liner H.M.S. Titanic, sunk by a gigantic iceberg while on her maiden voyage in April, 1912, some 430 miles southeast of Newfoundland, may be raised from the ocean bottom in 1971.

Douglas Wooley, 33, a British salvage engineer, and a team of salvage experts, have formed a company known as Titanic Salvage Ltd. and will undertake the job of bringing the liner to the surface at a projected cost of \$4.8 million.

The dramatic salvage operation will be accomplished through the use of ultra-modern electronic equipment, the exact nature of which is being kept a secret by the salvage company.

The salvage team is expected to begin operations at the site of the sinking in April.

"We have reached the final stage, to get photographs of the vessel from the bottom of the sea. If all goes well, the Titanic should be up at the beginning of next year," Wooley said.

The sinking of the Titanic more than half a century ago took the lives of more than 1500 people; all previous attempts to bring her to the surface have failed.

**Wave Study Made By Sea Scientists With Color Film**

NORFOLK — Ocean waves have achieved movie-star status, now that their life histories have been put under the cameras of government scientists in an attempt to find out what they're really like.

Although wave damage to beaches and structures along the shore runs into millions of dollars annually, very little is known about the actual process in which an ocean wave moves shoreward, breaks, and surges up the beach.

To study the exact mechanics of this process, oceanographers of the Land and Sea Interaction Laboratory at Virginia Beach have been taking color movies of individual waves as they break against the shore, and then examining the film to get exact profile of a wave, and learn how it affects beaches and structures along the shore.

To provide a background against which the waves could be measured, the scientists, led by Dr. Robert Byrne, set up a vertical lattice of pipes forming a grid that showed up on the film.

"At the end of each day," said Byrne, "I could examine the approximately 300 feet of film taken and pinpoint the history of individual waves as they broke and ran up the beach."

From these films the scientists intend to devise formulas that can predict how high waves will rise on beaches, and use these figures in constructing seawalls and other shore protection structures.

Byrne said the equations would be applicable to other coastal areas, with allowances made for differences in wave height, period between waves, beach slope, and bottom characteristics.

**SIU WELFARE, PENSION & VACATION PLANS**

Cash Benefits Paid		
Report Period December 1, 1969 - December 31, 1969		
	Number of Benefits	Amount Paid
<b>SEAFARERS' WELFARE PLAN</b>		
Scholarship	9	\$ 1,260.00
Hospital Benefits	1,676	40,481.73
Death Benefits	29	75,719.00
Medicare Benefits	69	275.00
Maternity Benefits	37	7,400.00
Medical Examination Program	333	10,053.00
Dependent Benefits (Average \$470.03)	1,679	78,918.62
Optical Benefits	258	5,278.40
Meal Book Benefits	403	4,029.88
Out-Patients Benefits	4,166	32,768.00
<b>SUMMARY OF WELFARE BENEFITS PAID</b>	<b>8,659</b>	<b>256,183.63</b>
<b>SEAFARERS' PENSION PLAN-BENEFITS PAID</b>	<b>1,457</b>	<b>685,102.00</b>
<b>SEAFARERS' VACATION PLAN-BENEFITS PAID (Average \$472.46)</b>	<b>2,120</b>	<b>1,001,609.89</b>
<b>TOTAL WELFARE, PENSION &amp; VACATION BENEFITS PAID THIS PERIOD</b>	<b>12,236</b>	<b>1,942,895.52</b>



Seafarer Edward Burke proudly displays his original 2nd engineer's license earned after completing the course of study at the SIU-AMO sponsored Deck Officers School. Brother Burke passed the U.S. Coast Guard examination in January and will be shipping out soon.

**Climbing the Ladder**

**Seafarer Burke Makes Second Mate After Training at SIU-AMO School**

Seafarer Edward Burke, 38, last month became the 61st member of the SIU to earn a deck officer's license after successfully completing the course of study at the Deck Officers School jointly sponsored by the SIU and the Associated Maritime Officers Union.

Brother Burke entered the school in August, 1969 and after comprehensive training at the school, passed the Coast Guard's 2nd Mate examination with flying colors.

A native of Boston, Brother Burke joined the SIU in the Port of New York in 1955. Before entering the upgrading program, he sailed as an AB and Bosun.

A Navy veteran, Brother Burke enjoys the distinction of having been a member of both the Los Angeles and Boston police forces. He was a member of the Boston Police from 1961-66.

While he enjoyed his career as a policeman in both cities, Burke has always had a desire to go to sea which dates back to his early childhood in Massachusetts.

"Seafaring has always been in my blood, and earning a mate's license is one of my goals," he said.

His desire to sail is best expressed by his own words after receiving his 2nd Mate's license: "I'll take the first slot for a 2nd Mate that comes along."

Since it opened its doors in February, 1966 the SIU-AMO jointly sponsored Deck Officers School has offered upgrading opportunities to both the younger and older Seafarer alike. In short, to any Seafarer wanting to climb the seniority ladder.

**National Program Needed**

**Doctors Urged to Join Labor's Drive To Make U.S. Health 'Best in World'**

PHILADELPHIA — The medical profession has been challenged to join the AFL-CIO in a drive for a national health insurance program "to make American health care the best in the world."

Enactment of the program, AFL-CIO Legislative Director Andrew J. Biemiller told doctors here, is essential to ending a health crisis "that has been with us for too many years with too little attention being paid to it."

Biemiller spoke at the installation of Dr. Jonathan E. Rhoads as the 109th president of the Philadelphia Medical Society. Rhoads, chairman of the surgery department at the University of Pennsylvania School of Medicine, is a long-time acquaintance of Biemiller's.

America spends a higher percentage of its gross national product for health care than any other country in the world, yet "it is not even in the top ten" when it comes to the vital statistics of health care, Biemiller pointed out.

Fifteen other countries have longer average life expectancies, he noted. Twelve others have longer life expectancies for 10-year-old females; 31 others have longer life expectancies for 10-year-old males, and 14 others have lower infant mortality rates.

For non-whites, the poor and city ghetto residents, Biemiller continued, "the life expectancy rate is seven years less than the average white American rate."

Labor, he emphasized, "finds those statistics intolerable."

Turning to health care costs, Biemiller said that while the overall cost of living rose about 25 percent in the past 10 years, hospital daily service charges

shot up 150 percent and doctors' fees jumped 50 percent.

He cited additional figures to disprove the charges of those who place the main blame for high medical prices on Medicare and Medicaid costs, and increased pay for hospital employees.

Labor will continue its efforts to bring low-wage hospital employees under the minimum wage law and organize them into unions, Biemiller said, in line with a responsibility to "increase wages and better working conditions whenever and wherever possible."

In other areas, Biemiller described a medical picture in the nation marked by an overall shortage of doctors, their concentration in large cities and well-to-do areas, and enormous waste through duplicated medical facilities.

Too often, he stated, "financial considerations, not medical considerations, determine where and how medical services are delivered, and even by whom, and who will have access to them and who won't."

"Private insurance financing has too often forced the practice of medicine on the basis of the fine print in a [medical] insurance policy, rather than on the basis of health needs."

National health insurance is the one way to bring organization to the delivery of medical care and allow "all persons to enter the mainstream of health care on an equal basis and with assurance of first class care," Biemiller said.

The AFL-CIO, he explained, envisions the program as providing a complete range of health services and benefits, being financed like social security, offering free choice of

physicians and health delivery systems and making doctors' participation voluntary.

Biemiller sharply criticized the American Medical Association for "bitterly and blindly" having fought disability benefits under social security, Medicare and many other progressive measures that became reality.

**Engine Upgraders**

(See Photo on Page One.)

More than 3,000 endorsements have been achieved through the SIU-MEBA, District 2 upgrading school. The school, a part of the Harry Lundberg School of Seamanship, enables engine department Seafarers to move up to more responsible and higher-paying ratings. The program also insures that the SIU will continue to provide qualified rated personnel to man its contracted vessels.

Pictured on page one are the latest graduates of the school.

Front row (l-r): Charles Callahan, electrician; Instructor Bob Lonchick; William Cox, FOWT; Roice Waters, electrician; and Andrew Stortroen, electrician.

Second row (l-r): John Vastakis, electrician; Dave Bohlen, FOWT; Melvin Clivens, FOWT; George William, oiler; Coast Guard Examiner Richard Rasmussen.

Third row (l-r): Jerry Makarewicz, FOWT; Kenneth Jenda, FOWT; Lionel Jackson, FOWT; Andrew Lewis, FOWT; and Danny McDonald, electrician, pumpman, reefer engineer.

**Engine Room Flooding in Heavy Seas Crippled Tanker**

**Connecticut Returns to Port With All Hands Safe**



SIU-contracted Connecticut lies dead in the water after an engine room flood shut down her plant. A U.S. Coast Guard helicopter can be seen hovering over the tanker's stack as it prepares to drop auxiliary pumps to the stricken ship. The crew pumped out the engine room, and she returned to port.

WILMINGTON, Calif.—The SIU-contracted Connecticut returned here under tow with all hands safe after an engine room flooding shut down the vessel's plant.

The 679-foot tanker, loaded with 20 million gallons of jet fuel, had been stricken in heavy seas two days out of San Pedro, heading for Yokohama. The crew responded to the emergency quickly, and managed to keep the ship afloat until Coast Guard rescue helicopters arrived with auxiliary pumps.

After pumping out the engine room, the ship was taken in tow by a Coast Guard cutter and returned to port.

The Connecticut put in to the shipyard for repairs, and then left for the Far East. She is now on her way from Honolulu, heading for Arruba, and is expected to tie up on the East Coast later this month.

Labor Assails Action

Nixon Veto of Health, Education Aid Forces Congress to Pick Up Pieces

Congress set about trying to pick up the pieces of the nation's education and health programs in the wake of President Nixon's veto of legislation to finance them.

The AFL-CIO denounced the veto, deplored the failure of Congress to override it, and predicted that the President's "political victory will prove hollow indeed when November rolls around" and America goes to the polls.

Urgency was the keynote as school districts throughout the nation faced the choice between bankruptcy or sharp mid-year cutbacks unless federal funds are restored.

A majority of the House — 226-to-191—voted to override the President's veto. But the vote fell short of the two-thirds margin required by the Constitution.

Because "the President had his way" on the veto, AFL-CIO Legislative Director Andrew J. Biemiller said, "the nation's children and the ill will pay the bill."

Most House Republicans had originally voted for the increased funds rejected by the President. The money was necessary, they said at the time—essential. But on the showdown, only a relative handful bucked the White House pressure.

Voting to override the veto were 199 Democrats and 27 Republicans.

Voting against the money for school and health programs were 156 Republicans and 35 Democrats.

President Nixon used his veto power for the first time before a nationwide television audience. The legislation, he insisted, was "inflationary."

It provided \$1.3 billion more than the President had requested last year for education and health programs. But Congress had already cut more than four times that amount from the Administration's budget requests for other programs.

Biemiller made this comment in the aftermath of the House vote:

"We join all others who have a concern for education and health in a sense of outrage over the President's action. He used a television gimmick, false and misleading arguments and outrageous arm-twisting in order to make political gain.

"The President now has added teachers, school superintendents, librarians, health researchers, children and parents to the list of those adversely affected by Nixon policies.

"Already on that list were those seeking homes that can't be built because of high interest rates and blacks, twice the victims of the southern political school of picking Supreme Court nominees.

"Of course," Biemiller noted, "the bankers, whose profits con-

tinue to mount, are still in the President's corner."

Before the vote, Health Education & Welfare Secretary Robert H. Finch promised that, if the veto were sustained, the President would go along with a compromise increase in the politically popular "impact" aid program. This provides payments to school districts attended by children whose parents work for the federal government or are in the armed forces.

It was, ironically, this program that the President attacked most sharply in his televised veto message. He said nothing about the fact that most of the added money in the appropriations bill was earmarked for other programs — including nearly \$210 million for vocational education programs, \$171 million for the key program of providing special funds for educationally deprived children in poverty neighborhoods, \$41.5 million for library services and some \$140 million for hospital construction, health research and mental health programs.

Nixon told the nation that he is all for improved education

and better health care.

"The question is," he said, "how much can the federal government afford to spend on these programs this year?"

The United States, he said, already spends more than other countries for health and education. "But," he cautioned, "we can spend ourselves poor."

In a sharp report, House Majority Leader Carl Albert (D-Okla.) suggested that the President "use the awesome power of his office, not against the children, the sick, the aged and the poor of the nation, but rather against the giant monopolies which are the true culprits in causing inflation."

All of the nation's major education and teacher groups, along with the AFL-CIO, worked together in the initial successful campaign to convince Congress to appropriate the added funds and in the attempt to override the veto.

The effort to override was doomed when a big majority of the 86 Republicans who had voted to pass the bill in its final form—despite the threat of a veto—switched and voted to sustain the President's position.

Medical Care Crisis:

National Health Plan Called Only Answer

NEW YORK—An insurance industry official told the Life Underwriters Association of this city that carriers will act to improve serious defects in delivery of medical care.

But the 250 insurance salesmen present were reminded by an AFL-CIO spokesman that nothing in their industry's record gave any promise that this desperately needed action would occur.

Labor is convinced that a social-security-based national health insurance plan is the only avenue open to reach this goal, said Director Bert Seidman of the AFL-CIO Department of Social Security.

He pointed out that private carriers, with their \$13-billion-a-year stake in health insurance business, have failed to use this "financial clout" to influence doctors to move toward lower cost group practice, outpatient and preventive care instead of costly in-hospital treatment most private insurance policies exclusively provide.

Although private insurance gives some hospital cost protection to 80 percent and surgical cost average to 77 percent of

those under 65, Seidman said, it provides nothing to pay for physician home or office visits for 54 percent—more than half—of the below-65 group. This basic defect in the financing mechanism, he said, had led to the lopsided, inadequate health care that exists.

Howard Ennes, the industry spokesman and a vice president of Equitable Life, said the Health Insurance Association of America has more than 300 carrier members writing 80 percent of private health coverage for 104 million persons. He said the association planned to bring about changes that would alter and improve health care delivery—the crux of the medical care problem.

To questions on the possible threat to them of a social-security type national health insurance program, Ennes told the underwriters that he estimated they could expect to double group health coverage business and have "a substantial increase" in individual policies.

Seidman estimated that a national health plan would cost workers, employers and government about the \$52.6 billion spent on personal medical services in the fiscal year ended June 30, 1969.

Under the plan, he said, all would be covered for all services and doctors could choose the least costly avenue of treatment needed. Financing would be by payment by workers of about 1 percent of wages, plus 3 percent of payroll contributed by employers and another 3 percent by government. The self-employed would pay as they now contribute to retirement benefits under social security, and government would pay, as now, for those without means.

Services would be supplied under contract with individual doctors, medical societies, hospitals and multi-specialty groups and prepaid on a per person basis. The program would also have the responsibility of improving organization and delivery of health care by financial aid to plan, develop and initially staff health service delivery systems.

Government spent in the fiscal year ended June 30 about \$20 billion for personal medical care, Seidman said, and its three-seventh national health plan share would be about \$19 billion. The employers' 3 percent is about what they pay now for "partial services" their workers receive under private insurance, he added.

Ennes noted it was the industry view that "organized service" of medical care was "the order of the day" and that "while it seems clear that the solo practitioner will not vanish overnight, it does seem that he will gradually disappear."

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District January 1, 1970 to January 31, 1970

DECK DEPARTMENT

Table with 6 columns: Port, TOTAL REGISTERED (Class A, Class B), TOTAL SHIPPED (Class A, Class B, Class C), REGISTERED on BEACH (Class A, Class B). Rows include Boston, New York, Philadelphia, Baltimore, Norfolk, Jacksonville, Tampa, Mobile, New Orleans, Houston, Wilmington, San Francisco, Seattle, and Totals.

ENGINE DEPARTMENT

Table with 6 columns: Port, TOTAL REGISTERED (Class A, Class B), TOTAL SHIPPED (Class A, Class B, Class C), REGISTERED on BEACH (Class A, Class B). Rows include Boston, New York, Philadelphia, Baltimore, Norfolk, Jacksonville, Tampa, Mobile, New Orleans, Houston, Wilmington, San Francisco, Seattle, and Totals.

STEWARD DEPARTMENT

Table with 6 columns: Port, TOTAL REGISTERED (Class A, Class B), TOTAL SHIPPED (Class A, Class B, Class C), REGISTERED on BEACH (Class A, Class B). Rows include Boston, New York, Philadelphia, Baltimore, Norfolk, Jacksonville, Tampa, Mobile, New Orleans, Houston, Wilmington, San Francisco, Seattle, and Totals.

# Growing SIU Pension Roster Lists 22 Additional Seafarers

Twenty-two Seafarers retired to the beach last month and joined their many brothers who have retired on SIU pension after long careers at sea.

Elvin Lee Clifton, 69, joined the SIU in Port Arthur, Texas and sailed as a deckhand for Sabin Towing Company. He is a native of Alto, Texas and now spends his retirement in Port Arthur with his wife, Mattie.

Vernon Lee Williamson, 52, is a native of Georgia and now makes his home in Long Beach, California. He joined the Union in the Port of Baltimore and sailed in the engine department as an FOWT. His last ship was the Overseas Rebecca. From 1937 until 1941 Brother Williamson served in the Marine Corps.



Clifton Williamson

John T. Mills, 55, joined the SIU back in 1938 in the Port of Mobile and sailed in the engine department as an FOWT. His last vessel was the Del Rio. A native of Mississippi, Brother Mills is retiring to his home in Mobile, Alabama with his wife, Lyda.

Wyndham Randolph Shelby, 56, is a native of Canton, China and now lives in Galveston, Texas with his wife, Lucille. He joined the SIU in the Port of Houston and sailed in the deck department as an AB. He last worked for G and H Towing Company. Brother Shelby is a Naval veteran of World War II.

Glenn G. Noffsinger, 47, joined the Union in Michigan and sailed as a deckhand. He last worked for the Ann Arbor Railroad Company. A native of Michigan, Brother Noffsinger now makes his home in Elberta, Michigan with his wife, Barbara Belle. Seafarer Noffsinger is an Army veteran of World War II.



Schiavone Maiello

Antonio Schiavone, 61, is a native of Massachusetts and is now spending his retirement years in the Bronx with his wife, Mildred Maria. Brother Schiavone joined the SIU in the Port of Norfolk in 1941 and sailed in the steward department as a baker and chief cook. His last ship was the De Soto. Three times during 1965 he was issued picket duty cards.

Antonio Joseph Maiello, 61, joined the Union in the Port of Baltimore and sailed in the steward department as a chief cook. He last sailed on board the Dauntless. A native of Italy, Brother Maiello now makes his



Hills Shelby

home in the Bronx. Seafarer Maiello served picket duty both in 1961 and 1965. He is an Army veteran of World War II.

Mason Seals, 66, is a native of Louisiana and now lives there with his wife, Olga Rose. He joined the SIU in the Port of New York and sailed in the engine department as a chief electrician. His last ship was the Meridian.

Thomas E. Bethel, 65, joined the Union in the Port of Philadelphia and sailed as a captain for P. F. Martin, Inc. A native of Virginia, Brother Bethel is spending his retirement in Elkins Park, Pennsylvania with his wife, Anna.

Anthony Lalli, 63, is a native of Pennsylvania and now makes his home in San Francisco, California. He joined the Union in the Port of Philadelphia and sailed in the steward department as a chief cook. His last ship was the San Juan. From 1926 until 1930 Brother Lalli served in the Marine Corps.



Greene Obidos

Robert Ernest Greene, 61, joined the SIU in the Port of Norfolk and sailed in the steward department as a chief cook. His last ship was the McAllister. A native of North Carolina, Brother Greene is now living in Portsmouth, Virginia with his wife, Frances.

Raymond R. Obidos, 65, is a native of the Philippine Islands and now lives in Philadelphia with his wife, Fidela. He joined the Union in the Port of New York and sailed in the steward department as chief steward. He last worked on board the Transhatteras. Brother Obidos is a Naval veteran of World War II.

France B. DeBeaumont, 70, joined the SIU in the Port of New York and sailed in the deck department as a bosun. His last ship was the Chilore. A native of France, Brother DeBeaumont is spending his retirement in Salem, Oregon, with his wife, Sylvia. When he retired, Seafarer DeBeaumont left a sailing career of 54 years behind him.

Enrique N. Constantino, 65, is a native of the Philippine Islands and now makes his home in New Orleans with his wife, Josephine. He joined the Union in the Port of New York and sailed in the steward department as a BR. His last ship was the Del Argentina.



Noffsinger Seals

James Terah Lassiter, 69, joined the SIU in the Port of Boston in 1940 and sailed in the engine department. He last worked on board the Enid Victory. A native of North Carolina, he now lives in Conway, North Carolina. Brother Lassiter served in the Army from 1919 until 1933. He had been sailing the seas for 35 years when he retired.



Lassiter Jaynes

Harold F. Jaynes, 66, is a native of Massachusetts and now spends his retirement years in Meredith, New Hampshire, with his wife, Virginia. He joined the Union in the Port of New York in 1938 and sailed in the deck department as an AB. His last ship was the Volusia. Brother Jaynes had been sailing 49 years when he retired.

Arthur William Brown, 65, joined the SIU in the Port of New York and sailed in the steward department as a cook. He last worked aboard the Fairisle. A native of Nashville, Tennessee, Brother Brown now lives in San Diego, California. He left a sailing career of 39 years behind him when he retired.

Luis R. Rodriguez, 65, is a native of Puerto Rico and now makes his home in Catano, Puerto Rico, with his wife, Carmen. He joined the Union in the Port of New York in



Bethel Lalli



Brown Rodriguez

1945 and sailed in the deck department as a carpenter. He last sailed on board the Warrior. During 1965, Brother Rodriguez served picket duty for the Union.

Louis Schremp, 71, joined the SIU in the Port of New Orleans and sailed in the steward department as a cook and baker. His last ship was the Del Sud. He is a native of New Orleans where he now makes his home. Brother Schremp is a Naval veteran of World War I.

Bennie H. Lowderback, 43, is a native of Louisiana and now lives in New Orleans with his wife, Wanda. He joined the Union in the Port of New Orleans and sailed as a steward. His last vessel was the Columbia.



Schremp Lowderback

James W. Darouse, 51, joined the SIU in the Port of New Orleans in 1943 and sailed as a steward. A native of Louisiana, Brother Darouse is spending his retirement in Bayton, Texas with his wife, Mary Ethel.



DeBeaumont Constantino



Darouse Coyle

John Coyle, 65, is a native of Ireland and now makes his home in the Bronx with his wife, Catherine. He joined the Union in the Port of New York and sailed in the steward department as a cook and baker. His last ship was the Steel Traveler. Brother Coyle had been sailing for 39 years when he retired.

## SEAFARERS LOG

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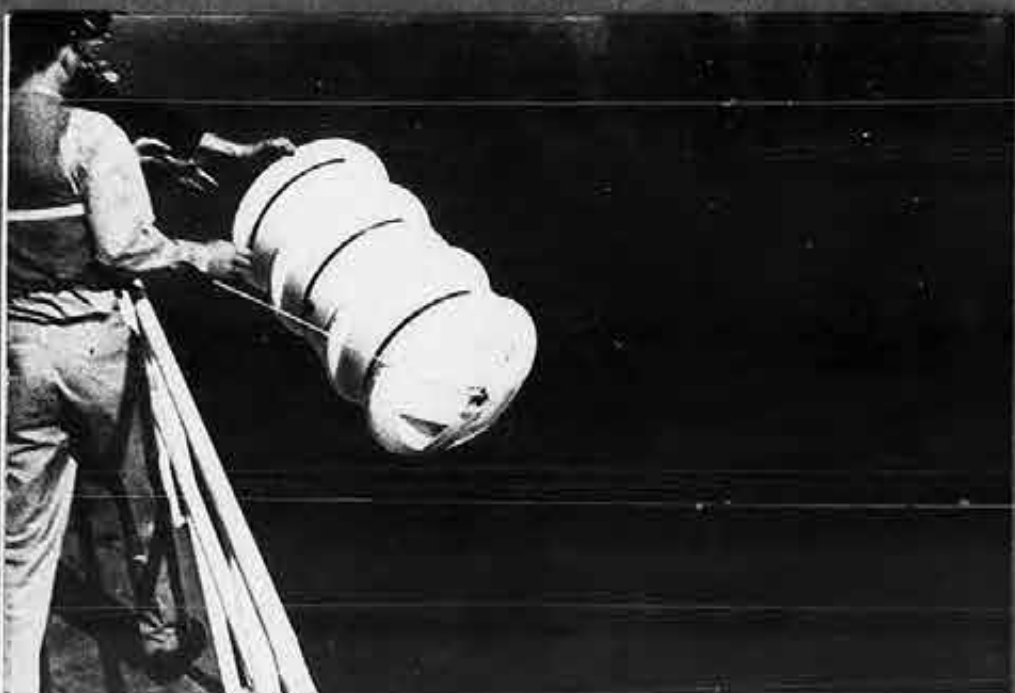
POSTMASTER'S ATTENTION: Form 3579 cards should be sent to Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Avenue, Brooklyn, N.Y. 11232.

## Three More Oldtimers Retire

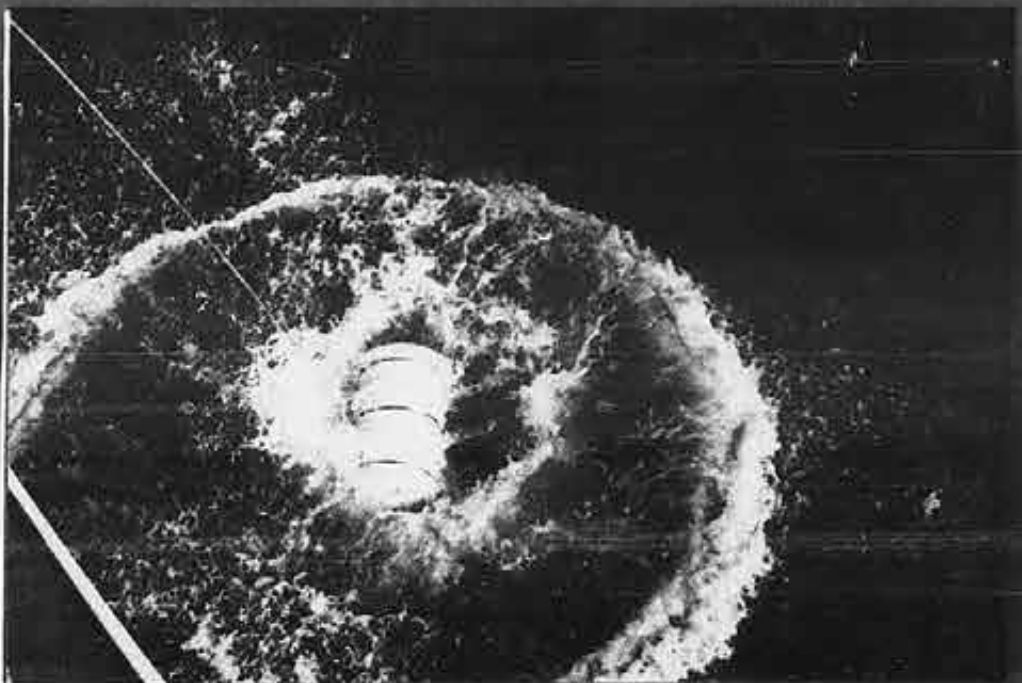


SIU Vice President Earl Shepard presents their first pension checks to these three SIU oldtimers. The presentations were made at February membership meeting at the New York hall. Left to right are Carlos Mojica, Antonio Schiavone, and John Coyle. More than 200 members were there to offer congratulations.

# INFLATABLE LIFE RAFT



1. Restraining strap is released by pushing the hydrostatic release plunger. If the release plunger fails to operate, grasp the pull ring and pull outboard.
2. Pull restraining strap free. (This liferaft is designed to release and inflate automatically if the ship goes down before the raft can be launched.)
3. Secure the raft's sea painter to the cradle or to the ship's railing before launching to keep the raft near the vessel. The sea painter is 100 feet long.
4. After securing sea painter, throw entire container overboard, well clear of the vessel. This self-inflating liferaft can easily be launched by one person.
5. When the raft is in the water, it can be inflated automatically by a sharp pull on the sea painter which is attached to the CO<sub>2</sub> system on raft.



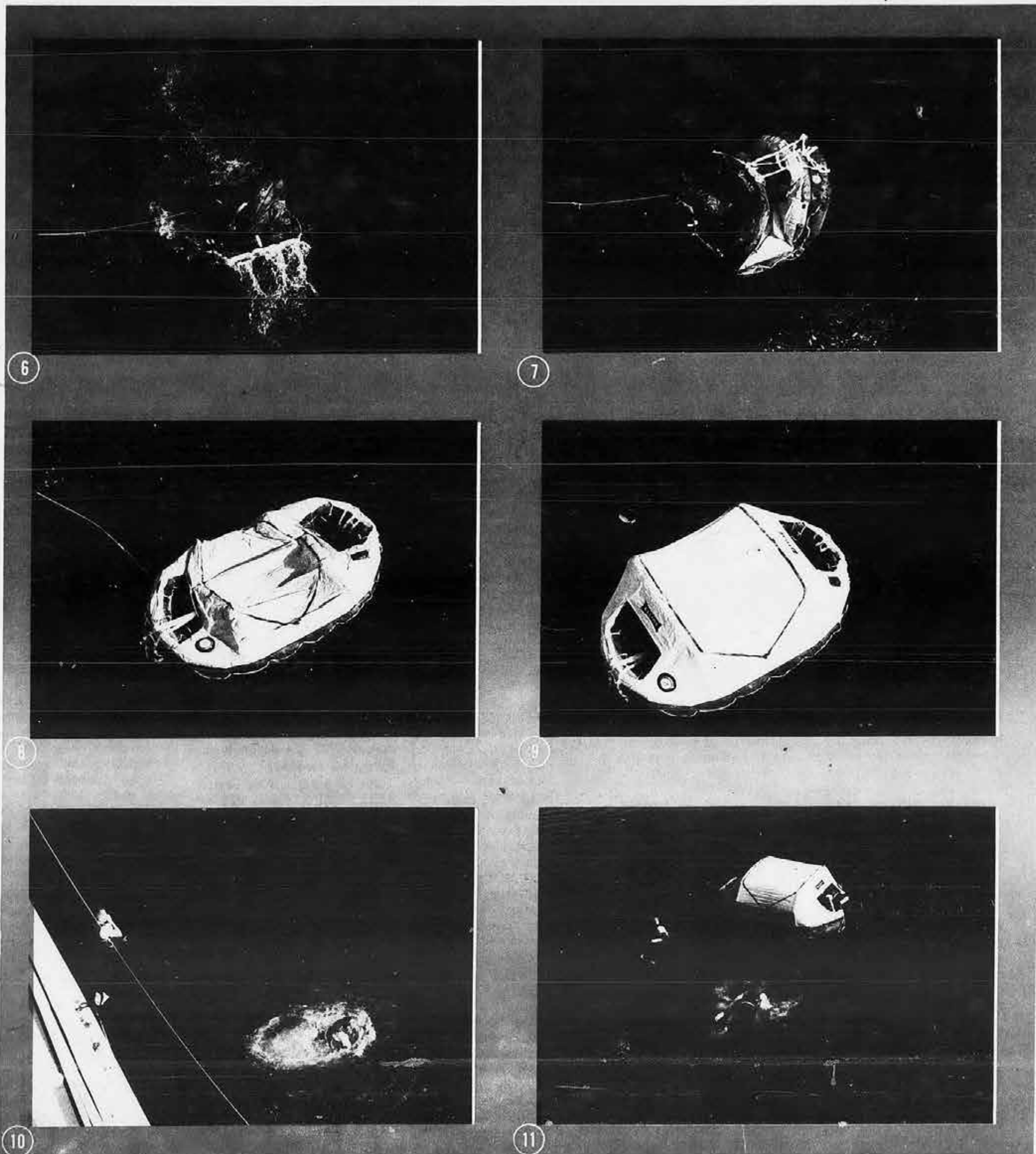


**T**RAINEES at the Harry Lundeberg School of Seamanship at Piney Point, under the supervision of experienced SIU instructors, go through the actual procedures of launching and boarding the Elliot inflatable life raft as part of their training program. This raft is carried aboard nearly every SIU-contracted vessel, and experience in the proper operation of this equipment contributes to the SIU's commitment to safety at sea.

Trainees also become thoroughly familiar with the use and operation of all equipment carried aboard the life rafts, and are taught emergency procedures for righting a capsized raft and assisting injured shipmates in boarding the raft.

This training, like the lifeboat training, is the best and most thorough program available anywhere in the country.

6. Tension on the sea painter activates the raft's CO<sub>2</sub> system, causing the stowage case to split open and freeing the raft. Raft then continues to inflate automatically in water.
7. Raft will also inflate automatically if the ship sinks before manual launching. When the ship sinks to 10-15 feet, the hydrostat trips the release and raft ascends to the surface.
8. The raft is completely inflated and ready to be boarded within 30 seconds after it has been launched. The sea painter (releasing line) parts automatically when ship sinks.
9. Raft is now fully inflated and ready for boarding. If the raft inflates in an upside-down position, right it by standing on the CO<sub>2</sub> cylinder and grasping the righting strap.
10. When raft is inflated, crewmembers go over the side. Never dive into water. Recommended procedure is to jump, holding nose, with legs tucked up under body in a crouch.
11. Crewmembers swim to the raft, and board it head first. Enclosed top protects crew against heat or cold. Equipment on raft includes patching cloth to repair rips or tears.





# INCOME TAX GUIDE

## for Seafarers

April 15, 1970, is the deadline for filing Federal income tax returns. As is customary at this time of the year, the SIU Accounting Department has prepared the following detailed tax guide to assist SIU men in filing their returns on income earned in 1969.

Generally, with very few exceptions, seamen are treated no differently under the income tax laws than any other citizen or resident of the U. S. (The non-resident alien seaman must also file a return, but the rules are not the same for him.)

**WHO MUST FILE.** Every Seafarer who is a citizen or resident of the United States—whether an adult or minor—who had \$600 or more income in 1969 must file; if 65 or over, \$1,200 or more.

A Seafarer with income of less than these amounts should file a return to get a refund if tax was withheld. A married Seafarer with income less than

his own personal exemption should file a joint return with his wife to get the smaller tax or larger refund for the couple.

**WHEN TO FILE.** Tax returns have to be filed by April 15, 1970. However, the April 15 deadline is waived in cases where a seaman is at sea. In such instances, the seaman must file his return at the first opportunity, along with an affidavit stating the reason for delay.

**TAX SURCHARGE.** The tax surcharge is in addition to the regular income tax and is 10 percent.

If the regular tax is less than \$735, the tax surcharge is to be found in accordance with the tax surcharge tables in the tax instruction booklet. If the regular tax is \$735 or more, the tax surcharge is 10 percent of this amount.

### HOW TO PAY

The balance of tax shown to be due on your return must be paid in full with your return if

it amounts to \$1 or more. Make checks or money order, payable to "Internal Revenue Service."

### ROUNDING OFF TO WHOLE DOLLARS

The money items on your return and schedules may be shown in whole dollars. This means that you eliminate any amount less than 50 cents, and increase any amount from 50 cents through 99 cents to the next higher dollar.



### ADVANTAGES OF A JOINT RETURN.

Generally it is advantageous for a married couple to file a joint return. There are benefits in figuring the tax on a joint return which often result in a lower tax than would result from separate returns.

**CHANGES IN MARITAL STATUS.** If you are married at the end of 1969, you are considered married for the entire year. If you are divorced or legally separated on or before the end of 1969, you are considered single for the entire year. If your wife or husband died during 1969 you are considered married for the entire year. Generally in such a case, a joint return may be filed for the year. You may also be entitled to the benefits of a joint return for the two years following the death of your husband or wife.



**EXEMPTIONS.** Each taxpayer is entitled to a personal exemption of \$600 for himself, \$600 for his wife, an additional \$600 if he is over 65 and another \$600 if he is blind. The exemptions for age and blindness apply also to a taxpayer's wife, and can also be claimed by both of them.

In cases where a man's wife lives in a foreign country, he can still claim the \$600 exemption for her.

In addition, a taxpayer can claim \$600 for each child, parent, grandparent, brother, brother-in-law, sister, sister-in-law, and each uncle, aunt, nephew or niece dependent on him, if he provides more than one-half of their support during

the calendar year. The dependent must have less than \$600 income and live in the U.S., Canada, Mexico, Panama or the Canal Zone.

A child under 19, or a student over 19 can earn over \$600 and still count as a dependent if the taxpayer provides more than one-half of his support.

The law also enables a seaman who is contributing (with other relatives) more than ten percent of the support of a dependent to claim an exemption for that individual, provided the other contributors file a declaration that they will not claim the dependent that year.

**CREDIT FOR EXCESS SOCIAL SECURITY (FICA) TAX PAID.** If a total of more than \$374.40 of Social Security (FICA) tax was withheld from the wages of either you or your wife because one or both of you worked for more than one employer, you may claim the excess over \$374.40 as a credit against your income tax.



**TAX CREDIT FOR RETIREMENT INCOME.** A tax credit is allowed for individuals against retirement income such as rents, dividends and earnings at odd jobs. However, an adjustment must be made in this credit for Social Security benefits.

**DIVIDEND INCOME.** If a seaman has dividend income from stocks he can exclude the first \$100 from his gross income.

If a joint return is filed and both husband and wife have dividend income, each one may exclude \$100 of dividends from their gross income.

**WELFARE, PENSION AND VACATION BENEFITS.** Benefits received from the SIU Welfare Plan do not have to be reported as income.

Payments received from the SIU Pension Plan are includable as income on the tax return of those pensioners who retire with a normal pension. There is a special retirement income tax credit to be calculated on Schedule R which is to be attached to the return.

Pensioners under 65 who receive a disability pension do not have to include such payments on their tax returns. However, all disability pension payments received after age 65 are taxable in the same manner as a normal pension. Vacation pay received from

the Seafarers Vacation Plan is taxable income in the same manner as wages.

**DEATH BENEFIT EXCLUSION.** If you receive pension payments as a beneficiary of a deceased employee, and the employee had received no retirement pension payment, you may be entitled to a death benefit exclusion of up to \$5,000.

(Continued on page 11)

### Reporting Your Income

All income in whatever form received which is not specifically exempt must be included in your income tax return, even though it may be offset by adjustments or deductions. Examples are given below.

#### Examples of Income Which Must Be Reported:

Wages, salaries, bonuses, commissions, fees, tips, and gratuities.

Dividends.

Earnings (interest) from savings and loan associations, mutual savings banks, credit unions, etc.

Interest on tax refunds.

Interest on bank deposits, bonds, notes.

Interest on U.S. Savings Bonds. Profits from business or profession.

Your share of partnership profits.

Pensions, annuities, endowments.

Supplemental annuities under Railroad Retirement Act (but not regular Railroad Retirement Act benefits).

Profits from sales or exchanges of real estate, securities or other property.

Rents and royalties.

Your share of estate or trust income.

Employer unemployment benefits (S.U.B.).

Alimony, separate maintenance or support payments received from (and deductible by) your husband (or wife).

Prizes and awards (contests, raffles, etc.).

Refunds of State and local taxes (principal amounts) if deducted in a prior year and resulted in tax benefits.

#### Examples of Income Which Should Not Be Reported:

Disability retirement payments and other benefits paid by the Veterans Administration. Dividends on Veterans' Insurance.

Life insurance proceeds upon death.

Workmen's compensation, insurance, damages, etc., for injury or sickness.

Interest on certain State and municipal bonds.

Federal Social Security benefits. Gifts, inheritances, bequests.

## How to Prepare Your Return

- Fill out the new Form 1040—whether or not you need to attach any schedules. Usually you can file a complete return on the one-page form, if:
  - All your income was from wages, dividends (not more than \$100), and interest (not more than \$100), AND you have no adjustments for:
    - Sick pay
    - Moving expenses
    - Employee business expenses
    - Payments as a self-employed person to a retirement plan, AND
    - You do not itemize deductions.
- Add the following schedule(s) as required—
  1. Schedule A if you:
    - Itemize deductions.
  2. Schedule B if you:
    - Have gross dividends and other distributions on stock in excess of \$100.
    - Have interest income in excess of \$100.
  3. Schedule C if you:
    - Have income (or loss) from a business (other than a farm) to include in line 14.
  4. Schedule D if you:
    - Have gains (or loss) from sales or exchanges of property to include in line 14.
  5. Schedule E if you have income from: (To include in line 14.)
    - Pensions or annuities,
    - Rents or royalties,
    - Partnerships, estates or trusts, small business corporations, or miscellaneous sources.
  6. Schedule F if you:
    - Have farm income (or loss) to include in line 14.
  7. Schedule G if you:
    - Claim the benefits of income averaging.
  8. Schedule R if you:
    - Claim a retirement income credit.
  9. Schedule SE if you:
    - Report net earnings from self-employment.
  10. Schedule T if you:
    - Are subject to self-employment tax,
    - Are subject to tax from recomputing prior year investment credit,
    - Claim a retirement income credit,
    - Claim investment credit,
    - Claim foreign tax credit.

# SHIPS Committee

THE SHIP'S COMMITTEE is the vital link between the SIU at sea and headquarters ashore. The Ship's Committee has the important responsibility of protecting the rights of the crew and seeing to it that the SIU contract is enforced while the ship is at sea. The Committee also has the responsibility of holding meetings every Sunday at sea; to encourage discussion on matters affecting the Union, and to send in meeting reports regularly to Union headquarters. This is Union Democracy in action.



CHARLESTON—The committee reported a smooth voyage on the run to Northern Europe. Standing (l-r): Vincent Ratcliff, chairman; Alton Green, engine delegate; Ted York, secretary. Seated (l-r): Toni Kotsis, deck delegate; Al Carpenter, steward, delegate. Some disputed OT beefs.



GALVESTON—Seated around the table in the rec room are (l-r): Roberto Burgos, steward delegate; C. Hemby, engine delegate; John Nash, ship's secretary; Horace Gaskill, deck delegate. Ship's chairman was busy when photo was snapped. Committee reported only a few minor beefs.



MIDLAKE—AB Jim Watler (left) joined in for this photo of the ship's committee. Left to right are Watler; Frank Kustura, secretary; N. M. Berry, chairman; Tom Hopkins, engine delegate; Lance Bailey, deck delegate, and Robert Grant, steward delegate. Ship was on a six-month voyage.

## INCOME TAX GUIDE for Seafarers

(Continued from page 10)

**GAMBLING GAINS.** All net gains from gambling must be reported as income. However, if more was lost than gained during the year, the losses are not deductible, but simply cancel out the gains.

**INVESTMENT CREDIT.** Form 3468 is to be used by a Seafarer claiming the investment credit. The credit is allowed for investment in tangible depreciable personal property used in business. The credit is an amount equal to 7 percent of such investment and applied against your tax.

The recent tax law repealed the investment credit retroactively. Purchases of qualified business machinery and equipment after April 18, 1969 don't qualify for the credit unless, among other things, there was a binding contract to purchase as of that date.

**INCOME AVERAGING.** A Seafarer who has an unusually large amount of taxable income for 1969 may be able to reduce the total amount of his tax by using the income averaging method. This method permits a part of the unusually large amount of taxable income to be taxed in lower brackets, resulting in a reduction of the over-all amount of tax due.

The following items can be used as deductions against income (IF YOU DO NOT TAKE THE STANDARD DEDUCTIONS):

**CONTRIBUTIONS.** A taxpayer can deduct up to 20 percent of gross income for con-

tributions to charitable institutions, and an additional ten percent in contributions to churches, hospitals and educational institutions.

**INTEREST.** Interest paid to banks and individuals on loans, mortgages, etc., is deductible.

**TAXES.** In general, you can deduct: personal property taxes, real estate taxes, state or local retail sales taxes, state gasoline taxes and state income taxes actually paid within the year. You cannot deduct: Federal excise taxes, Federal Social Security taxes, hunting and dog licenses, auto inspection fees, tags, drivers licenses, alcoholic beverages, cigarette and tobacco taxes, water taxes and taxes paid by you for another person.

**MEDICAL AND DENTAL EXPENSES.** All expenses over three percent of adjusted gross income for doctor and dental bills, hospital bills, medical and hospital insurance, nurse care and similar costs can be deducted. Other such costs include such items as eyeglasses, ambulance service, transportation to doctors' offices, rental of wheelchairs and similar equipment, hearing aids, artificial limbs and corrective devices.

However, if the Seafarer is reimbursed by the Seafarers Welfare Plan for any of these costs, such as family, hospital and surgical expenses, he cannot deduct the whole bill, only that part in excess of the benefits paid by the Plan.

All expenses over one percent of adjusted gross income

for drugs and medicine can be deducted. The deductible portion is then combined, with other medical and dental expenses which are subject to the normal three percent rule.

In figuring your deduction, you can deduct an amount equal to one-half of the insurance premiums paid for medical care for yourself, your wife, and dependents. The maximum amount deductible is \$150.00. The other one-half, plus any excess over the \$150.00 limit is deductible subject to the normal three percent rule.

The one and three percent limitations apply in all cases, regardless of your age, or the age of your wife or other dependents.

**CARE OF CHILDREN AND OTHER DEPENDENTS.** If deductions are itemized, a woman or a widower, including men who are divorced or legally separated under a decree and who have not remarried or a husband whose wife is incapacitated or is institutionalized for at least 90 consecutive days or a shorter period if she dies, may deduct expenses paid, not to exceed a total of \$600, for one dependent, or not to exceed a total of \$900 for two or more dependents for the care of:

- dependent children under 13 years of age or
- dependent persons (excluding husband or wife) physically or mentally incapable of caring for themselves;

if such care is to enable the taxpayer to be gainfully employed or to actively seek gainful employment.

**ALIMONY.** Periodic payment of alimony to a wife in accord with a written agreement between them can be deducted.

**CASUALTY LOSSES.** The reasonable value of all clothing and gear lost at sea due to

storm, vessel damage, etc., for which the taxpayer is not otherwise compensated, can be deducted as an expense. The same applies to fire loss or losses in auto accidents which are not compensated by insurance. These losses are limited to the amount in excess of \$100 for each loss.

**WORK CLOTHES, TOOLS.** The cost and cleaning of uniforms and work clothes which ordinarily cannot be used as dress wear can be deducted. This includes protective work shoes, gloves, caps, foul weather gear, clothing ruined by grease or paint, plus tools bought for use on the job, or

books and periodicals used in direct connection with work.

**UNION DUES.** Dues and initiation fees paid to labor organizations and most union assessments can be deducted.

**DECLARATION OF ESTIMATED TAX.** The purpose of this declaration is to provide for current payment of taxes not collected through withholding, where a taxpayer may have a considerable amount of outside income. In such cases, a Seafarer should check the instruction on his tax return carefully, as the "Declaration of Estimated Tax" also must be filed on or before April 15, 1970.

## Long-Trip Tax Problems

A major tax beef by seamen is that normally taxes are not withheld on earnings in the year they earned the money, but in the year the payoff took place.

For example, a seaman who signed on for a five month trip in September, 1968, paying off in January, 1969, would have all the five months' earnings appear on his 1969 W-2 slip and all the taxes withheld in 1968. This practice could increase his taxes in 1969 even though his actual 1969 earnings might be less than those in 1968.

There are ways to minimize the impact of this situation. For example, while on the ship in 1968, the Seafarer undoubtedly took draws and may have sent allotments home. These can be reported as 1968 income.

Unfortunately, this raises another complication. The seaman who reports these earnings in 1968 will not have a W-2 (withholding statement) covering them. He will have to list all allotments, draws and slops on the tax return and explain why he doesn't have a W-2 for them. Furthermore, since no tax will have been withheld on these earnings in 1968, he will have to pay the full tax on them with his return, at 14 percent or upwards, depending on his tax bracket.

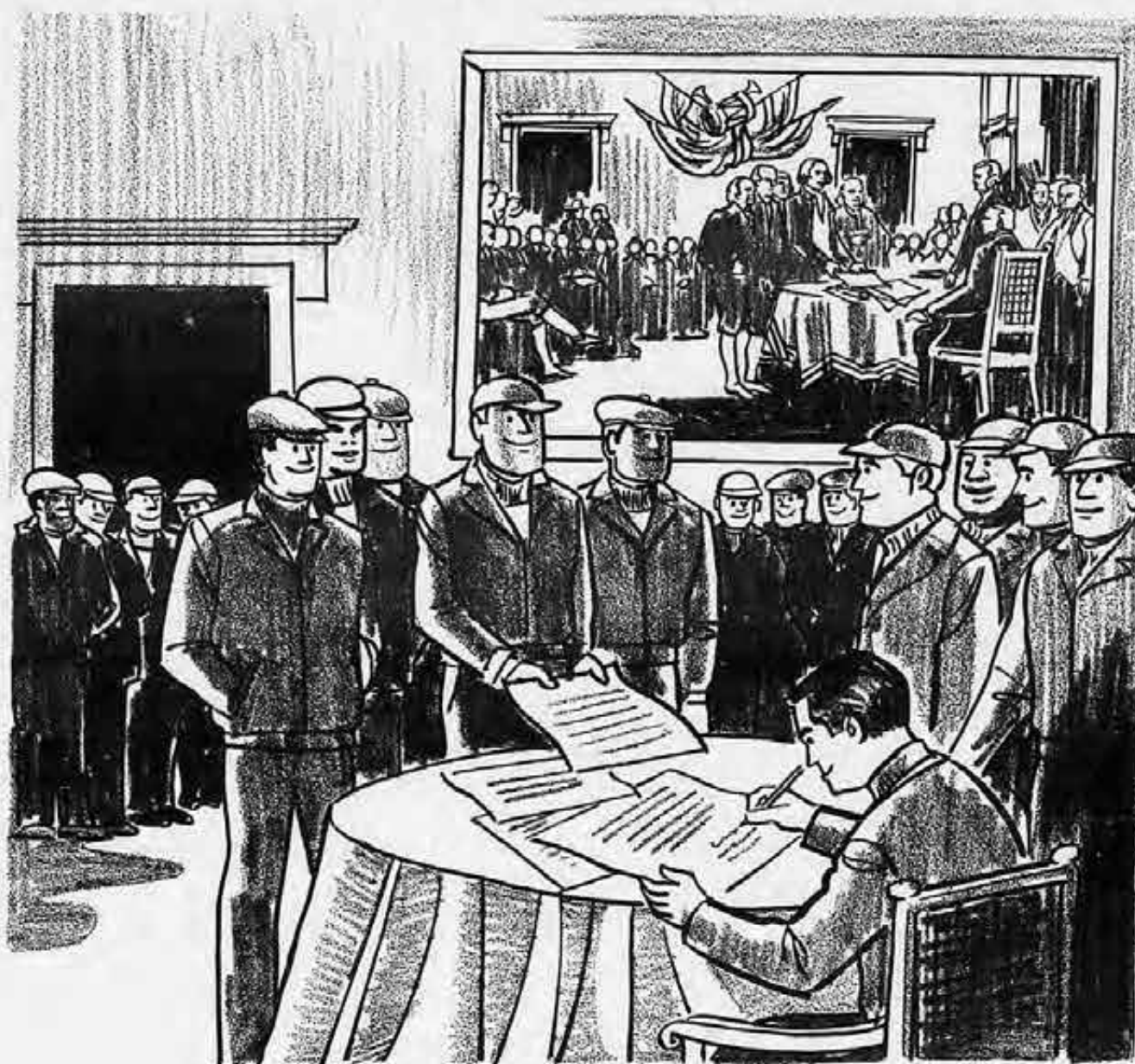
The earnings will show up on his 1969 W-2. The seaman then, on his 1969 return would have to explain that he had reported some of the earnings in 1968 and paid taxes on them. He would get a tax refund accordingly.

In essence, the seaman would pay taxes twice on the same income and get a refund a year later. While this will save the seaman some tax money in the long run, it means he is out-of-pocket on some of his earnings for a full year until he gets refunded.

This procedure would also undoubtedly cause Internal Revenue to examine his returns, since the income reported would not jibe with the totals on his W-2 forms.

That raises the question, is this procedure justified? It is justified only if a seaman had very little income in one year and very considerable income the next. Otherwise the tax saving is minor and probably not worth the headache.

## 'Of the Members, By the Members, For the Members'

**To Serve the Membership**

This issue of the SEAFARERS LOG contains the complete text of the amended Constitution of the A&G District—a Constitution ratified by the members in secret balloting at the end of 1969, and which now has been put into effect.

This revised Constitution helps make a point about the trade union movement: That a Union is not a "thing"—not a charter hanging on the wall, or a piece of paper spelling out rights and obligations. A Union is a living thing—a set of principles—a group of people.

In other words, a Constitution is an important part of the trade union movement—but only if it serves the interests of the members. A Constitution that never changes, that stays mired in the past, can be a dead hand on a Union's progress. A Constitution that adjusts to changing times, changing

technologies, changing ways of doing things can be a continuing source of help to the members as they work together to achieve economic justice and human dignity.

This is not the first time that the A&G District's Constitution has been updated. It probably won't be the last time. Because this modernization of the machinery of the SIU-AGLIWD reflects the Union's continuing concern about discharging its obligations to the members it serves. It reflects the Union's desire to continue to represent the members' best interests—and to continue to respond to their needs.

Most of all, this amended Constitution reflects the wishes of the members—for it was they, in secret elections, who had the final say on how best to make this document keep pace with a changing industry and a changing world.

**Time Is Running Out**

There is no man, woman or child free from the strong adverse effects of pollution in America.

Being an integral part of the urban society more than the society of suburbia or the countryside, the union man and woman are the victims of some of the worst aspects of pollution—dirty air, filthy rivers, piled up trash.

It is in the cities where most union people live and work. It is there that factories and apartment incinerators belch black exhausts of poisons. And it is in the cities that millions of tons of carbon monoxide drift from jammed up traffic lanes to enter the population's lungs.

Rivers that flow through large cities are rarely good for swimming anymore. They are filled with the wastes from factories and the enormous amounts of garbage that daily plague large cities. "If you fall into a river now," says one grim punster, "you don't drown—you rot."

If we regard our own health and that of

our families and fellow man as being important, then each of us should take close interest in plans to alleviate the problem.

One plan was recently proposed by President Nixon who sent a 37-point program to Congress in an effort to provide Americans with the chance of leading healthier lives.

The bill would authorize the spending of \$4 billion over the next four years to cities and towns which would supplement the money and build sewage treatment plants.

Nine million dollars would be spent on research to find a "virtually pollution-free" auto.

There would also be incentives for the elimination of litter as well as a look into federal lands which could be made into parks. A factor in all parts of the bill is that offenders will be severely punished.

In the struggle to preserve and enhance human life, all union people and indeed all Americans should back the President and hold him to his promise of "total mobilization" against pollution.

**BOOK Reviews**

**LABOR AND AMERICAN POLITICS** edited by Rhemus & McLaughlin (Univ. Michigan—450 pages, \$5.25 paperback)

In 1878, Uriah Stephens, founder of the Knights of Labor, had this to say about politics: "All the evils that labor rests under are matters of law and (are) to be removed by legislation. . . . Is the 8 hour law, or prison labor, or universal education, or child and female labor, or the machinery question, or land and the landless . . . political question (?)"

Change a few words and Stephens' statement is just as timely today. Labor has a vital interest in politics. This Book of Readings emphasizes the importance the working man has placed on political activity down through the years.

Many union members will find much familiar material in this book. Reprinted are speeches by union officials, articles from union papers, and political education pamphlets. Rounding out the objectivity of the book are critical studies made by college professors.

This book will be helpful to the member interested in political education.

**BARRON'S HOW TO PREPARE FOR THE HIGH SCHOOL EQUIVALENCY EXAMINATION**

Some 63 million Americans over 21 don't have a high school diploma. Many are dropouts, some have failed and others never had a chance.

In this age of automation and the almost daily introduction of new methods of production, a high school diploma is a must. For many there is a way to obtain the equivalent of this important document—the high school equivalency diploma.

A few hours taking five two hour tests can result in the diploma. These tests are given several times a year in every state. This inexpensive paperback (\$3.95) helps one prepare for the tests. It offers sample tests, review material, and preparations for the five subjects—English, Mathematics, Social Studies, Science, and Literature.

Also included is brief information on each state's program as well as the address for obtaining additional information. The book is published by Barron's Educational Series, Inc.

**GREAT OCCASIONS** edited by Carl Seaburg (Beacon—\$10.00)

In every man's life there are two great events—birth and death. Most of us reach maturity and marriage. Thus we have the four cornerstones of man's life—birth, maturity, marriage and death.

This book is a collection of poems, essays, and readings on birth, maturity, marriage and death.

Man is born, "naked of body and mind and spirit." As Kenneth Patton writes: "Behold the child, the visitor. He has come from nowhere, for he was not before this, and it is nowhere that he goes, wherefore he is called a visitor, for the visitor is one who comes from the unknown to stay but awhile and then to the unknown passes on again."

Man reaches maturity and celebrates the occasion with a confirmation, bar mitzvah, or perhaps simply by registering for the draft. With maturity thoughts turn to marriage.

A thirteenth century Arabic poet described marriage as ". . . the tale is brief, the words were few, the meaning was immense." This may be the reason man is often faced with the possibility of a fifth great occasion—the divorce. In any event, "A Rite of Divorce" is included.

Finally, "Like a bird out of our hand," man dies. The words of grief, praise and atonement fall upon lifeless ears. Man cannot hear these words, but it really doesn't matter, he has heard them so many times before. They are not words for the dead. They are to comfort the living.

**WILLIAM JENNINGS BRYAN: A PROFILE** edited by Paul W. Glad (Hill and Wang—\$1.75)

In 1896, William Jennings Bryan was relatively unknown. He had served one term in Congress and was presently editing a newspaper in Omaha, Nebraska. Few took him seriously as he talked of capturing the presidential nomination on the Democratic ticket.

At the convention, as debate on the big question was drawing to a close, Bryan was asked to close the arguments. Here was the opportunity he was waiting for.

Climaxing a stirring speech with the now famous words, "You shall not press down upon the brow of labor this crown of thorns, you shall not crucify mankind upon a cross of gold," Bryan went on to wrap up the nomination.

He could fire the emotions of the crowd. One wonders what effect he would have today with rapid, electronic communications. Perhaps the closest comparison to Bryan as a man who could become part of the crowd was Harry Truman.

History has recorded how Bryan met defeat at the polls three times. We have read how factories posted notices to the effect that if Bryan were elected, they would remain closed. This collection of essays serves as a refresher course in the history of a man who could draw the crowds but not the votes.

**TEXT OF**  
**SIU**  
**CONSTITUTION**

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

**(Effective January 1, 1970)**

# CONSTITUTION

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

Affiliated with American Federation of Labor — Congress of Industrial Organizations  
(As Amended January 1, 1970)

### 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, shipowners, 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 com-

pelled to be a witness against himself in the trial of any proceeding in which he may be charged with failure to observe the law of this Union. Every official and job holder shall be bound to uphold and protect the rights of every member in accordance with the principles set forth in the Constitution of the Union.

#### 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 or 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 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 membership, 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.

**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 quarter, 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 four 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 his 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 of 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 for the current quarter, and all assessments accrued and newly levied during that period. Upon such payment, the person in retirement shall be restored to membership, and his membership book, appropriately stamped, shall be 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.

## Article VII

### Systems of Organization

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

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

**Section 2.** The headquarters of the Union shall be located in New York and the headquarters officers shall consist of a President, and 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

#### Section 1. The President.

(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 and Detroit 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 officer 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 duly adopted by the Executive Board, and those duly adopted by a majority vote of the membership. Within these limits, he shall strive to enhance the strength, position, and prestige of the Union.

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

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

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

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

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

#### Section 2. Executive Vice-President.

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

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

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

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

#### Section 4. Secretary-Treasurer.

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

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

The Secretary-Treasurer shall be a member ex-officio of the Credentials and Ballot 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 Area, the Vice-President in Charge of the Gulf 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 absences 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.

#### 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 upon their election to office shall, during the term of their office, 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 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 meeting 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 for 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.

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 offices 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 1971, notwithstanding the unexpired term of any office as a result of a prior election or appointment.

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

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

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

**Article XII**

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

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

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

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

(c) He has at least one hundred (100) days of seetime, in an unlicensed capacity, aboard an American-flag 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; 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:

- (a) The name of the candidate.
- (b) His home address and mailing address.
- (c) His book number.
- (d) The title of the office or other job for which he is a candidate, including the name of the Port in the event the position sought is that of Agent or Patrolman.
- (e) Proof of citizenship.
- (f) Proof of seetime and/or employment as required for candidates.
- (g) In the event the member is on a 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.
- (h) Annexing a certificate in the following form, signed and dated by the proposed nominee:

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

Dated .....  
Signature of member

Book No. ....

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

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

All documents required herein must reach headquarters no earlier than July 15th and no later than August 15th of the election year.

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

**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 the 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 his 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 part 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 paragraph and shall be numbered consecutively, commencing with number 1. A sufficient amount shall be printed and distributed to each Port. A record of the ballots, both by serial numbers and amount, sent thereto, shall be maintained by the Secretary-Treasurer, who shall also send each Port Agent a verification list indicating the amount and serial numbers of the ballots sent. 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 thereof 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 14 full book members. Two shall be elected from each of the seven ports of New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston and Detroit. 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 or 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 Tallying Committee for their appropriate action, report and recommendation, if any. The foregoing shall not be applicable to matters involving the Credentials Committee's action or report, the provisions of Article XIII, Sections 1 and 2 being the pertinent provisions applicable to such matters.

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

(f) At the Election Report Meeting the report and recommendation of the Union Tallying Committee, including but not limited to discrepancies, protests passed upon by them, as well as protests filed with the Secretary-Treasurer as provided for in Section (e) immediately above, shall be acted upon by the meeting. A majority vote of the membership shall decide what action, if any, in accordance with the Constitution shall be taken thereon, which action, however, shall not include the

ordering of a special vote, unless reported discrepancies or protested procedure or conduct found to have occurred and to be violative of the Constitution, affected the results of the vote for any office or job, in which event, the special vote shall be restricted to such office, offices and/or job or jobs, as the case may be. A majority of the membership at the Election Report Meetings may order a recheck and recount when a dissent to the closing report has been issued by three (3) or more members of the Union Tallying Committee. Except for the contingencies provided for in this Section 4(f), the closing report shall be accepted as final. There shall be no further protest or appeal from the action of the majority of the membership at the Election Report Meetings.

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

#### Section 5. Elected Officers and Job Holders:

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

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

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

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

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

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

## Article XIV

### Other Elections

#### Section 1. Trial Committee.

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

#### Section 2. Appeals Committee.

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

## Article XV

### Trials and Appeals

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

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

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

shall also be handed a written copy of the charges made against him.

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

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

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

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

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

- 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.
- In no event shall increased punishment be recommended.
- 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:

- Proof of membership in any organization advocating the overthrow of the Government of the United States by force;
- Acting as an informer against the interest of the Union or the membership in any organizational campaign;
- Acting as an informer for, or agent of, the company against the interests of the membership or the Union;
- 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:

- Willfully misappropriating or misusing Union property of the value in excess of \$50.00.
- Unauthorized use of Union property, records, stamps, seals, etc., for the purpose of personal gain;
- 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.
- Unauthorized voting, or unauthorized handling of ballots, stubs, rosters, verification lists, ballot boxes, or election files, or election material of any sort;
- Preferring charges with knowledge that such charges are false;
- Making or transmitting, with intent to deceive, false reports or communications which fall within the scope of Union business;
- 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;
- Deliberate and unauthorized interference, or deliberate and malicious vilification, with regard to the execution of the duties of any office or job;
- Paying for, or receiving money for, employment aboard a vessel, exclusive of proper earnings and Union payments;
- 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;
- Willful failure or refusal to carry out the order of those duly authorized to make such orders during time of strike.

(1) Failure or refusal to pay a fine or assessment within the time limit set therefor 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:

- Willfully misappropriating or misusing Union property of the value under \$50.00;
- Assuming any office or job, whether elective or not with knowledge of the lack of possession of the qualifications required therefor;
- Misconduct during any meeting or other official Union proceeding, or bringing the Union into disrepute by conduct not provided for elsewhere in this Article;
- 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:

- Refusal or willful failure to be present at sign-ons or pay-offs;
- Willful failure to submit Union book to Union representatives at pay-off;
- Disorderly conduct at pay-off or sign-on;
- Refusal to cooperate with Union representatives in discharging their duties;
- Disorderly conduct in the Union hall;
- Gambling in the Union hall;
- 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:

- The ballot must be secret.
- 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; and on Wednesday—at Mobile. 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 hours of 9:00 A.M. and 5:00 P.M. Notice of such meeting shall be posted at least two hours in advance, on the port bulletin board.

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

**Section 7.** The term "Election Year" shall be deemed to mean that calendar year prior to the calendar year in which elected

officials and other elected job-holders are required to assume office.

**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 August, 1968.

**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.

### 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.*

## Dr. Arthur 'Sam' Houston SIU Medical Examiner

"A most competent physician and an outstanding administrator," was how Dr. Arthur N. "Sam" Houston was described by SIU Chief Medical Director Dr. Joseph Logue.

Dr. Houston, who was SIU Medical Examiner for the Port of New Orleans, died on January 16 after a long illness. He was 66 years old.

Remembered by New Orleans Port Agent C. J. "Buck" Stephens as "a good doctor and a man who was well liked," Dr. Houston had headed the SIU clinic in New Orleans since its opening in 1961.

"He was very instrumental in getting the clinic in New Orleans on its feet," said Dr. Logue.

A man who became very involved in his cases, "from beginning to end, he will be very much missed as a colleague and friend, by myself in particular, and by all the people he came in contact with in the port," Dr. Logue commented.

Attending the private funeral service were Brother Stephens and SIU Vice-President Lindsey Williams.

Dr. Houston was a native of Benson, Arizona and graduated from the University of Arizona in 1923. He then attended the



Tulane University School of Medicine in New Orleans, later opening a practice there.

During World War II he served as a commander in the Navy and saw duty in the South Pacific.

Dr. Houston was a member of the Louisiana State Medical Society, the American Medical Association, Surgical Association of Louisiana, and belonged to the board of the National Industrial Medical Association.

Survivors include his wife, Marie; a daughter, Mrs. Gayle Houston Antony of New Orleans; a son, Arthur N. Houston Jr., U.S. Army, Fort Polk, Leesville, Louisiana, and three grandchildren, also of New Orleans.

## Nomination of Judge Carswell Labeled as Slap at Negroes

The AFL-CIO termed President Nixon's nomination of Judge G. Harrold Carswell to the Supreme Court "a slap in the face to the nation's Negro citizens" and urged the Senate to reject it.

Federation President George Meany said "it is all too evident" that the selection of Carswell reflects the "southern political strategy" of Attorney General John N. Mitchell "rather than any search for a preeminent jurist."

The so-called "southern strategy" embraced by the conservative wing of the Republican Party is keyed to wooing Dixiecrats who supported Third Party Candidate George C. Wallace in 1968, while abandoning any effort to win over Negroes and other minority groups, or appeal to liberals.

"The AFL-CIO is sorry to see that the President is still using Supreme Court nominations for partisan political advantage," Meany said, "instead of seeking a justice worthy to wear the mantle of Holmes, Brandeis or Warren."

Meany noted that the nomination was made "in full knowledge that the Leadership Conference on Civil Rights had opposed Judge Carswell's appointment to the Court of Appeals, only a few months ago, on the ground that he had as a district judge been peculiarly hostile to the civil rights of Negroes."

He urged the Senate and its Judiciary Committee to "carefully scrutinize the nominee's qualifications, judicial decisions and the depth of his prejudices. Since the President seems determined to make nominations solely for political reasons, the Senate's constitutional obligation to inquire becomes absolutely vital."

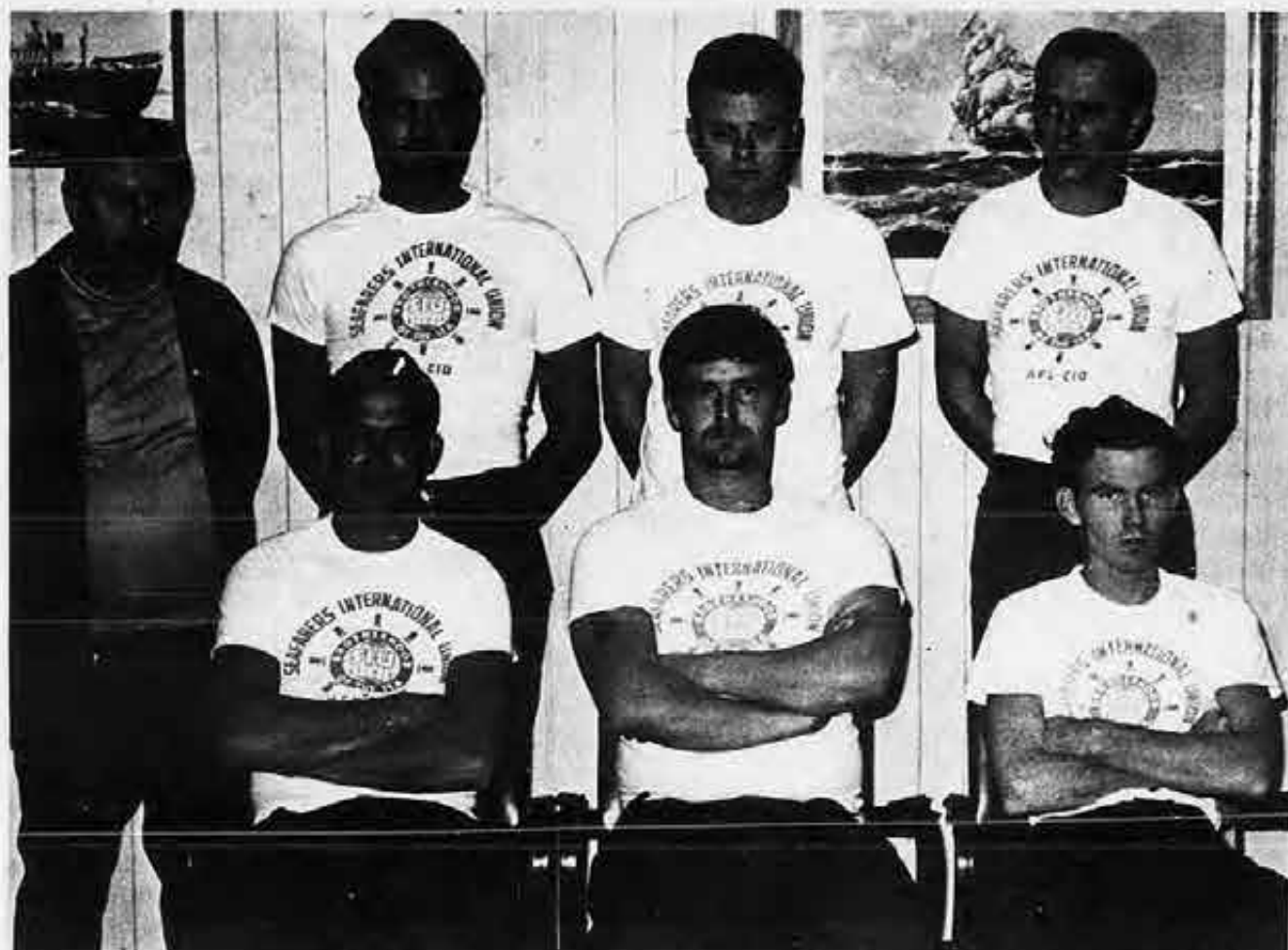
From what is known of Carswell's background and philosophy, Meany said, "we believe he does not meet the high standards requisite for Supreme Court membership. We are opposed to his confirmation. We hope he is rejected by the Senate."

In response to questions, he admitted that he had made a "white supremacy" speech during a 1948 political campaign but said he now rejects any notion of racial superiority. He also denied having had anything to do with the transfer of a Tallahassee, Fla., golf course and clubhouse to private ownership after the city was forbidden to continue to operate it as a segregated facility.

Senator Edward J. Gurney (R-Fla.), chief sponsor of Carswell's nomination to the Supreme Court, told the Judiciary Committee that Carswell showed "forthrightness, candor and strength of character" in not trying to excuse his 1948 speech. Gurney said the quality of being able to change one's mind is important in a period of rapid change.

## New York Lifeboat School Graduates

Posing for their class photo are these graduates of the SIU New York Lifeboat School, Class of January 28, 1970. Seated (l-r) are Justo Gonzalez, George Sadorowitsch, Dwight Ford, and Joby Jones. Standing (l-r) are SIU Instructor Leonard Decker, Marco Smigliani, Robert H. Wallace, and Fred Janci. Seafarers must spend a minimum of 30 hours in the lifeboat under the supervision of qualified SIU instructors before they are eligible to take U.S. Coast Guard examination.



Latest graduates of the SIU Lifeboat School in New York pose for a class photo after taking the Coast Guard examination. Front row (l-r): Norman Bergeron, Thomas Shoemaker, Robert Hagood. In back are: Instructor Bob Lord, John Colalillo, James Williams, Ollie Webber. All passed with very good scores.

## Will Concentrate on the Fairways

### Gulf of Mexico Being Searched To Chart Hazards to Shipping

**CORPUS CHRISTI**—A massive search, extending over several years, will be launched this month in the Gulf of Mexico to chart dangerous obstructions to shipping, some of which have been a menace to vessels for nearly fifty years.

The project will be conducted by the Commerce Department's Environmental Science Services Administration (ESSA), and will employ the United States' only wire drag vessels, the Rude and Heck, operated by ESSA's Coast and Geodetic Survey.

The mission of the ships will be to search the waters of the Gulf for partially dismantled oil platforms, sunken ships, sandbars, and other submerged objects which present a hazard to merchant ships.

Most of the waters to be searched were first charted by the Coast and Geodetic Survey in 1966, to guide coastal and

ocean-going vessels safely between the numerous oil well platforms which rise above the surface of the waters of the Gulf as far out to sea as 60 miles.

These waters, referred to by mariners as the Fairways, lead into such ports as Tampa, Mobile, New Orleans, Port Arthur, Galveston, Houston and Corpus Christi.

The survey ships will begin the search off the coast of Texas, and will work their way eastward towing a submerged wire between them as they sweep the assigned areas. The wire, towed at various depths down to 60 feet, will be maintained close to the bottom in shallow areas.

Over a 48-year period, more than 70 submerged obstructions were reported to the Coast and Geodetic Survey. These include the sunken wrecks of many commercial and recreational vessels, some more than one hundred years old.

## Superstition Behind Calling Ships 'She'

Seafarers have traditionally referred to their ships as females.

This tradition is seemingly a flattering one for women. That is, if you don't refer back to its origin as researched by Alan P. Major of Nautical Magazine.

He says that when man first began to sail the seven seas, he was fearful of these waters since he imagined that some evil spirit ruled in the depths.

As a protection from the wrath of this malevolent spirit, ancient seamen would sacrifice a young woman and then throw "her blood against the sides and bows of their frail craft; her head being mounted in front of the vessel so the spirit of the depths could see that those who sailed in it had made sacrifice to him."

So ladies, next time a man wants to name a ship after you, be careful.

# House Hearings Begin on Merchant Marine Act of 1970

(Continued from Page 3)

possible the replacement of obsolete vessels, the modernization of the American fleet, and the maximizing of U.S.-flag cargo carriage," Moody added.

He said that the MTD was "pleased to find that the pending legislation would extend this construction reserve opportunity to the entire fleet engaged in foreign trade, and that the maximum opportunity will be extended to every operator to get into this program."

Continuing his remarks, Moody added that this provision in the pending bill achieves a major breakthrough since "it establishes, and we hope for all time, the principle that all ship operators will be treated as equals."

### Catch-Up Plan

Commenting on the appearance before the Committee by Maritime Administrator Gibson, Moody said that the MTD was pleased that Gibson "recognized the fact that the unsubsidized operator has been placed at a competitive disadvantage for many years—because the subsidized operator has been getting this tax break, and he has not. We are intrigued with the suggestion made here of some sort of a catch-up plan, that would make it possible for the newly covered operator to build new ships as rapidly as possible."

"We hope that the amendment which has been suggested here would give every possible break to the operator who is only now being given the opportunity to set up such a fund. This would be the most compelling evidence possible that Congress and the Administration intend to rectify some of the wrongs that have been perpetrated against the unsubsidized operator all these years."

Directing attention to what dollars an operator would be permitted to deposit in this fund, Moody said:

"As the bill reads now, it would restrict deposits to those earnings which come from for-

ign trade. Yet many of the presently unsubsidized operators have been engaged primarily—or at least to a major extent—in the domestic trade. They have been forced to concentrate on this trade because—in the absence of operating and construction subsidies—they have been unable to compete with the foreigner, or with the subsidized American operator who was placed on a par with the foreigner, in foreign commercial trade."

The MTD Administrator reminded the Committee that some of these domestic operators have begun to branch out into the foreign trade "on their own," and added:

"We think they should be encouraged to do so, and we are pleased that the Maritime Administrator indicated as much in his appearance before the Committee."

Reminding the Committee of a suggestion, made by one of its own members, and to which Maritime Administrator Gibson indicated no objection, namely that the provision in the bill be modified so that an operator could deposit earnings from the domestic, as well as from the foreign trade in the fund, with the understanding that the funds could be used solely for the construction of ships for the foreign trade, Moody said:

"With such an amendment, this provision would provide the maximum opportunity for the unsubsidized operator to move quickly into the expanding foreign trade—putting newer, faster, more efficient ships into service, particularly in the bulk trade—and it would still limit the use of this fund to the expansion of the foreign trade fleet, as the President desires."

A key item in the Administration's maritime program—the inclusion of bulk carriers under the vessel construction subsidy program—was reviewed at length by Moody.

He told the Committee that when the Merchant Marine Act

of 1936 was enacted, "78 percent of our trade was in break-bulk cargo—so we can understand how the Congress made the decision in 1936 to put its money where the trade was." However, Moody added:

"The pendulum has swung in the other direction—and today—85 percent of our cargo is in bulk trade, and only 15 percent is in break-bulk trade. So the emphasis should be on spending 85 cents of every construction subsidy dollar on bulk carriers, and 15 cents on break-bulk carriers."

### Bulk Ship Priority

Commenting on the provision of the President's program which gives priority in bulk ship construction to operators already in the trade, Moody said:

"We are also in accord with the position taken by the Maritime Administrator to the effect that, to the extent that they qualify, present bulk operators would have first crack at the construction differential subsidies that are made available for bulk carriers. We think this is wise. There are operators who have struggled to stay alive in the bulk trades for years—without any federal assistance whatsoever except for what government cargo that might be made available—and it makes sense to give them the first opportunity to develop competitive commercial bulk carriage now that the program is being expanded. We don't expect the government to reserve the bulk trades exclusively for these operators—even though, in the past, the berth-line trade has been reserved for 14 selected companies. We thought the practice in the liner trade was in error, and we don't propose now that it be compounded by dealing in exclusivity in the bulk trade. But we are pleased that the operator who has been in the bulk field—and who wants to stay in it and grow in it—will have that opportunity."

### Non-Contiguous Areas

Directing the hearing's attention to the subject of trade with the non-contiguous areas, and the specific topic of cargo rates to these areas, Moody told the Committee:

"Under present law, only American-flag ships can move this cargo between the mainland and the non-contiguous areas. Because of the high American standard of living, American ocean-going vessels cost more to build and operate than is the case for foreign-flag shipping. These higher costs are translated into higher rates for the movement of cargo, which means higher prices for the consumer. Yet no one, we are sure, would suggest that American shipyard workers or American seafarers—or any other worker involved in making products which are used in building American ships—work for substandard wages in order to resolve the problem."

"This trade with the non-contiguous areas must continue to move in American ships. It

would be economically unwise and militarily dangerous to let this trade fall into the hands of foreign-flag shipping—for they could, at will, either cut this lifeline or extort exorbitant prices for the carriage of our goods."

Moody also advised the Committee that the mid-winter session of the Executive Board of the Maritime Trades Department would convene this month—and this issue was already scheduled to come up on its agenda.

"We hope that, out of our Executive Board meeting, will come a plan of action whereby we, in the maritime industry—both management and labor—representatives of the governments of the non-contiguous areas, and officials of federal agencies can work together to support a workable solution to this problem," Moody concluded.

### Groton Testifies

Page Groton, Director of the Boilermakers Iron Shipbuilders Marine Council, in his testimony before the Committee, stressed that "continuity" must be the byword of the Administration's new maritime program.

He told the Committee that the legislation has the general support of shipyard workers, adding:

"Not only does this legislation talk about building more ships per year than we have been doing in the past—but, more importantly, it talks about building more ships year after year after year. And if there is one thing which I wish to stress—probably above anything else—it is the importance of continuity of this program."

However, Groton warned against embarking upon a maritime program this year or next, only to let it lag later or be dropped the first time attempts to cut the federal budget are made.

"Unless we intend to start this program, and keep it going at least at the 30-ship-a-year pace that the Administration now proposes—and possibly increase it if the needs are apparent and the resources are there—unless we intend to maintain continuity in this program, Mr. Chairman, I say, let's forget it."

Let's not start out again on a maritime program and then drop it by the wayside."

In the past, Groton said, the lack of continuity in our shipbuilding program has led to the loss of highly-skilled, highly trained workers who are periodically placed in "mothballs," or join other industries because there is no stability in employment opportunities.

Groton emphasized, "if we decide to go forward with this program, we'd better mean it. Once we start modernizing these shipyards, and once we start hiring and training more shipyard workers, we'd better keep going—or we'll fall flat on our face, and we'll probably never be able to get up again."

Pointing to an additional benefit to the entire economy which would result from a full-ahead shipbuilding program, Groton zeroed in on the issue of the hard-core unemployed in the nation.

"A steady, year-around shipbuilding program would be of invaluable assistance to the country in solving the problem of the hard-core unemployed in general, and the hard-core jobless among the minority groups, in particular. A shipyard can be the greatest training ground in the world—we did it in World War II, when we took the hard-core unemployed . . . when we took migrant farm workers . . . when we took women . . . and we put them to work in shipyards. They worked in welding shops, fabricating shops, sheet metal shops—they had good jobs, at good pay, and they were contributing members of society," Groton stated.

"There have been a lot of programs proposed in recent years to solve the employment problems of minorities and particularly the hard-core jobless in their midst. As far as I'm concerned, a shipbuilding program offers the best possible opportunity to make a lot of these people tax-payers, instead of tax-users."

"But you can't do it without a nucleus of skilled craftsmen—and you can keep skilled craftsmen in the shipyards only if you keep them busy. That's why I have put so much emphasis on the need for continuity in this program."

### Galley Crew In Mombasa



Seafarers in the steward department aboard the Steel Vendor make a happy galley crew in this photo taken while their ship stopped in the Port of Mombasa, Kenya. From (l-r) are: Mike Dunn, chief steward; Bill (Groucho Marx) Saltsrez, third cook; Bill Butterley III, crew messman; Carlos Luna, chief cook. Ship visited South African ports.

Editor,  
SEAFARERS LOG,  
675 Fourth Ave.,  
Brooklyn, N. Y. 11232

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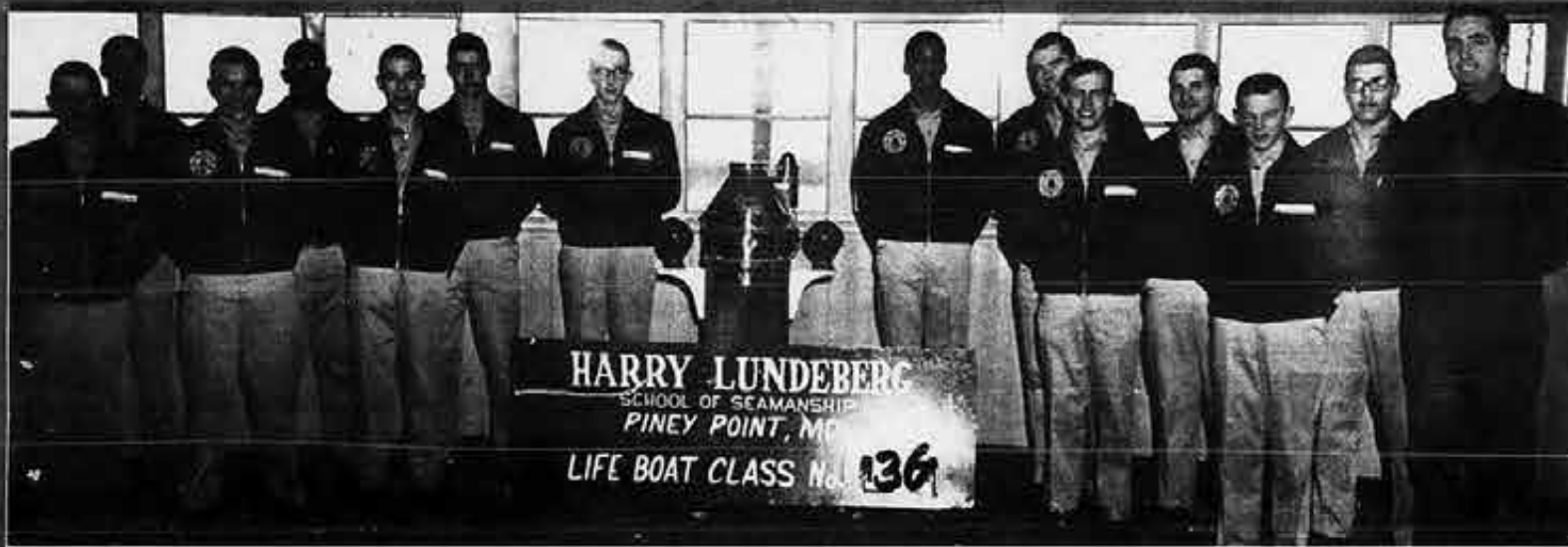


**A** NOTHER 42 TRAINEES at the Harry Lundeberg School of Seamanship at Piney Point last month successfully completed lifeboat training and received endorsements from the Coast Guard. This latest group raises to 3,488 the number of lifeboat endorsements issued to HLSS graduates.

Candidates for lifeboat endorsement are tested in the boats by a Coast Guard examiner (see photo at left) on their ability to handle the oars, and on their competence commanding the boat on the sweep out.

All trainees must spend a minimum of 30 hours of supervised practice in the boats, and another 15 hours of classroom instruction, before they are permitted to sit for their examination.

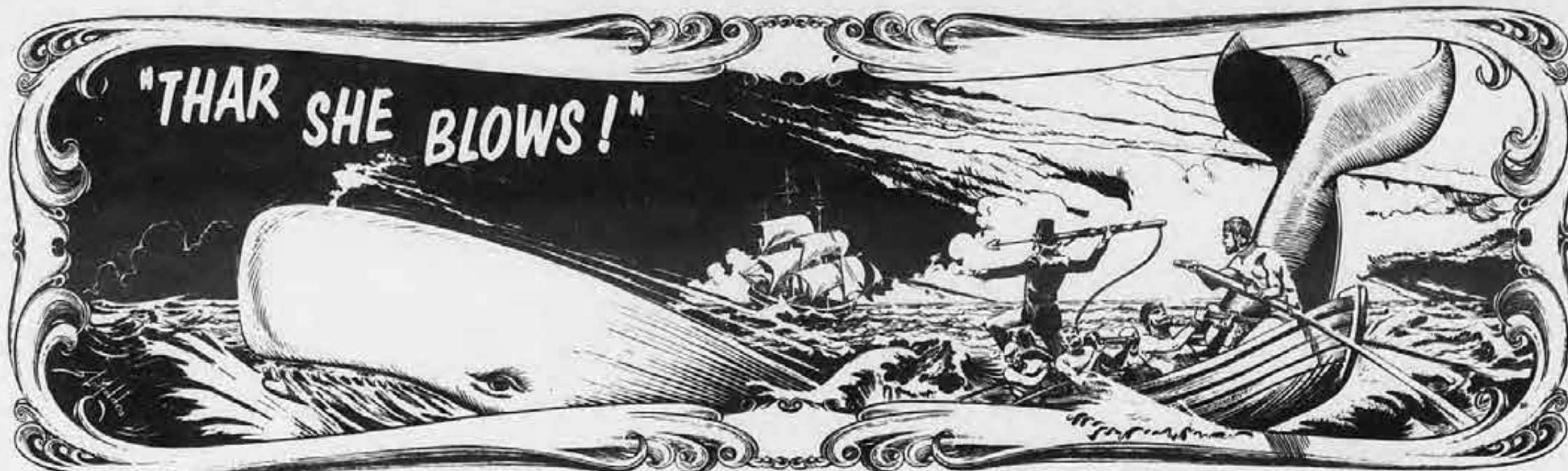
CLASS 36—D. Burnett, Paul Whiteley, Richard Weiford, Larry Kryger, Roland Mason, Peter Darras, Phillip Barry, David Madison, Daniel Parmes, Joe Bass, John Bankston, Bobby Hooks, John Dussard, Instr. Paul McGaharn.



CLASS 38—(Kneeling): Vincent D. Caine, Emilio Cortes. (Front row, l-r): SIU Instructor Paul McGaharn, Jerry Castelli, Steven Stern, Steven Knight, Rodney Fox, Rich Odom, Anthony Nolan, Ollie Rhodes. (Back row, l-r): Nathaniel Gibbs, William Myers, John McAliley, Terry Goin, Russell Lee More, Daniel Griffith, Robert D. Henderson. In the background is the T/S Charles S. Zimmerman, HLSS classroom ship, formerly known as the S.S. Mount Vernon, Hudson River Excursion ship.



CLASS 37—(Kneeling): John Evins, George Brannan. (Front row): Instructor Paul McGaharn, Louis Dossett, Tony Pitts, John Carter, Richard Reed, and Robert Black. (Back row): Doug Greiner, Samuel Fowler, David Green, Michael Matusky, Peter Shelley, Bob Giles.



**I**n New Bedford, fathers, they say, give whales for dowers to their daughters, and portion off their nieces with a few porpoises apiece."

In modern-day New Bedford, fathers do not give whales for dowers. In fact, they do not give dowers.

But when Herman Melville's Ishmael spoke these words in the 19th century classic "Moby Dick," he was referring to a New Bedford where whale oil figuratively oozed from the cellars of elegant homes.

"... nowhere in all America will you find more patrician-like houses; parks and gardens more opulent, than in New Bedford."

Melville wrote about the New Bedford of the 1850s, when the whaling industry was reaching its peak.

Today, however, there are no more whaling ships returning from four-year trips and the fierce tales of the huge sea monsters destorying men and boats live only in books and stories old sailors tell.

Yet men in New Bedford still obtain their livelihood from the sea and about 30 percent of the economic life of the town is provided through fishing.

The town's history is a very exciting one, filled with sea leviathans. Playing a dynamic part in that history is the SIUNA-affiliated New Bedford Fishermen's Union, located in an historic building at 62 North Water Street where, significantly, 19th century sea captains and merchants transacted their business.

An eight-columned Greek revival building with huge bricks and dark green doors, the edifice was originally constructed between 1833-35 to house two banks.

Since there was a disagreement over the shape of the roof-supporting pillars, the four pillars to the north are different from those to the south.

A wall separated the two banks during the 1830s just as it now separates the Union from the other occupant of the building, the New Bedford Seafood Producers' Association, spokesman for the boat owners.

After whaling declined in the 1860s, the textile industry became New Bedford's big boom industry, reaching its peak in 1920. Then, by the early 1930s, fishing became the town's big business.

It was then that fishing fleets from other harbors came to New Bedford, and she was destined to become the most important fishing port on the East Coast.

This bay town with about 103,000 residents is today one of the three largest fishing ports in the United States, along with San Diego and Kodiak.

She is the scallop capital of the world and her haddock and yellowtail flounder are world famous.

Though these fish are today highly prized and a special festival in honor of the scallop is celebrated every summer, there are still in New Bedford the ever present reminders of those fabulous times when rich whaling men lighted their homes with spermaceti candles and strangers from around the globe walked the streets of New Bedford.

"... in New Bedford, actual cannibals stand chatting at street corners; savages outright; many

of whom yet carry on their bones unholy flesh. It makes a stranger stare."

And think of the images Ishmael's words bring to mind when he says, "You must go to New Bedford to see a brilliant wedding; for, they say, they have reservoirs of oil in every house, and every night, recklessly burn their lengths in spermaceti candles."

In present-day New Bedford, pictures of sperm whales adorn houses, stores, snack bars, and make fine weather vanes. Different-sized figures of whales can be bought in the old antique stores near the waterfront, along with sea lanterns, harpoons and anything else to make your whaling voyage complete.

There is a restaurant named the "The Spouter Inn" after the place where Ishmael rested while in New Bedford.

"Moving on, I at last came to a dim sort of light not far from the docks, and heard a forlorn creaking in the air; and looking up, saw a swinging sign over the door with painting upon it, faintly

**HERITAGE**—Reminders of the past, such as Whaleman's Statue, top left, abound in New Bedford today. Photo top right shows the SIUNA-affiliated New Bedford Fishermen's Union building as it appeared in the 1800s when it housed two banks. At bottom, museum painting shows a terrifying encounter with mighty leviathan.



**THOSE WERE THE DAYS**—Home from a long voyage, a whaler unloads casks of whale oil at the New Bedford docks at the height of the New England whaling era. Ships like this made trips sometimes lasting as long as four years.

New Bedford Whaling Museum

New Bedford Whaling Museum



**"Towards thee I roll, thou all-destroying but uncounquering whale; to the last I grapple with thee; from hell's heart I stab at thee; for hate's sake I spit my last breath at thee. Sink all coffins and all hearses to one common pool! and since neither can be mine, let me then tow to pieces, while still chasing thee, though tied to thee, thou damned whale! Thus, I give up the spear!"**

**"Moby Dick"—1851**

representing a tall straight jet of misty spray, and these words underneath—"The Spouter-Inn—Peter Coffin."

Not far from "The Spouter Inn" is an impressive statue symbolizing the strength and force of the whaling era. A bare chested man tenses his muscles as he readies to thrust his harpoon into an invisible whale.

Made of bronze, the statue has three sea gulls carved on a granite background, along with the whaleman's motto, "A dead whale or a stove boat." It symbolizes the life and death struggle that ensued each time New Bedford's whalers challenged these sea mammoths.

The whaleman's statue, given to New Bedford in 1913, is located in front of the Greek revival library which once housed an open air market.

Within the library is the Melville Whaling Room where materials on whaling number over 95,000 items. The collection is believed to be the largest on the subject outside of the National Archives in Washington, D.C.

A short walk from the library is the cobblestone street called Johnny Cake Hill. It is here that the Seamen's Bethel and the Whaling Museum stand opposite each other.

Johnny Cake Hill overlooks New Bedford harbor, and was once a popular camping ground for Indian tribes.

It gets its name from an Indian and colonial food staple known as Johnny cakes or "Journey cakes."

They are still eaten by local residents who make them as they have always been made—with corn meal, scalded milk, salt and water.

On this hill, "in the same New Bedford, there stands a Whaleman's Chapel and few are the moody fishermen, shortly bound for the Indian Ocean or Pacific, who fail to make a Sunday visit to the spot. I am sure that I did not."

Melville's Whaleman's Chapel is today's Seamen's Bethel, a strikingly clean, gray structure, practically void of any adornment.

It was in this chapel that Ishmael read the



**"THAR SHE BLOWS"**—A harpoon laden whaleboat in the New Bedford Whaling Museum. On some of the larger vessels as many as six whaleboats were carried for the crew.

plaques set up in honor of those lost at sea, and it was here that he listened to Father Mapple's well chosen sermon on Jonah and the whale.

Within this chapel, Ishmael "found a small scattered congregation of sailors, sailors' wives and widows."

And it was here that he looked with amazement at the preacher's pulpit, shaped like the bow of a ship.

The chapel is now closed most of the year. The original pulpit no longer exists, although the plaques in memory of the dead seamen are still there.

Some of these men were lost in storms, but many became the victims of fighting sea leviathans.

In the Whaling Museum, operated by the Old Dartmouth Historical Society, large paintings show men and boats being crushed in the jaws of these monsters.

So huge and fierce do these whales appear, one wonders at first why men pursued them. Yet, there are also the calmer paintings of whaling ships setting out on voyages, or of seamen stripping the oily blubber from the dead prize.

Upon entering the museum, a visitor is greeted by the sign, "Welcome Aboard," and that is indeed the right term. For housed in a section of the museum, is the world's largest model of a whaling ship. It is a half scale replica of the barque *Lagoda*, which once sailed from New Bedford.

They say that if she had a hull, you could put her out to sea.

The wooden deck, the heavy iron chains, the ship's bell, the whaleboats, the steering wheel, all make you wish you could take this *Lagoda* out on the high seas in search of whales.

The model is about 60 feet long and was built in 1915, in memory of the *Lagoda's* owner, Jonathan Bourne.

It was probably on the decks of Bourne's *La-*



*god* that seamen passed many boring days by carving upon the teeth of whales.

Their art became known as scrimshaw, and throughout the museum there are many examples of it. Scenes of nature, of lovely women, or of their own whaling ships, are carved upon these teeth that sometimes weighed over five pounds and were as much as nine inches long.

And it was also on the *Lagoda's* deck that huge slabs of blubber were put into large iron cauldrons and melted down for oil.

The original *Lagoda* sailed from 1841 until 1889 and gave her owner half a million dollars profit.

Her career spans a good deal of New Bedford's rich whaling years. As the early 1800s progressed, whaling became more and more prosperous in New Bedford. At one point, there were as many as 400 registered whaling ships sailing out of the port.

Millions of dollars came into the town from the sale of whale oil. Then, in 1859, petroleum was discovered and whaling began to decline.

During the Civil War, many of New Bedford's ships were laden with stones and sunk in Southern harbors to blockade port entrances. In the last quarter of the 19th century, more whaling ships were lost in the Arctic ice packs.

Slowly, there was practically no industry left, and a last whaling voyage out of New Bedford was made in 1925 by the *John R. Manta*.

Though whaling is closely tied in with New Bedford's history, the formation of this town began long before whaling became a prized industry.

The first settlers came in 1652, when they purchased the township of Dartmouth from the great Wampanoag Indian Chief, Massasoit.

New Bedford was first called Bedford Village, and from its founding in 1719 by Joseph Russell, the town's destiny was tied to the sea.

Two of her ships, the *Dartmouth* and the *Bedford*, participated in the Boston Tea Party.

It was in 1787 that Old Dartmouth divided into the towns of New Bedford, Dartmouth and Westport. New Bedford became a city in 1847.

When Ishmael left New Bedford, the scene he viewed as he sailed down the Acushnet River, was somewhat different than what is seen today.

*"On one side, New Bedford rose in terraces of streets, their ice-covered trees all glittering in the clear, cold air. Huge hills and mountains of casks on casks were piled upon her wharves, and side by side the world-wandering whale ships lay silent and safely moored at last."*



**THE WHALING FLEET**—During the peak of the whaling industry in New Bedford, as many as four hundred vessels were actively engaged in the pursuit of whales. However, in 1859 the decline of the industry set in, and the last voyage by a New Bedford whaler was made by the *John R. Manta* in 1925.

# From the Ships at Sea

"In all sincerity, I would like to state that this is the best crew that I have ever had the privilege of sailing with," says **Earl P. McCaskey**, ship chairman on the **Transcolumbia** (Hudson Waterways). "This is a crew

that the SIU can be proud of. Every man has done his job—and done it well." **Rafael Hernandez**, ship secretary, reports that there are no beefs so far. The **Transcolumbia** was on a run to Vietnam when the report was made. There was some discussion about having ships of this type put in the mariner class because she carries only heavy lift equipment. There was also a unanimous vote of thanks to the steward department for "a job well done through the holidays, and for making a holiday out of every meal." **Thor Jacobsen** is deck delegate; **John Wallach**, engine delegate; and **John Indorf**, steward delegate.



Hernandez

A good all-round discussion took place at the shipboard meeting on the **Transcolorado** (Hudson Waterways) on the need for improved medical care aboard ship, it was reported by Ship Secretary **Grant Adkins**. The discussion was prompted when Seafarer **S. Ceislak** slipped and fell while reporting for bow lookout, and sustained a serious cut on his head. Fortunately, Seafarer **Kent McKenna** had acquired some good first-aid training along the way, and "did a fine job of stitching up the head wounds." "Accidents are not uncommon aboard ship," said Meeting Chairman **Joseph Donovan**, "and very often prompt medical attention is absolutely necessary." The **Transcolorado** is on her way to Sattahip and Saigon, and is expected to return to San Francisco early this month.



McKenna

At the first meeting aboard the **Overseas Suzanne** (Maritime Overseas), out of Mobile and bound for Manila and Vietnam, the crew elected **Lloyd Callaway** as chairman of the Ship's Committee, it was reported by Meeting Secretary **W. H. Simmons**. **Milton Poole**, meeting chairman, got the meeting underway by starting a repair list, and urging the crew to work together to keep the mess-



Poole

room and recreation room clean. Engine Delegate **P. R. Wagner** reports some disputed overtime in that department, but otherwise everything is running smooth aboard the vessel. **James Newton** is deck delegate, and **Lynn Gwens** is steward delegate.

Aboard the **Ames Victory** (Victory Carriers), Meeting Chairman **R. Christenberry** reports that the entire crew was sad to learn that this would be this vessel's last voyage before being sold to the Republic of



Christenberry

China for scrapping early in 1970. Built in Portland, Oregon in 1945, the **Ames Victory** will be remembered by hundreds of SIU men who sailed aboard her during the last 25 years. She was 7,644 gross tons, with a top speed of 16 knots. At the end of the trip, the crew was flown home from Kowshone by jet. It's always hard to say good-

bye to a good ship and the **Ames Victory** was a good ship.

**Leroy Rinker** was elected as new Ship's Delegate aboard the **Del Sud** (Delta Lines), and a vote of thanks was extended to former Ship's Delegate **Bine-minas** for a job well done. Meeting Chairman **S. Rothschild** re-



Rinker

ported that the ship's movie fund is shaping up very well, with 11 films already acquired for this voyage. Reports from all three departments are that everything is running smoothly. Crewmembers were urged to be extra careful while working around cargo on deck. A suggestion was made to have all of the turnbuckles painted white so that they can be seen better at night to prevent accidents.

A number of beefs, including some disputed overtime, were taken up aboard the **Seatrain Georgia** (Seatrain Lines), as the vessel headed for payoff at Gulfport, Mississippi, according to Meeting Secretary



Thomas

**James Thomas**. Among the beefs to be taken up with the boarding patrolman are the need for cleaning the water tanks, replacing the worn-out crew's icebox, and installing fans in the mess hall. Spare parts are also needed for the washing machine. The crew gave a unanimous vote of thanks to the steward department for providing outstanding meals and service during the trip to Vietnam. The Ship's Committee, in addition to Seafarer **Thomas**, includes **Frank Smith**, chairman; **M. H. Jones**, deck delegate; **Clyde Van Epps**, engine delegate; and **James Temple**, steward delegate.

## Money Due

The Seafarers named below should contact the welfare counter at SIU Headquarters in Brooklyn as soon as possible for checks being held there for them.

- David Bronstein
- Alexander Gluck
- Anthony Amoriello

## Third Cook Graduate Praises HLSS Training



**PINEY POINT, MD.** — **Erskine Townsend**, the first trainee to complete the third cook training program at the **Harry Lundeberg School of Seamanship**, returned to the school after his first trip to visit with friends and talk with the new trainees.

After completing nine weeks of intensive on-the-job training, **Townsend**, who is 19, shipped out as third cook on the **C/S Longlines**, which was beginning a 3,500 mile cable-laying opera-

(Left) **Erskine Townsend** bastes turkey in galley at **Piney Point** during his training last August as Trainee **John Micucci** looks on. (Below) **Townsend** sits with SIU Instructor **Bill Hall** as he talks with trainees during a visit to the school after his first trip.

tion between the United States and Spain.

Speaking to the trainees, including ten who are presently in the third cook program at the school, **Townsend** said:

"The training you are getting here at the school really will prepare you for your first trip to sea. With the preparation you are getting now, you are not going to feel lost when you get aboard your first ship, and you are going to be able to carry your own load."

**Townsend's** nine-week program included, in addition to lifeboat training and union education, practical training on the responsibilities of a third cook. Under the supervision of experienced SIU instructors, **Townsend** and the other trainees helped prepare all meals at the school. They prepare and cook all vegetables, cook eggs and pancakes, make salads, and assist in preparing main courses. They are also responsible for keeping the galley and refrigerated areas clean and orderly.

The third cook trainees also have an opportunity to acquire baking skills by actually working with an experienced baker. They spend additional time at the school's commissary to learn the basics of butchering and packaging of meats.

**Townsend** lives in nearby **Hyattsville, Maryland**, with his wife, **Naomi**. "I like sailing," he says, "and I am going to ship out as often as possible to save money for a home. The opportunity is here for me to upgrade to more responsible and higher-paying jobs in the steward department, and I won't be satisfied until I make it all the way to chief steward."



## Golden Gate Lightship May Be Replaced

**SAN FRANCISCO** — The **San Francisco** lightship, a steadfast beacon that has guided mariners into this harbor for more than 70 years, may soon be replaced by an automated warning system.

The Coast Guard is considering the replacement of the ship by a 7,500 candle-power buoy, similar to other automatic devices that have replaced lightships in harbors along the Atlantic Coast.

A survey is being conducted by the Coast Guard among masters of vessels asking their views on the retirement of the 72-year-old red hulled vessel. The lightship is now on station at the approaches to **San Francisco's Golden Gate**, warning of dense fog or darkness.

# PERSONALS

## Claude Edward Conrey

Please contact your mother, Mrs. Eunice A. Watson at 1810 34th Avenue North, St. Petersburg, Florida.



## Robert C. A. Walker

Your wife, Beatrice, asks that you contact her as soon as possible at 2032 West 32nd Street, Philadelphia, Pennsylvania 19121.



## Sixto Charneco

Please get in touch with your wife, Consuelo, as soon as possible at 815 Hunts Point Avenue, Bronx, New York 10474.



## Richard D. Tapman

Your wife asks that you contact her as soon as possible at 2000 Ramblewood Road, Baltimore, Maryland 21214.



## Danny Fitzpatrick

Your parents are very anxious to hear from you. Please contact them immediately at 50 River Street, Mattapan, Massachusetts or call CY-8-4378.



## William W. Conley

Please contact Union headquarters in Brooklyn about certain personal papers being held for you. The address is 675 Fourth Avenue, Brooklyn, New York 11232; telephone 499-6600.



## Eddie Johnsen

Please contact Sue Johnsen at Route No. 2, Jouquin, Texas 75954; telephone, 269-3442.



## George T. Bareford

Your sister, Mrs. Myrtle McCullough, asks that you contact her as soon as possible at 13451 Philmont Avenue, Philadelphia, Pennsylvania 19116.



## William S. McDowell

Michael C. Bergen would like you to contact him at Hodges & Bergen, 101 East Madison Street, Lake City, Florida 32055.

## Donald J. French

Please contact your brother, Jay at Tyler Hotel, 218 North 20th Street, Hollywood, Florida.



## Ralph DiPaoli

Your sister, Carmela Fornito would like to hear from you. Please write to her at 1135 South Seventh Street, Philadelphia, Pennsylvania.



## "Pee Wee" Lesmansky

Please contact your daughter Jean, c/o Mrs. Charles Votruba, 1583 Cupertino Way, Salinas, California, telephone 408-449-4170. She is sick and must hear from you.



## Mark Thomas

Please contact your wife, Barbara, as soon as possible at 2904 Rockrose Avenue, Baltimore, Maryland 21215.



## Ramon Guzman

Please contact your mother, Mrs. Eustolia V. Guzman, as soon as possible, at Av. Hidalgo No. 569, Mexicali, B.C., Mexico.



## David Hayes Caldwell

Your sister, Mrs. Helen Schaller, asks that you contact her as soon as possible at 450 East Palatine, Palatine, Illinois 60067.



## Al W. Spanraft

Anita Reed has lost your address and it is important that she get in touch with you. Please contact her at Route 2, Box 2A, Slidell, Louisiana, or call 643-8030.



## Harold Peterson

Please contact your sister, Mrs. Pearl Hart, as soon as possible.



## Lionel Dunkins

Mrs. Neome De Boles asks that you contact her as soon as possible.

## Stanley F. Koenig

Your Union documents are being held at SIU headquarters, 675 Fourth Avenue, Brooklyn, New York 11232.



## William Earl Scott

Mr. D. King would like you to get in touch with him as soon as possible at P.O. Box 4932, Panorama City, California.



## William Kare

Please contact Mr. John Kaare-Abrahamsen, 318 East 70th Street, New York, New York 10021 as soon as possible. He has been trying to locate you.



Seafarer Harvey V. Long, right, closes out a long sailing career as he accepts his first SIU pension check from Frankfort, Michigan, Port Agent Harold Rathbun. Brother Long, who shipped as oiler, has been sailing on the Ann Arbor Railroad carferries since 1922.

# SIU ARRIVALS

**Luis Filippetti**, born November 4, 1969, to Seafarer and Mrs. Luis A. Filippetti, Baltimore, Md.



**Stana Catherine Monts**, born November 17, 1969, to Seafarer and Mrs. James C. Monts, Nederland, Texas.



**LeRoy Reed**, born October 24, 1969, to Seafarer and Mrs. Orlin L. Reed, Elberta, Michigan.



**Candace Belew**, born October 15, 1969, to Seafarer and Mrs. Ronald F. Belew, Alpena, Michigan.



**Stephanie Gaspard**, born November 6, 1969, to Seafarer and Mrs. Steve A. Gaspard, Westwego, La.



**Gordon Tampol**, born November 21, 1969, to Seafarer and Mrs. Alfredo G. Tampol, Brooklyn, N. Y.



**Ivette Padilla**, born December 2, 1969, to Seafarer and Mrs. Sima Padilla, Jardines De Caguas, P. R.



**Burt Robinson**, born November 4, 1969, to Seafarer and Mrs. Donald D. Robinson, Heron, Michigan.



**Ronald Sellers, Jr.**, born December 16, 1969, to Seafarer and Mrs. Ronald B. Sellers, Sr., Jacksonville, Fla.



**Deborah Rothman**, born November 1, 1969, to Seafarer and Mrs. Sidney Rothman, Brooklyn, N. Y.



**Rudolph Odom**, born September 21, 1969, to Seafarer and Mrs. Rudolph Odom, Mobile, Ala.

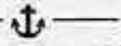


**Claude Clegg**, born November 22, 1969, to Seafarer and Mrs. William J. Clegg, Scranton, Pa.

**Barbara Jane Neibert**, born October 3, 1969, to Seafarer and Mrs. Richard Neibert, Hayward, Wis.



**Suzanne Brinn**, born December 14, 1969, to Seafarer and Mrs. Edward L. Brinn, Virginia Beach, Va.



**Tracy Capps**, born November 14, 1969, to Seafarer and Mrs. William H. Capps, Jacksonville, Fla.



**Elizabeth Samuels**, born June 30, 1969, to Seafarer and Mrs. John E. Samuels, Mobile, Ala.



**Brian Tucker**, born November 15, 1969, to Seafarer and Mrs. Kenneth W. Tucker, Savannah, Tenn.



**Pamela Kuzminski**, born November 22, 1969, to Seafarer and Mrs. Raymond V. Kuzminski, Wilkes-Barre, Pa.



**Michael Wolfe**, born November 5, 1968, to Seafarer and Mrs. Allen C. Wolfe, Mobile, Ala.



**Tracy Whittlesey**, born November 24, 1969, to Seafarer and Mrs. Francis L. Whittlesey, Beaumont, Texas.



**Charles Gallagher, Jr.**, born December 29, 1969, to Seafarer and Mrs. Charles J. Gallagher, Beaumont, Texas.



**Kathleen Lauer**, born December 21, 1969, to Seafarer and Mrs. Phillip Lauer, Willow Grove, Pa.



**William Day**, born November 30, 1969, to Seafarer and Mrs. Vaughn R. Day, Claymont, Delaware.



**Darrin Green**, born December 10, 1969, to Seafarer and Mrs. Louis Green, Jr., Jacksonville, Florida.

## Galveston Wharves Settlement Wins Praise for Union

### To the Editor:

We would like to "Thank" the SIU, the attorneys, and especially Mr. Paul Drozak for the long five year battle they waged in winning the Galveston Wharves dispute. The SIU Pension Plan, the SIU Welfare Plan and the Railroad Retirement gives us a good feeling of contentment and satisfaction. It's a "great" feeling and "Thank you."

Sincerely,

Mr. & Mrs. H. G. Warren  
Pasadena, Texas

## LETTERS To The Editor

### Member's Wife Thanks Union

#### To the Editor:

Just a few lines to thank the SIU for its kindness during my husband's long illness. I have not been well myself since he passed away, so please forgive the delay in writing to you. He had many friends in the Seafarers Union. Thanks again from both of us and our families.

Jen. Saunders  
Florida

### Wants More News Of the Great Lakes

#### To the Editor:

The Log is a publication which I eagerly anticipate. I enjoy reading it and keeping in touch with the maritime world.

In my opinion, the SIU is a fine organization. I hope the Union will continue to be of benefit to the seaman by upholding his causes and fighting for his interests.

I'd like to express an interest in seeing more news and picture coverage of Great Lakes topics in future issues of the Log.

Thanks for the log. I hope to continue receiving it.

Very truly yours,  
John P. Dunlap

IT'S THE LAW!

# NARCOTICS

ANYTIME-ANYWHERE  
MEANS  
NO MORE SHIPS  
- EVER!

SEAMANS PAPERS  
REVOKED

Donating His 14th Pint



Torsten Lundkvist, who sails as AB, is 62—but that hasn't slowed him down as one of the SIU's most active donors to the Blood Bank. Seafarer Lundkvist is seen here being congratulated by Dr. Joseph Logue at the SIU Clinic after donating his 14th pint of blood. The very charming nurse is S. Edel, R.N.

**LOS ANGELES (Sea-Land),** December 23—Chairman, John O'Hannasian; Secretary, W. T. Lankford; Ship's Delegate, Ralph Fitzpatrick; Deck Delegate, Robert Hyer; Engine Delegate, E. LaRoda; Steward Delegate, Richard P. Bowman. \$21.50 in ship's fund. Some disputed OT in engine department, otherwise no beefs.

**PENN TRANSPORTER (Penn),** December 23—Chairman, H. B. Butts; Secretary, Melito Maldonado; Ship's Delegate, H. B. Butts. Some disputed OT in deck and engine departments.

**BROOKLYN (Sea-Land),** January 4—Chairman, Tony Hanna; Secretary, Sid Berger; Ship's Delegate, Tony Hanna. No beefs. Discussion on retirement plan stressing no age limit provided sufficient sea time and Union membership. Vote of thanks to Brother Leon Hall and Brother E. McAuley, boarding patrolmen, for answering all questions.

**STEEL KING (Isthmian),** January 11—Chairman, J. McCullum; Secretary, M. E. Reid. Everything is going along fine. No beefs and plenty of OT.

**PANAMA (Sea-Land),** January 10—Chairman, John G. Spuron; Secretary, Ralph C. Mills; Deck Delegate, Steve Harren; Steward Delegate, John P. Fund. No beefs and no disputed OT. Vote of thanks was extended to Brother Frank Boyne for the Holiday Cheers sent aboard in Yokohama.

**OVERSEAS DOLPHIN (Maritime Overseas),** December 21—Chairman, Arthur Roy; Secretary, Sidney A. Garner; Ship's Delegate, John Ericsson; Deck Delegate, R. McLeod; Engine Delegate, John Voss Bunch; Steward Delegate, John Cherry. No beefs were reported by department delegates. Vote of thanks to the steward department for a job well done.

**CITRUS PACKER (Waterman),** January 9—Chairman, James B. Winget; Secretary, Robert M. Kennedy; Ship's Delegate, C. H. Ward; Deck Delegate, A. Bestwood; Engine Delegate, William Fryer. No beefs. Everything is running smoothly.

**LINFIELD VICTORY (Alcoa),** January 11—Chairman, M. Curry; Secretary, M. L. Leache; Ship's Delegate, M. Curry; Engine Delegate, Steven J. Buckley; Steward Delegate, Marion Kaminsch. Vote of thanks was extended to the steward department for carrying on in spite of being short two men. No beefs were reported by department delegates. Ship expects to lay-up upon arrival in Beaumont, Texas.

**DEL NORTE (Delta),** January 8—Chairman, Jack Procell; Secretary, R. E. Stough, Jr.; Ship's Delegate, J. R. Johnson; Deck Delegate, G. Malazzo; Engine Delegate, Joseph G. Anch; Steward Delegate, John Kelly, Jr. Some disputed OT in engine and steward departments to be taken up with boarding patrolman. \$111.47 in ship's fund.

**PRINCETON VICTORY (Columbia),** December 28—Chairman, Walter H. Sibley; Secretary, Howard J. Flynn; Ship's Delegate, Walter H. Sibley; Deck Delegate, Thomas S. Kline; Engine Delegate, F. Gonzalez; Steward Delegate, John F. Silver. Vote of thanks was extended to the steward department for the excellent Christmas dinner. No beefs. Everything is running smoothly.

**VANTAGE VENTURE (Vaneor),** September 24—Chairman, John J. Pierce; Secretary, Ralph Collier; Ship's Delegate, Harold Eady. No beefs were reported by department delegates.

**SAN FRANCISCO (Sea-Land),** January 3—Chairman, M. Woods; Secretary, H. A. Galicki; Ship's Delegate, M. Woods; Deck Delegate, Paul M. Hartman; Engine Delegate, Norris M. Tripp; Steward Delegate, Matthew Goldfinger. Vote of thanks to the steward department for the excellent Holiday meals. \$30.00 in movie fund.

**HASTINGS (Waterman),** January 4—Chairman, Walter LeClair; Secretary, Joseph Pitetta; Ship's Delegate, Walter W. LeClair; Deck Delegate, Michael J. Cassidy; Engine Delegate, J. Fernando; Steward Delegate, Harry D. Hammond. No beefs were reported by department delegates.

**STEEL TRAVELER (Isthmian),** January 7—Chairman, Mike J. Berry; Secretary, Illuminado R. Llenos; Ship's Delegate, Mike J. Berry; Deck Delegate, Jack Oasse, Jr.; Engine Delegate, C. Statler; Steward Delegate, Edward C. Mishanski. \$13.05 in ship's fund. Few hours disputed OT in engine and steward departments.



**AFOUNDRIA (Sea-Land),** January 3—Chairman, D. F. Kasukewicz; Engine Delegate, Harold Moody. \$155.69 in ship's fund. No beefs were reported. Vote of thanks to the steward department for a job well done.

**STEEL APPRENTICE (Isthmian),** December 21—Chairman, Walter A. Kuchta; Secretary, Paul P. Lones; Ship's Delegate, Walter A. Kuchta; Deck Delegate, B. A. George; Engine Delegate, M. I. Eimar; Steward Delegate, N. L. Ollero. \$30.00 in ship's fund. No beefs were reported by department delegates. Vote of thanks to the steward department for a job well done.

**OVERSEAS SUZANNE (Maritime Overseas),** December 7—Chairman, M. A. Poole; Secretary, W. H. Simmons; Ship's Delegate, Lloyd Callaway; Deck Delegate, James H. Nector; Engine Delegate, P. R. Wagner; Steward Delegate, L. McGivens. Everything running smoothly with no beefs. Some disputed OT in engine department to be taken up with boarding patrolman.

**SEATRAN GEORGIA (Seatrains),** December 21—Chairman, Frank J. Smith; Secretary, James W. Thomas; Ship's Delegate, Frank J. Smith; Deck Delegate, M. H. Jones; Engine Delegate, Clyde L. Van Epps; Steward Delegate, James Temple. \$36.00 in ship's fund. Some disputed OT in deck department to be taken up with boarding patrolman.

**LOS ANGELES (Sea-Land),** January 18—Chairman, John O'Hannasian; Secretary, W. T. Langford; Ship's Delegate, R. Fitzpatrick; Deck Delegate, Mike Hyer; Engine Delegate, Eddy LaRoda; Steward Delegate, Richard Bowman. Motion was made that headquarters be contacted regarding expediting payoff on Sea-Land ships, as most of the ships have less than 24 hours in Port. \$21.00 in ship's fund. Some disputed OT in engine department.

**SEATRAN FLORIDA (Hudson Waterways),** January 4—Chairman, E. B. Hardcastle; Secretary, M. E. Greenwald; Deck Delegate, John M. Barrett; Engine Delegate, W. Walton; Steward Delegate, G. Cortez. No beefs were reported by department delegates. Should be a good trip. Crew cooperating.

**STEEL SURVEYOR (Isthmian),** January 4—Chairman, W. Bushong; Secretary, John Reed; Ship's Delegate, William D. Bushong. \$70.00 in ship's fund. No beefs and no disputed OT.



**TRANSCOLORADO (Hudson Waterways),** December 1—Chairman, J. Donovan; Secretary, O. Frezza; Ship's Delegate, J. Donovan; Deck Delegate, R. A. McDonald; Engine Delegate, T. Smith; Steward Delegate, Marlin M. Ibrman. \$33.00 in ship's fund. No beefs were reported by department delegates. Vote of thanks was extended to the steward department for a job well done.

**TRANSCOLUMBIA (Hudson Waterways),** January 4—Chairman, Earl P. McCaskey; Secretary, Rafael Hernandez; Ship's Delegate, Earl P. McCaskey; Deck Delegate, Thos. E. Jacobson; Engine Delegate, John G. Wallack; Steward Delegate, John F. Indorf. No beefs were reported by department delegates. Ship's delegate reported that the crew and officers of this ship are the best he ever sailed with. Vote of thanks to the steward department for a job well done.

**BEAUREGARD (Sea-Land),** November 9—Chairman, R. Whitney; Secretary, A. Reasko; Engine Delegate, Alfred R. Fry; Steward Delegate, Joseph Keasns. \$26.00 in ship's fund. Some disputed OT in deck and engine department to be taken up with patrolman.

**RAPHAEL SEMMES (Sea-Land),** November 9—Chairman, Joseph O. Snyder; Secretary, Harvey M. Lee; Ship's Delegate, Joseph O. Snyder; Engine Delegate, E. H. Fain; Steward Delegate, Sidney L. Wilson. Some disputed OT in deck and steward departments.

**JASMINA (Management & Shipping),** August 10—Chairman, James P. Stroud; Secretary, Harris Arceneaux; Deck Delegate, Timothy Burke; Engine Delegate, Hugh Devine; Steward Delegate, Harris Arceneaux. Disputed OT in deck and steward departments. Matter of draws to be taken up with patrolman in Japan.

**WILD RANGER (Waterman),** November 30—Chairman, C. Faircloth; Secretary, E. E. Harris; Ship's Delegate, Douglas K. McLeon; Engine Delegate, Francis F. Gomez; Steward Delegate, Henry J. Moble. \$19.85 in ship's fund. No beefs were reported by department delegates.

**DAGAMA (Crest Overseas),** December 21—Chairman, F. Selix; Secretary, J. E. Higgins; Engine Delegate, Ralph G. Wilson; Steward Delegate, Ray Potorski. \$26.00 in ship's fund and \$45.00 was recently paid out for repairing TV and a new antenna. Some disputed OT in each department. Vote of thanks to the entire steward department for a job well done.

**HURRICANE (Waterman),** December 21—Chairman, Leo McGravie; Secretary, George P. Fries; Ship's Delegates, Leo McGravie; Deck Delegate, Leo McGravie; Steward Delegate, H. E. Butts, Sr. No beefs were reported by department delegates.

**DEL SUD (Delta),** December 21—Chairman, N. Pizuto; Secretary, S. Rothschild; Ship's Delegate, LeRoy Rinker; Deck Delegate, James B. Bedden; Engine Delegate, Edward J. Schucker; Steward Delegate, LeRoy Rinker. Discussion held regarding retirement plan. No beefs were reported by department delegates. Everything is running smoothly.

**THETIS (Rye Marine),** October 7—Chairman, R. G. Marrero; Secretary, T. R. Goodman; Ship's Delegate, Felix G. Quinonez; Deck Delegate, William R. Baker; Engine Delegate, R. E. Basa. \$60.00 in ship's fund. Everything is O.K. with no beefs. Vote of thanks was extended to the steward department for a job well done.

**THETIS (Rye Marine),** December 14—Chairman, R. G. Marrero; Secretary, T. G. Goodman; Ship's Delegate, Felix G. Quinonez; Deck Delegate, William R. Baker; Engine Delegate, R. E. Basa. \$60.00 in ship's fund. No major beefs. Some disputed OT in engine department. Vote of thanks to the steward department for a job well done.

**THETIS (Rye Marine),** January 11—Chairman, R. G. Marrero; Secretary, T. R. Goodman; Deck Delegate, William R. Baker; Engine Delegate, R. E. Basa. \$60.00 in ship's fund. No beefs and no disputed OT.

**PENN RANGER (Penn),** January 11—Chairman, W. E. Coutant; Secretary, W. H. Todd; Ship's Delegate, Wilbur E. Coutant; Deck Delegate, Frank P. Russo; Engine Delegate, T. Ballard; Steward Delegate, D. L. Ricketts. Discussion held regarding rusty wash water. Some disputed OT in steward department, otherwise everything is running smoothly with no major beefs.

**BUCKEYE VICTORY (Buckeye),** January 18—Chairman, John McKale; Secretary, Thomas F. Smith; Ship's Delegate, John McKale; Deck Delegate, Emil P. Wagner; Engine Delegate, W. J. Geary; Steward Delegate, Harry L. Collier. No beefs were reported by department delegates. Everything is running smoothly.

**SEATRAN WASHINGTON (Hudson Waterways),** December 29—Chairman, R. Palmer; Secretary, A. Johansson; Deck Delegate, Thomas Snow; Engine Delegate, Frank Alexander; Steward Delegate, Theodore Katros. No beefs were reported by department delegates. Vote of thanks was extended to the steward department for the good food and service. The matter of no money aboard ship for draws, as per Union agreement, will be taken up with boarding patrolman.

**DELTA URUGUAY (Delta Steamship),** January 18—Chairman, Joseph Catalanotto; Secretary, William P. Kaiser; Ship's Delegate, O. L. Guerrero; Deck Delegate, J. F. Coto; Engine Delegate, V. M. Frederiksen; Steward Delegate, J. A. Denais. \$28.00 in ship's fund. Disputed OT in all departments. Vote of thanks was extended to the ship's delegate, Brothers O. L. Guerrero; John Denais, messman, Paul Lightell, chief cook and F. Jarocinski, night cook & baker, for job well done.

Bradford Island

Personal effects of the following Seafarers who sailed on the Bradford Island are being held at the office of Stuart Tankers Co., 401 Cotton Exchange Building, Houston, Texas:

- T. J. or R. D. Mitchell
- Joseph Zeloy
- John C. Griffith
- Earl J. Davis

Personal gear of the following Seafarers is also being held at U.S. Customs, Beaumont, Texas:

- T. J. or R. D. Mitchell
- Kenneth Howard Inman

Owners of these goods should make arrangements for picking them up as soon as possible.

Three Foreign-flag Ships Added to Cuba Blacklist

**WASHINGTON**—Latest figures released by the federal government show that three more foreign-flag ships, all Cypriot, have been added to the Maritime Administration's blacklist for having carried cargoes to Cuba.

Named in a Maritime Administration report were the 7,388 gross ton Alfa, the 9,072 ton Miss Papalios and the 7,244 ton Platres.

These three vessels, along with 166 other foreign-flag ships totaling 1,213,186 gross tons now on the blacklist, are forbidden to haul U.S. Government cargoes; having gone to Cuba in defiance of the U.S. ban on such trips which has been in effect since January, 1963.

Ships removed from the blacklist, because they were either lost or scrapped during 1969, were the Giannis, Lebanese; the Paralos, Greek; the Ragni Paulin, Finnish, and the Rebestos, also Greek.

# FINAL DEPARTURES

**Philip C. Mendoza, 71:** Brother Mendoza passed away from pneumonia on December 9 at the USPHS Hospital in New Orleans. He was an SIU pensioner who had joined the Union in the Port of Baltimore in 1941. He worked in the steward department and last sailed on the A and J Mercury. A native of the Philippine Islands, Seafarer Mendoza was living in New Orleans at the time of his death. Among his survivors are his wife, Jean. Burial was in St. Bernard Memorial Gardens, Chalmette, Louisiana.

**Atilano Malavet, 69:** Seafarer Malavet passed away on November 19 from heart disease at his home in Brooklyn. He was an SIU pensioner and an old-timer in the Union, having joined in 1939 in the Port of New York. He sailed in the engine department as an FOWT and last worked aboard the Eldorado. A native of Puerto Rico, Brother Malavet was living in Brooklyn with his wife, Gregoria, when he died. In 1961 and 1962 he was issued picket duty cards. Seafarer Malavet had been sailing 46 years when he retired in 1968. Burial was in Evergreen Cemetery, Brooklyn.

**Thomas Conom, Jr., 40:** Brother Conom passed away on November 4, 1969 in Seattle, Washington from natural causes. He was a native of Washington State and was living in Seattle with his brother Earl, when he died. Seafarer Conom joined the SIU in the Port of San Francisco in 1948 and sailed in the steward department as a messman. His last ship was the Choctaw. Burial was in Lake View Cemetery, Seattle, Washington.

**Ray Reyes Estacio, 66:** Seafarer Estacio died on June 14, 1969 in USPHS Hospital, Seattle, Washington. He joined the SIU in the Port of Seattle in 1957 and sailed in the steward department as a second cook. His last ship was the Transorleans. A native of Manila in the Philippine Islands, Brother Estacio was living in Seattle when he passed away. Burial was in Holykood Cemetery in Seattle.

**Prudencio De Jesus, 77:** Seafarer De Jesus died of natural causes on December 17, 1969 in Kings County Hospital Center, Brooklyn. He was an SIU pensioner who had joined the Union in the Port of New York in 1941 and sailed in the engine department as a fireman. His last vessel was the DeSoto. A native of Puerto Rico, Brother De Jesus was living in Brooklyn with his wife, Generosa, when he passed away. An Army veteran of World War I, he had been sailing the seas for 42 years when he retired in 1962. Burial was in Long Island National Cemetery, Pinelawn, New York.

**Clarence Wiloughby Blackden, 69:** Brother Blackden passed away on December 19 from a respiratory disease at Lutheran Hospital, Baltimore, Maryland. He joined the Union in the Port of Baltimore and retired on an SIU pension in 1966. Brother Blackden worked as a steward and his last ship was the Duval. A native of New Zealand, Seafarer Blackden was making his home in Baltimore with his wife, Pearl Elizabeth, when he died. He had been sailing the seas for 48 years when he retired. Burial was in New Cathedral Cemetery, Baltimore.

**Jesse Paul Jones, 52:** Seafarer Jones was lost at sea on September 10, 1969 while working on board the Mohawk in the Philippine Sea. A native of Conway, North Carolina, Brother Jones was making his home in Norfolk, Virginia with his mother, Beaula M. Jones, when he died. He joined the Union in Norfolk in 1965 and sailed in the deck department as an AB. Brother Jones served in the Coast Guard for 23 years, from 1933 to 1956.

**Andy George Scharf, 74:** Brother Scharf died from heart disease on November 27, 1969 at Jones General Hospital in Sterling, Louisiana. He was an SIU pensioner who joined the Union in the Port of New Orleans and worked as a tankerman. A native of Indiana, Seafarer Scharf was living in West Monroe, Louisiana with his wife, Gladys, when he died. He was a Naval veteran of World War I. Burial was in Ouachita City Cemetery, Sterling.

**Anthony August Waiches, 43:** Seafarer Waiches died of natural causes on December 25, 1968 in Sewickley, Pennsylvania. He joined the SIU in St. Louis, Missouri in 1964 and sailed in the engine department. A native of Illinois, Brother Waiches was living in St. Louis when he passed away. Among his survivors are a sister in Collinsville, Illinois. Burial was in St. Peter and Paul Cemetery in Madison, Illinois.

**Juan Parodi, 73:** Seafarer Parodi died as the result of injuries received when an automobile struck him on November 10, 1969 in San Diego, California. He had been a member of the Union since 1944 when he joined in the Port of Baltimore. He worked in the steward department as a messman until he retired on an SIU pension. His last vessel was the Del Sol. A native of Italy, Brother Parodi was making his home in Philadelphia when he died. His sailing career had begun in 1920. Burial was in El Camino Memorial Park in California.

**Raul De Los Santos, 47:** Brother De Los Santos passed away from natural causes on November 27, 1969 at USPHS Hospital in Galveston, Texas. He was an SIU pensioner who had joined the Union in the Port of New Orleans in 1944 and sailed in the engine department as an FWT. His last ship was The Cabins. A native of Texas, Seafarer De Los Santos was living in Galveston with his wife, Trine, when he died.

**Julius John Swykert, 62:** Brother Swykert died on November 19, 1969 from pneumonia at USPHS Hospital in San Francisco. A native of Michigan, Brother Swykert was making his home in Los Angeles, California with his wife, Rafacla, when he passed away. He joined the SIU in the Port of New York in 1942 and sailed in the deck department as an OS. His last vessel was the Columbia Beaver. Burial was in Holy Cross Cemetery, Culver City, California.

**William Frederick Phillips, 61:** Seafarer Phillips died on December 19, 1969 as the result of an accident aboard the Anchorage on November 19. Brother Phillips was a native of Davenport, Iowa and was making his home in Seattle, Washington with his son, William Frederick, when he passed away. He joined the SIU in the Port of Houston in 1960 and sailed in the deck department as an AB. He served in the Navy from 1926 until 1930.

**Stephen Dunbar Rada, 20:** Seafarer Rada passed away suddenly on March 30, 1969, as the result of a car accident in Robertsedale, Alabama. Young Rada graduated in 1967 from the Harry Lundberg School of Seamanship in New Orleans and shipped out in the steward department as a utility messman. His last vessel was the Cottonwood Creek. He was a native of Alabama and was living in Silverhill, Alabama, when the accident occurred. Among his survivors are his parents, Gus and Helene Rada of Silverhill.

**Clarence Alfonso Collins, 63:** Brother Collins died on December 23, 1969 in Manhattan as a result of heart disease. A native of New Orleans, Brother Collins was living in Manhattan with his wife, Aurelia Myrtle, when he passed away. He was an SIU pensioner and an old-timer in the Union, having joined in 1938 in the Port of Mobile. He worked in the steward department as a chief steward and his last vessel was the Newark. Seafarer Collins had been sailing for 42 years when he retired in 1968. In 1961 he had been issued two SIU picket duty cards. Burial was in St. Raymond Cemetery in the Bronx.

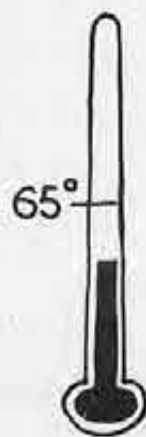
**Leon Joseph Penton, 36:** Seafarer Penton died suddenly on December 7, 1969 in Vidor, Texas. He joined the SIU in the Port of New Orleans in 1957 and sailed in the engine department as an electrician. His last ship was the Chatham. A native of Pearl River, Louisiana, Brother Penton was making his home in Harahan, Louisiana with his wife Betty Joyce when he passed away. In 1960 he was given a personal safety award for his part in making the Young America an accident free ship. Brother Penton served in the Army from 1953 until 1955. Burial was in Hickory Cemetery in Hickory, Louisiana.

**Ragnar Melander, 61:** Brother Melander passed away from natural causes on December 15, 1969 at St. Luke's Hospital, Duluth, Minnesota. A native of Sweden, Seafarer Melander was making his home in Duluth with his wife, Elsie, when he died. He joined the Union in the Port of Detroit in 1960 and sailed in the steward department as a second cook. Burial was in Park Hill Cemetery in Duluth.

**Peter Francis Dyer, 57:** Brother Dyer passed away on December 22, 1969 from natural causes at the Veterans Administration Hospital in Long Beach, California. He joined the Union in the Port of Wilmington in 1959 and sailed in the engine department as an FOWT. His last ship was the Columbia Beaver. A native of Covina, California, Seafarer Dyer was living in Maywood California when he died.

## NO HEAT?

**Report Beef Immediately, And Keep a Daily Record**



Heat beefs must be reported immediately to the Department Delegate and Chief Engineer

You should keep a written record of the beef including:

- Date
- Time of Day
- Temperature

**All heat beefs should be recorded and submitted on an individual basis.**

# Mexican Workers in Runaway Shops Trained by Unit on Loan from OEO

A government-financed unit ment and Friendship (CODAF) and stories carried by Mexican newspapers.

The agency reports in a recent issue of its newsletter that a job-training unit, the property of the Office of Economic Opportunity, is being used at a center in Mexicali, Mexico.

The mobile training unit was loaned to the center by OEO, which by law is supposed to use its funds and equipment to provide training for unemployed Americans.

Mexican newspapers have carried pictures of the training unit and articles about its sophisticated equipment that includes audio-visual aids, tools and work areas.

The unit is specifically set up to train workers in electronics, presumably to equip them to work in Litton Industries, RCA-Whirlpool, Fairchild Camera, Transitron, and lesser-known U.S. electronics firms that have crossed the border to take advantage of cheap labor.

The electronics firms, and other companies ranging from textiles to furniture, are fleeing to Mexico to operate under the Mexican national frontier program (PRONAF), supported by the United States and Mexican governments.

The program enables the firms to employ Mexican workers—for as little as 30 cents an hour—in assembling goods for shipment back into the United States.

None of the items can be sold in Mexico. U.S. tariff concessions give the runaway firms still another advantage. Yet, as labor unions have pointed out, the American consumer gets no price reduction — the only gainer is the industry that fattens its profits.

A resolution adopted by the recent AFL-CIO convention charged that the program is "exporting" jobs from a U.S. area along the border where the jobless rate is running as high as 9 percent and thousands of families live in poverty on incomes of less than \$2,000 a year.

Further, the resolution emphasized, some of the "exported jobs" are adding to unemployment in more distant parts of the nation, where there is an "urgent need" to maintain jobs and job opportunities.

**UNFAIR TO LABOR**

**DO NOT BUY**

Seafarers and their families are urged to support a consumer boycott by trade unionists against various companies whose products are produced under non-union conditions, or which are "unfair to labor." (This listing carries the name of the AFL-CIO unions involved, and will be amended from time to time.)

**Stitzel-Weller Distilleries**  
"Old Fitzgerald," "Old Elk"  
"Cabin Still," W. L. Weller  
Bourbon whiskeys  
(Distillery Workers)

**Kingsport Press**  
"World Book," "Childcraft"  
(Printing Pressmen)  
(Typographers, Bookbinders)  
(Machinists, Stereotypers)

**Genesco Shoe Mfg. Co.**  
Work Shoes . . .  
Sentry, Cedar Chest,  
Statler  
Men's Shoes . . .  
Jarman, Johnson &  
Murphy, Crestworth,  
(Shoe and Shoe Workers' Union)

**Boren Clay Products Co.**  
(United Brick and Clay Workers)

"HIS" brand men's clothes  
Kaynee Boysewear, Judy Bond  
blouses, Hanes Knitwear, Randa  
Ties, Boss Gloves

**Richman Bros. and Sewell Suits,**  
Wing Shirts  
(Amalgamated Clothing Workers  
of America)  
**Atlantic Products**  
Sports Goods  
(Amalgamated Clothing Workers  
of America)

**Jamestown Sterling Corp.**  
(United Furniture Workers)

**White Furniture Co.**  
(United Furniture Workers of  
America)

**Gypsum Wallboard,**  
**American Gypsum Co.**  
(United Cement Lime and  
Gypsum Workers International)

**R. J. Reynolds Tobacco Co.**  
Camels, Winston, Tempo,  
Brandon, Cavalier and Salem  
cigarettes  
(Tobacco Workers International  
Union)

**Comet Rice Mills Co. products**  
(International Union of United  
Brewery, Flour, Cereal, Soft  
Drink and Distillery Workers)

**Pioneer Flour Mill**  
(United Brewery, Flour, Cereal,  
Soft Drink and Distillery Workers  
Local 110, San Antonio, Texas)

**All California  
Table Grapes**  
(United Farm Workers)

**Magic Chef Pan Pacific Division**  
(Stove, Furnace and Allied  
Appliance Workers  
International Union)

**Fisher Price Toys**  
(Doll and Toy Workers)

**Economy Furniture Co.**  
Smithtown Maple  
Western Provincial  
Bilt-Rite  
(Upholsterers)

**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 CPA audit every three months by a rank and file auditing committee elected by the membership. All Union records are available at SIU headquarters in Brooklyn.

**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:

Earl Shepard, Chairman, Seafarers Appeals Board  
17 Battery Place, Suite 1930, New York 4, N. Y.

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.

## Schedule of Membership Meetings

### DIRECTORY OF UNION HALLS

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

**PRESIDENT**  
Paul Hall  
**EXECUTIVE VICE PRESIDENT**  
Cal Tanner  
**VICE PRESIDENTS**  
Earl Shepard Al Tanner Lindsey Williams Robert Matthews

**SECRETARY-TREASURER**  
Al Kerr

- HEADQUARTERS** . . . . . 675 4th Ave. Bklyn. (212) HY 9-6600
- ALPENA, MICH.** . . . . . 800 N. Second Ave. (517) EL 4-3616
- BALTIMORE, Md.** . . . . . 1216 E. Baltimore St. (301) EA 7-4900
- BOSTON, Mass.** . . . . . 463 Atlantic Avenue (617) 482-4716
- BUFFALO, N.Y.** . . . . . 735 Washington St. SIU (716) TL 3-9259 IBU (716) TL 3-9259
- CHICAGO, Ill.** . . . . . 9383 Ewing Ave. SIU (312) SA 1-0733 IBU (312) ES 5-9570
- CLEVELAND, Ohio** . . . . . 1420 W. 25th St. (216) MA 1-5450
- DETROIT, Mich.** . . . . . 10225 W. Jefferson Ave. (313) VI 3-4741
- DULUTH, Minn.** . . . . . 2014 W. 3rd St. (218) RA 2-4110
- FRANKFORT, Mich.** . . . . . P.O. Box 287 415 Main St. (616) EL 7-2441
- HOUSTON, Tex.** . . . . . 5804 Canal St. (713) WA 8-3207
- JACKSONVILLE, Fla.** . . . . . 2400 Pearl St. (904) EL 3-0987
- JERSEY CITY, N.J.** . . . . . 77 Montgomery St. (201) HE 5-9424
- MOBILE, Ala.** . . . . . 1 South Lawrence St. (205) HE 2-1754
- NEW ORLEANS, La.** . . . . . 630 Jackson Ave. (504) 529-7544
- NORFOLK, Va.** . . . . . 115 3rd St. (703) 622-1892
- PHILADELPHIA, Pa.** . . . . . 2804 S. 4th St. (215) DE 4-3818
- PORT ARTHUR, Tex.** . . . . . 1308 Seventh St.
- SAN FRANCISCO, Calif.** . . . . . 1531 Mission St. (415) 626-6793
- SANTURCE, P.R.** . . . . . 1313 Fernandez Juncos Stop 20 724-2848
- SEATTLE, Wash.** . . . . . 2505 First Avenue (206) MA 3-4334
- ST. LOUIS, Mo.** . . . . . 4577 Gravois Avenue (314) 752-6500
- TAMPA, Fla.** . . . . . 312 Harrison St. (813) 229-2788
- TOLEDO, Ohio** . . . . . 925 Summit St. (419) 248-3891
- WILMINGTON, Calif.** . . . . . 450 Seaside Ave. Terminal Island, Calif. (213) 832-7265
- YOKOHAMA, Japan.** . . . . . Iteya Bldg., Room 801 1-2 Kagan-Dori-Nakaku 2014971 Ext. 281

### SIU-AGLIWD Meetings

- New Orleans Mar. 10—2:30 p.m.
- Mobile . . . . . Mar. 11—2:30 p.m.
- Wilmington. Mar. 16—2:00 p.m.
- San Fran. . . . Mar. 18—2:00 p.m.
- Seattle . . . . . Mar. 21—2:00 p.m.
- New York . . . . Mar. 2—2:30 p.m.
- Philadelphia Mar. 3—2:30 p.m.
- Baltimore . . . . Mar. 4—2:30 p.m.
- Detroit . . . . . Mar. 13—2:30 p.m.
- Houston . . . . . Mar. 9—2:30 p.m.

### United Industrial Workers

- New Orleans Mar. 10—7:00 p.m.
- Mobile . . . . . Mar. 11—7:00 p.m.
- New York . . . . Mar. 2—7:00 p.m.
- Philadelphia Mar. 3—7:00 p.m.
- Baltimore . . . . Mar. 4—7:00 p.m.
- †Houston . . . . Mar. 9—7:00 p.m.

### Great Lakes SIU Meetings

- Detroit . . . . . Mar. 2—2:00 p.m.
- Alpena . . . . . Mar. 2—7:00 p.m.
- Buffalo . . . . . Mar. 2—7:00 p.m.
- Chicago . . . . . Mar. 2—7:30 p.m.
- Duluth . . . . . Mar. 2—7:00 p.m.
- Frankfort . . . . Mar. 2—7:00 p.m.

### Great Lakes Tug and Dredge Section

- Chicago . . . . . Mar. 10—7:30 p.m.
- †Sault  
St. Marie Mar. 12—7:30 p.m.
- Buffalo . . . . . Mar. 11—7:30 p.m.
- Duluth . . . . . Mar. 13—7:30 p.m.
- Cleveland . . . . Mar. 13—7:30 p.m.
- Toledo . . . . . Mar. 13—7:30 p.m.
- Detroit . . . . . Mar. 9—7:30 p.m.
- Milwaukee Mar. 9—7:30 p.m.

### SIU Inland Boatmen's Union

- New Orleans Mar. 10—5:00 p.m.
- Mobile . . . . . Mar. 11—5:00 p.m.
- Philadelphia Mar. 3—5:00 p.m.
- Baltimore (licensed and unlicensed) . . . Mar. 4—5:00 p.m.
- Norfolk . . . . . Mar. 5—5:00 p.m.
- Houston . . . . . Mar. 9—5:00 p.m.

### Railway Marine Region

- Philadelphia  
Mar. 10—10 a.m. & 8 p.m.
- Baltimore  
Mar. 11—10 a.m. & 8 p.m.
- \*Norfolk  
Mar. 12—10 a.m. & 8 p.m.
- Jersey City  
Mar. 9—10 a.m. & 8 p.m.

† Meeting held at Galveston wharves.  
\* Meeting held at Labor Temple, Sault Ste. Marie, Mich.  
\* Meeting held at Labor Temple, Newport News.

**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.

**RETIRED SEAFARERS.** Old-time SIU members drawing disability-pension benefits have always been encouraged to continue their union activities, including attendance at membership meetings. And like all other SIU members at these Union meetings, they are encouraged to take an active role in all rank-and-file functions, including service on rank-and-file committees. Because these oldtimers cannot take shipboard employment, the membership has reaffirmed the long-standing Union policy of allowing them to retain their good standing through the waiving of their dues.

**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 DONATIONS.** One of the basic rights of Seafarers is the right to pursue legislative and political objectives which will serve the best interests of themselves, their families and their Union. To achieve these objectives, the Seafarers Political Activity Donation was established. Donations to SPAD are entirely voluntary and constitute the funds through which legislative and political activities are conducted for the benefit of the membership and the Union.

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.

# HOME again

**T**HE STEEL SURVEYOR (Isthmian) returned to Port Elizabeth, New Jersey, recently, after a long voyage to the Far East. During the trip she visited Vietnam and Japan. On her way back, the ship stopped on the West Coast to pick up a full load of lumber. The crew reported a smooth voyage all the way with only a few minor beefs. After discharging her cargo, the Steel Surveyor prepared to take on cargo for a return run to Vietnam.



SIU Representative Red Campbell discusses beefs with Ship's Chairman William Bushary as Chief Electrician Pekka Junttila looks on. Bushary sailed bosun. He reported few serious beefs on the trip.



Crewmembers heard a complete report on the activities of the SIU Pension Committee from SIU Representative E. B. MacAuley at a shipboard meeting with all members of the crew present.



D. E. White, who sailed as AB on the Steel Surveyor, talks with SIU representative Leon Hall during the payoff. Brother White said it was a smooth voyage, but that he was glad to be home.



Nick Cabahisy, messman, sets up for dinner in the crew's mess. Nick, and other members of the steward department, helped to make the voyage more pleasant.



Galley crew takes time to pose for this photo. Left to right: Robert Adams, 3rd cook; Howard Schneider, 2nd cook; John Reed, chief cook. Ship was a good feeder.



Seafarer Jimmie Dimitrios, right talks things over with SIU Representative E. B. MacAuley. There were only a few minor beefs during long Far East run.

# 1970 SIU SCHOLARSHIP

**TIME IS GETTING SHORT.** The five annual 1970 SIU Scholarships will be awarded this May for the seventeenth straight year and all eligible Seafarers or children of Seafarers are urged to get their applications in immediately.

In order to qualify for these scholarship grants, a Seafarer must have at least three years accumulated seetime on SIU-contracted vessels. Children of Seafarers who meet the necessary seetime requirements are also entitled to apply.

Each year a distinguished panel of leading university educators and administrators selects five SIU Scholarship winners on the basis of their high school records together with scores attained on tests given throughout the country by the College Entrance Examination Board.

These CEEB tests are given several times during the school year. The final opportunity to take the test to be considered for a 1970 SIU Scholarship is March 7, 1970.

Arrangements for taking the CEEB test can be made by eligible Seafarers or their children by writing to: College Entrance Examination Board, Box 592, Princeton, New Jersey, or at Box 1025, Berkeley, California.

In addition to arranging for the CEEB test, applicants are also requested to obtain the necessary SIU College Scholarship application form as early as possible. These forms, which must be returned no later than April 1, 1970, are available at any SIU hall or may be obtained by writing directly to: SIU Scholarships, Administrator, 275 20th Street, Brooklyn, New York 11215.

Widely recognized as one of the most liberal, no-strings-attached programs of its kind in the nation, the SIU Scholarship Plan has helped 83 young men and women toward fulfilling their career goals. Twenty-five of these were Seafarers and 58 were the children of Seafarers. All scholarship recipients may pursue any chosen course of study at any accredited college or university.

