



TOP M'TIME BILLS FACING CONGRESS

Story On Page 3

9 Lost As Atlantic Tankers Crash

Story On Page 3



Collision Victim. Broken bow of the tanker Atlantic Dealer attests to the force with which she rammed another Atlantic tanker in the Delaware River last week. Two SIU men were among the nine men lost after they jumped over the side of the Dealer, following the lead of the chief engineer and the third mate, who survived. Coast Guard hearings on the disaster continued without any decision this week. (Story On Page 3.)



No More Room. After enjoying a hearty Xmas dinner at the New Orleans SIU hall, W. Bargone, longtime SIU member and veteran of 34 years of Seafaring relaxes comfortably. (Story On Page 7, Photos Page 16.)





National Labor Relations Board employees are shown as they counted the dock ballots in the Board's regional offices, 2 Park Avenue, New York City. Outcome of election remains undecided, because of challenged ballots and apparent irregularities.

AFL-ILA Asks Labor Bd. To Void NY Dock Election

In the wake of accumulated evidence of irregularities and intimidation in the National Labor Relations Board longshore election in Greater New York, the AFL-International Longshoremen's Association has moved that the election be set aside.

The AFL claims were strengthened by the fact that a New York State-sponsored investigation of the voting issued a report upholding the AFL charges of wholesale intimidation, threats, knifings and other acts calculated to influence the longshoremen to vote for the old ILA.

As a result of the AFL's action, no further steps have been taken to count the challenged ballots in the election. Approximately 4,400 challenged ballots held the balance as a margin of less than 1,500 votes separated the old ILA and the new AFL-ILA in the official count.

Affidavits Submitted

Washington headquarters of the National Labor Relations Board is now studying the AFL's brief and supporting evidence, which includes photographs and dozens of affidavits from eyewitnesses and individual longshoremen. The NLRB's own conduct of the election, as well as the behavior of the old ILA came in for severe criticism from the AFL-ILA.

Meanwhile, the new union, strengthened by the big turnout in its favor at the pre-Christmas election, December 23 and 24, has stepped up its organizing activities. Regular meetings are continuing in various sections of the port, and AFL-ILA representatives are help-

ing settle longshoremen's grievances on the waterfront.

Intimidation at Polls

Several major points were included in the AFL-ILA's argument calling for the voiding of the election. The new union submitted considerable evidence that longshoremen were intimidated right at the polls by the presence of known ILA strong arm men. These men were permitted to electioneer around the polling places. Longshoremen were dragged onto the polls in buses by the old ILA and told that "you know what you have to do" before they went in to vote. Men like Danny St. John, Albert Ackalitis, John Applegate and Tony "Spanish" Calvo were much in evidence, although they have been denied waterfront work cards by the Bi-State commission.

In addition, ILA strong arm men indulged in knifings and other acts of violence in the vicinity of the polls. At one time in Brooklyn the old union gathered several hundred men outside the polling place intent on roughing up AFL-ILA organizers.

Vote Irregularities

The AFL-ILA also held that the conduct of the election was considerably faulty. For one thing, the Labor Board permitted 1,000 men employed by the United Fruit Company to vote, even though the company is not part of the New York Shipping Association, whose employees were the only ones eligible. The Labor Board also changed its procedure in mid-stream. While at first men had to show a Coast Guard pass, Social Security card and Waterfront Commission Card, as the election wore on the Board permitted any man with a waterfront card to vote.

On Temporary Cards

The result was a very large number of men voted on temporary cards without clearances. These were the men who followed the advice of the old ILA in not registering for waterfront employment until the last minute. The Bi-State Commission did not have time to clear them with the result that they voted on temporary permits. A number of them have been denied cards at subsequent hearings.

The conduct of the election in the Manhattan polling place was also questioned. All election ob-

servers, including NLRB men, AFL-ILA men and ILA polls watchers wore the same identifying button so that voters did not know who was standing at their elbow when they came in to vote. Trucks backing in and out of the polling place while the voting was going on, plus hundreds of men waiting in line added to the general air of confusion.

"Unfair" Charges

A key point in the AFL-ILA's brief was the fact that the Labor Board itself, in its haste to get an election over with, had failed to act on a large number of unfair labor practice charges. It has been standard Labor Board procedure from the very start that "unfair" charges are disposed of in some manner before any election is held.

New York State's intervention came when Governor Thomas E. Dewey ordered an investigation of the elections by the State Mediation Board. The investigation, after hearing testimony, concluded that there was ample evidence of irregularities and intimidation. The report has been turned over to the NLRB for its consideration.

Attempts of the old ILA to take vengeance on AFL backers on the piers have been nipped in two places. Firings of AFL supporters have been met with prompt action with the result that the men have been put back to work in short order.

Speak Your Mind At SIU Meetings

Under the Union constitution every member attending a Union meeting is entitled to nominate himself for the elected posts to be filled at the meeting—chairman, reading clerk and recording secretary. Your Union urges you to take an active part in meetings by taking these posts of service.

And of course, all members have the right to take the floor and express their opinions on any officer's report or issue under discussion. Seafarers are urged to hit the deck at these meetings and let their shipmates know what's on their mind.

Korea Orphans Treated SIU-Style Aboard Ship

Two dozen Korean orphans who have known little more than hunger and privation in the past three years, were treated royally to a full-scale Christmas dinner and party complete with Santa Claus, by the crew of the Schuyler Otis Bland (Waterman). Seafarers and officers aboard the ship took a tarpaulin muster and then the crew threw in the ship's fund for good measure so that there was enough for presents, candy and fruit for each of the children as well as the dinner.

To top it off, the crew asked, and the skipper agreed, to donate bags of cement for the orphanage so that a start could be made on building a decent place for the orphans, at present living in makeshift, ramshackle dwellings. The crew took the step after the delegates went out to the orphanage and reported back that something should be done to get them a place to live.

Crew Approved Move

The idea for the Christmas party began when Captain H. R. Anderson of the Bland was asked if something could be done to entertain a group of orphans for Christmas. The skipper asked the crew delegates to take it up with the men who unanimously approved and raised money for the affair.

An Army transportation unit saw to it that the orphans got down to the ship and an Army master sergeant furnished a Santa Claus suit, replete with whiskers which was promptly strapped on to the chief engineer. Decked out in his finery, Santa went out to the orphanage to escort the children back to the ship. While he was on his way, members of the crew were hard at work putting up Christmas decorations in the messhall, and saloon. Some crew members who are handy with a skillet, helped out in the galley, as the stewards department had its work cut out preparing the big dinner.

The dinner menu was enough to make a well-fed American's mouth water, let alone a hungry Korean. It consisted of turkey, roast beef,

ham steaks, candied yams, mashed potatoes, giblet gravy, creamed corn, mushroom soup and quite a few other delectable items.

As Seafarer Jimmie James put it, "the stewards department went all out, more in SIU fashion than any other ship in the SIU." When it was time to feed, the crew split up and some of them sat down with an orphan on each side while in the saloon the skipper and officers also entertained several of the children.

Dancing Afterwards

After the party and dinner, James wrote, the children entertained by singing and dancing in the saloon. Then it came time to go back, with regretful leave-taking on all sides.

The crew delegates, who did much to make the affair a success, were: Stanley J. Barras, ship's delegate; John Fedesovich, engine delegate; Robert Bosworth, deck department; and Louis Harris, stewards. In addition, James said, Captain Anderson, chief engineer Forrest Price, chief mate John J. Pucci and William Seltzer, the chief steward, all deserve commendation for their efforts to make it a Merry Christmas in Korea.

Indict 5 Ship Co's On Charge Of Conspiracy

WASHINGTON—Five US shipping companies under contract to the SIU have been indicted by a Federal Grand jury on charges of conspiracy to defraud the US Government. The companies are accused of purchasing US war surplus vessels for foreign ownership while falsely representing themselves as American-controlled corporations.

Actually, the indictment charges, the companies involved are Greek-controlled by the shipping group identified with the Kulukundis family, well-known large-scale operators of merchant vessels under the Greek and Panamanian flags. Manuel E. Kulukundis, who is generally considered the head of the Kulukundis shipping interests, is included in the indictment.

Specifically, the corporations indicted are: Elam Shipping Corporation, Seatradors of New York, Seatradors of Delaware, Veritas Steamship Company, and the Mar Trade Corporation.

Sweetwater Seized

In another Government action, the US seized the tanker Sweetwater, operated by the Metro Petroleum Shipping Company, on the grounds that it had passed into alien hands illegally. In this case as in similar ones, it is expected that the tanker will continue in operation pending a court decision on its ownership.

In previous months, the Government had seized several other freighters and tankers operating under the American flag on the grounds that they are controlled by alien interests. The Government's action is part of a campaign against false registry of war-surplus vessels disposed of under the Ship Sales Act.

Auto Battery Deal Halted By US Court

A Federal court in Kansas City has ordered US battery manufacturers to stop a conspiracy that kept up the price of auto batteries. The companies, members of the Association of American Battery Manufacturers, pleaded "no defense" to charges that they kept used batteries out of the hands of companies that would rebuild them for resale.

Under the arrangement, the companies compelled retailers to sell used batteries only to certain scrap-metal firms. These outfits would destroy the batteries and sell the salvaged lead back to the companies for building new batteries.

By keeping re-built batteries off the market, the companies were able to keep prices high on new ones. Companies involved included Sears, Goodyear, B. F. Goodrich, Firestone, Auto Lite and others. Other companies facing charges are Montgomery Ward and Willard.

SEAFARERS LOG

January 8, 1954 Vol. XVI. No. 1

As I See It.....	Page 4
Crossword Puzzle.....	Page 10
Editorial.....	Page 11
Galley Gleanings.....	Page 13
Inquiring Seafarer.....	Page 10
In The Wake.....	Page 10
Labor Round-Up.....	Page 11
Letters.....	Pages 19, 20
Meet The Seafarer.....	Page 10
Personals.....	Page 21
Quiz.....	Page 17
Ship's Minutes.....	Page 21
SIU History Cartoon.....	Page 9
Sports Line.....	Page 18
Ten Years Ago.....	Page 10
Top Of The News.....	Page 7
Union Talk.....	Page 9
Wash. News Letters.....	Page 6
Welfare Benefits.....	Pages 22, 23
Your Dollar's Worth.....	Page 7

Published biweekly at the headquarters of the Seafarers International Union, Atlantic & Gulf District AFL, 675 Fourth Avenue, Brooklyn 22, N.Y. Tel. STerling 2-4671. Entered as second class matter at the Post Office in Brooklyn, N.Y., under the Act of August 24, 1912.



An unidentified survivor of the Atlantic Dealer is given first aid by rescuers. Only the chief engineer and the 3rd mate lived after going overboard, followed by nine others.

Fate Of USPHS Hospitals, Other Maritime Problems Facing Congress Action

The second session of the 83rd Congress opened in Washington, DC, this past Wednesday with a whole slew of important maritime issues to be dealt with at the coming session. The "open for business" sign was hung up at a time when the maritime industry is facing several large question-marks as to its future development.

Among the major items that Congress will act upon in the next few months are the fate of the US Public Health Service Hospitals, now threatened with extinction; the fate of the foreign aid shipments program and the 50-50 law; our foreign trade and tariff policy; the amount of aid, if any to be given for new ship construction; the future of maritime training and, of course, possible amendments to the Taft-Hartley law that would affect the future of maritime unions.

time industry is not so clear-cut. On the one hand, the administration policy seems to be that the industry should be encouraged to stand on its own feet. Consequently, there is a move afoot to bar future construction of ships by the Government for private companies but rather to write legislation that would encourage private companies to build for themselves. The Government's unhappy experience with the Mariner ships has reinforced this feeling.

Hospitals Economy Target
On the Public Health Service hospitals, the issue is clear. The administration, in the person of Oveta Culp Hobby, Secretary of the Department of Health Education and Welfare, and Joseph Dodge, Director of the Budget, has crossed the USPHS hospitals off the list as part of a self-styled "economy" drive. The entire maritime industry from end to end is united in its efforts to resist this proposal, and Seafarers have been bombarding their Senators and Representatives with messages urging that the hospitals be kept open.

The SIU, and other maritime interest, have argued that closing of the hospitals will be a serious blow to medical care for seamen who have to use the facilities of the nearest port when they are stricken. Many ports do not have adequate local medical facilities to take care of their own populations, let alone visiting seamen, and to throw the added burden of several thousand USPHS patients on already overloaded local community hospitals is sure to bring new pleas for Federal aid.

Trained Physicians
In addition, the Union has pointed out that the Public Health Service hospitals have been of invaluable use to the community through the training of thousands of physicians and specialists, and through their research accomplishments in a variety of medical problems including cancer and tuberculosis. The hospital fight presents the unusual picture of the administration asking Congress to shut down one of the Government's own facilities with many Congressmen pressing to keep them open. The situation is usually the other way around.

The problem of aid to the mar-

Potter Proposals
For example, Senator Charles Potter of Michigan, who is considered a staunch supporter of a strong merchant marine, has proposed that the Government guarantee 100 percent of loans made to

Keep Those Letters Coming
With Congress back in session, Seafarers are urged to keep on writing their Senators and Representatives in favor of retaining the US Public Health Service hospitals. The flow of mail has been heavy up to now, but from now on in is the time that it really counts.

finance the construction of new ships in an effort to get private companies to build their own vessels. However, there are strong forces pulling in the other direction. With foreign trade becoming increasingly competitive, and US shipping carrying less and less of foreign commerce, some sections of Congress feel that the maritime industry, like other US industries needs more, not less protection. It's pretty generally agreed that those in Congress who favor higher tariffs and more protection are growing in strength. These same
(Continued on page 16)

Atlantic Tankers Collide; Two SIU Men Among Dead

PHILADELPHIA.—A Coast Guard investigation into the tragic collision of two Atlantic tankers in the Delaware River December 30 was continuing with no decision yet. Two SIU men were among the nine dead.

The mishap, which occurred a few miles south of the Delaware Memorial Bridge in a soupy pre-dawn fog, came as the Atlantic Dealer nosed its way up river looking for an anchorage and rammed into the after port side of the Atlantic Engineer, which was already anchored waiting for the fog to lift. Both ships, fully loaded, had left Texas Christmas Day and were due to go into Philadelphia.

Reports of the collision indicated a maze of confusion aboard the Dealer as both ships caught fire immediately and flames reportedly towered five stories high. The masters of both vessels reported the fires were put out within ten minutes after they got started. Al-

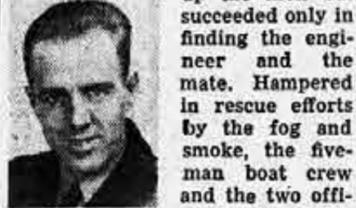
though the Engineer apparently suffered the worst effects from the fire, her skipper was able to radio a few minutes after the crash that "if we don't explode, we'll live." This proved true enough, as the Dealer suffered all the fatalities.

The heavy loss of life on the Dealer was, according to eyewitnesses, almost wholly due to the sudden rush to go over the side by the chief engineer and the third mate, who were later picked up unharmed. Gene Lennon, AB, who was on deck alongside the chief engineer when the engineer took off his shoes and jumped over the side, said that the chief's panicky action undoubtedly led several

others, at least two of whom were first-trippers, to go over the side seconds later.

The good fortune of the engineer in coming out alive did not follow for any of those who jumped the ship right afterwards, however. The only other man to jump and come out alive was the third mate, who was seen fighting with steward M. A. Manuel for a life-jacket just before he himself went over the side. Manuel was one of the nine men who died. Only five bodies have been recovered so far.

After the fire was put out, M. T. Sweeney, OS, related, a lifeboat from the Dealer attempted to pick up the men but succeeded only in finding the engineer and the mate. Hampered in rescue efforts by the fog and smoke, the five-man boat crew and the two officers were eventually picked up



Waller

by a Chilean freighter. Hours later, Army rescue boats recovered the bodies of five of the men.

The next day, both ships came into Atlantic's Philadelphia terminals under their own power, and sailed on New Year's Day for dry-dock in Baltimore. The Coast Guard hearings on the disaster opened five days ago and unlicensed crewmembers are yet to be called to give their testimony. Both crews came in for high praise for staying on the ships and successfully fighting the fire.

Chairman Stanley Alcott of the Atlantic Maritime Employees Union, which nosed out the SIU in the collective bargaining election in the fleet showed little interest in anything that happened during or after the accident, except to serve as an intermediary for the company in its rush to head off possible claims by survivors.

He reportedly advised SIU member Richard Moore, a cousin of Frank Pomeroy, another SIU member and one of those who died, to tell Pomeroy's mother to accept
(Continued on page 16)

SUP Membership Thanks SIU For Aiding In Aleutian Beef

A motion thanking the SIU A&G District for the aid its members gave in the recent Aleutian beef in San Francisco has been passed unanimously by the Sailors Union of the Pacific headquarters membership meeting.

Members of the SIU who ship out of San Francisco were active in the beef which arose when the Communist-dominated National Union of Marine Cooks and Stewards, in cooperation with Harry Bridges' longshoremen's union attempted to keep AFL stewards and other AFL crewmembers from boarding or leaving the AFL-contracted ship. A massed march of AFL seamen to the Aleutian pier brought the end of the Bridges' blockade of the vessel.

In a letter notifying the SIU of the action of the SUP membership, SUP Secretary-Treasurer Harry Lundberg declared:

"We appreciate this support in our fight, and I might further state that your membership and your officials in the port of San Francisco made a very good account of themselves in this beef.

"The Sailors Union is at all times ready to back up your organization in any beef that you may have."
The Aleutian, a combined pass-

enger-cargo ship, had been transferred from the Alaska Steamship Company to Hawaiian-Pacific, a new outfit, which signed a contract with AFL unions in all three departments. Bridges' longshoremen and the NUMC&S blockaded the ship in an attempt to force the company to hire NUMC&S members in the stewards department.

Meeting Night Every 2 Weeks

Regular membership meetings in SIU headquarters and at all branches are held every second Wednesday night at 7 PM. The schedule for the next few meetings is as follows: January 13, January 27, February 10.

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



Four major figures in Republican-controlled Congress leave White House after conferring with President Eisenhower. Left to right: Rep. Leslie Arends, (Ill.); House Speaker Joe Martin (Mass.); Rep. Leo Allen (Ill.), Rules Committee chairman; Rep. Daniel Reed (NY); chairman, House Ways and Means Committee.

Heavyweight Contender Visits Port O' Call



Clarence Henry, center, heavyweight contender, dines at the SIU Port O' Call with his manager, while Ed Mooney, left, manager of the nightclub, asks him about the fight game. Henry won his last test against Bob Baker.

As I See It . . .

Paul Hall



YOUR UNION WAS PLEASED TO RECEIVE WORD THAT THE headquarters membership of the Sailors Union of the Pacific had gone on record thanking our brothers out on the West Coast for the help given in the recent Aleutian beef. In reporting the action of the Sailors' membership, President Lundeberg of the SIU of North America wrote as follows: "We appreciate this support in our fight and I might further state that your membership and your officials in the port of San Francisco made a very good account of themselves in this beef."

Brother Lundeberg added that, "The Sailors Union is at all times ready to back up your organization in any beef that you may have."

Many Seafarers can remember the various occasions in which the Sailors and Seafarers worked together on various waterfront beefs, among them the one back in 1946 against Harry Bridges and his Communist pals. At that time your Union, in conjunction with the SUP, took positive action against Bridges when it appeared that the Communist Party waterfront section was threatening to take over the entire waterfront.



One of the keys to the success of your Union, and of other affiliates of the SIU of North America, is the fact that each District has been left free to operate in an autonomous manner on its own problems. Yet whenever any one District had a big beef on its hands, the others are always quick to pitch in when needed.

Your Union certainly looks forward to working closely with the SUP, the MFOW and other SIU of NA affiliates on all matters that affect the well-being of seamen and allied waterfront workers.



IT'S QUITE A FEW YEARS SINCE A GERMAN U-BOAT SHELLED the Robin Moor to the bottom after forcing the crew and passengers to take to lifeboats. It was back in 1941 that this SIU-manned ship became the first US victim of U-boat warfare in the Atlantic.

Those brothers who were around then will remember that the Robin Moor sinking caused quite a sensation at that time. A good deal of indignation was expressed in maritime circles, in the Government and by the public, about the action of the German undersea raider. Certainly, the sinking of the Robin Moor was responsible for steps being taken to protect our merchant shipping.

Crewmen Forgotten

However, in all the hue and cry over the sinking, the men who manned that ship and who drifted helplessly in the ocean for 13 to 19 days, were forgotten. While the Government took some action later on to compensate the victims of U-boats and planes, the men of the Robin Moor were somehow overlooked in all the subsequent legislation.

Now quite a few of the survivors, including Seafarers and ex-Seafarers, have gotten together to see if they can persuade Congress to do something about it.

They have been trying for some time now to get consideration out of Congress for the hardships they suffered as a result of the sinking, without success. This year, though, they are hopeful of favorable action on the issue, and are pressing hard for such action.

It's been 12 years now since the Robin Moor went down. Favorable action on this score by Congress would certainly appear to be long overdue justice to the crew of the Robin Moor.



THE UNION'S CHRISTMAS PARTIES IN THE VARIOUS SIU halls around the country turned out to be quite successful, judging from all reports. Large numbers of the brothers turned up at the halls and a great many of them brought their wives, children and friends with them, making it a real family affair.

Your Union also served as host to quite a few of the brothers from other SIU affiliates who happened to be in the vicinity at the time and joined with the Seafarers in celebrating the holidays in appropriate style.

As in the past, they reported they were pleased with the idea of having someplace to go on the Christmas holiday where they could enjoy a good meal in the company of other Seafaring men, many of whom they have shipped with at one time or another.

When your Union started running these holiday affairs, it was with the idea in mind that many Seafarers who might be ashore during the holiday season would be far from home and family and would welcome an opportunity to have a Christmas dinner in the company of their shipmates. However, these affairs have grown to include all Seafarers, many of whom prefer to bring their families with them down to the hall and make a real party out of it along with other Union brothers. The fact that they do so proves that it is a worthwhile effort.



THERE WAS A CHRISTMAS PARTY OF ANOTHER kind aboard the Schuyler Otis Bland out in Korea on Christmas Day. According to reports, all the brothers on the ship really pitched in to give a group of Korean orphans the kind of holiday that they were badly in need of.

Many Crews Chip In

Many of the brothers who have been out in that unfortunate country have written your Union about the conditions under which the people are living there, and it is a common thing for headquarters to receive news from the ships that the crew has dug in to contribute money for the hundreds of thousands of Korean children who were orphaned during the three years of fighting.

The brothers on the Bland contributed generously of their money and energy to make the Christmas holiday something to be remembered by the orphans involved. Certainly, congratulations are in order for their action.

Maritime Unions To Meet Jan. 18

Problems raised by the New York dock clean-up and the probable policy of the Government regarding the maritime industry in the current session of Congress are expected to keynote the first full-scale strategy meeting of all non-Communist sea unions scheduled for January 18, in Washington, DC.

A full SIU-A&G delegation is due to attend the sessions along with spokesmen for all of the country's non-Communist unions, embracing AFL and CIO unlicensed and licensed personnel. Following the unanimous acceptance of the idea by spokesmen for the unli-

censed unions, delegates from the various officers' unions have also been invited to attend.

The meeting developed out of a suggestion by SUP Secretary-Treasurer Harry Lundeberg, who is also president of the SIU of North America, that the time was ripe for such a get-together between the na-

tion's seagoing unions.

The proposal, first unveiled last October, was hailed at the time by SIU Secretary-Treasurer Paul Hall as "a timely suggestion in the best interests of all seamen," and one which could pave the way for united action on a variety of mutual problems affecting the industry as a whole.

Hospital Issue

Interest at the meeting will undoubtedly center on the economy drive in some Government quarters which hits at all segments of the industry such as the move to shut down all US Public Health Service hospitals and the fate of the proposed build-up of the US merchant fleet. The fact that the lone new Government shipbuilding program, involving 35 Mariner-type freighters, has hit the skids and that five of these have already gone into lay-up after being out only a year or less, will also draw special consideration during the discussions.

Other subjects likely to be on the agenda include the growing shift of US investments to foreign-flag shipping, the campaign against the 50-50 law by foreign shipping lobbies and a variety of other problems dealing with maritime legislation past and present. Possible assistance in the AFL pier clean-up by other sea unions in the Port of New York may also result from the sessions.

Unions expected to send representatives to the meetings include, besides the SIU, the Sailors Union of the Pacific, Marine Firemen, Oilers and Watertenders, Marine Cooks and Stewards-AFL, National Maritime Union (CIO), Brotherhood of Marine Engineers, Masters, Mates and Pilots, Marine Engineers Beneficial Association (CIO), Radio Officers Union (AFL) and American Radio Association (CIO).

BROTHER CHAIRMAN!

One of the Union's "bigger" men, Seafarer Allan Burke, chaired the last membership meeting in the port of Norfolk.



Burke

Burke, who sails in the engine department, is an old timer in the SIU, joining the Union back in November, 1939, in the port of Jacksonville, Fla. According to the Union's records, he tips the scale at a mere 300, give or take a few pounds.

Burke is a native of Virginia, coming from the town of Grafton in that state. He will celebrate his 54th birthday this coming March.



A Seafarer who is well known on the coastwise Waterman run, Felipe Reyes, was elected to chair the last Mobile port meeting. Reyes, who sails as steward, has been with the SIU since May, 1945, joining in the port of Mobile. He is a native of the Philippine Islands, but now makes his home with his wife Shirley and family in Prichard, Alabama. When not busy with his steward's duties, Reyes is quite a hand at making banners and other decorations out of ornamental square knots.



Down in the Gulf, in Lake Charles, Louisiana, a couple of Texas residents conducted matters at the meeting there as chairman and recording secretary. They were John Mitchell of Houston and Tom Moore of Port Arthur.

Mitchell was born on the Texas coast in the City of Galveston, 25 years ago. He joined the Union in that port on October 24, 1947. Moore comes from "way down East," Massachusetts to be exact. He's 28 and signed up with the SIU in the port of Boston on April 27, 1946. He sails in the deck department, while Mitchell's with the black gang.



Another SIU oldtimer, Fred England, took on the job of recording secretary at the Seattle membership session. England took out his Union book on December 5, 1938, in the port of New York, which is pretty close to being one of the Union's charter members. A native of Missouri, he has followed so many other Seafarers, and others as well, by settling down on the West Coast in the port of Seattle. He sails in the engine department.



England



Seafarer John Thompson, who chaired the Wilmington meeting, has been around the country too. He started out from Utah, where he was born 44 years ago, joined the Union in New York three years ago and now makes his home in Los Angeles. He paired with Herbert Braunstein, a native New Yorker who has gone west and settled in South Alameda, California. Braunstein, who will be 31 this month, joined the SIU in 1943.

Fill That Berth

If a crewmember quits while a ship is in port, delegates are asked to contact the hall immediately for a replacement. Fast action on their part will keep all jobs aboard ship filled at all times and eliminate the chance of the ship sailing shorthanded.



Survivors of the torpedoed freighter Robin Moor, the first American ship to go down in World War II, are shown above aboard the rescue ship Ozorio as they were rescued after more than 18 days in a lifeboat. They are, left to right, Donald Schablein, William Cary, John Banigan, Philip Eccles, Richard Carlisle, Hugh Murphy, Peter Buss, Hölle Rice and Earl Nilson.

Robin Moor Victims Seek US Aid

With Congress reconvening this week, ten Seafarers, survivors of the first US ship sunk by a U-boat in World War II, are spearheading a renewed drive to win recognition of their 12-year-old claims for compensation.

The men, all founding members of "The Robin Moor Association," an organization comprising most of the former SIU crew of the ill-fated Robin Moor (Seas Shipping), which was unceremoniously sent to the bottom by a submarine on May 21, 1941, banded together in 1950 after getting nowhere individually.

Although there was no loss of life due to the sinking, the incident, which occurred six months before the US actually entered the war, helped spur the Government to a policy of arming merchant ships when many similar disasters followed in its wake. The ship was unarmed and supposedly in "safe" waters when she met up with the U-boat about 700 miles from land enroute to Capetown from New York. All 38 crewmembers and eight passengers got off in lifeboats, one of which drifted for 19 days until it was picked up.

Basing its hopes on reports from Washington that new war claims legislation may be forthcoming in the current session of Congress, the Association is seeking official recognition of the fact that the Robin Moor survivors have never been included in any of the measures granting compensation to submarine victims and others.

Prior to forming of the Association, the men were each embarked on their own campaign of writing to Congressmen and other Government officials in the hopes of arousing support for their claims. The closest they have yet come to success was in the form of a bill introduced in the House by



Boyce

Rep. B. W. Gearhart of California in 1946. The bill never got anywhere, however, as Gearhart was defeated for reelection that year and nobody took up the fight in his place. Now, other legislators are showing interest in the matter and may revive the issue.

One of the Robin Moor survivors, none of whom have been sailing for some time, is Seafarer Daniel "Blackie" Boyce, an Association trustee, who is now recovering from a recent operation in the Marine Hospital at San Francisco in which a piece of his lung had to be removed. In a letter to the LOG three months ago, Boyce credited the volunteer services of seven blood donors from the SIU hall in San Francisco with saving his life.

Several others among the survivors have been hospitalized off and on in the past dozen years as a result of their experience and the ordeal of 13-19 days adrift in the South Atlantic on meager rations and in open boats.

Women, Children Aboard

As related by bosun William Carey and others who described the events upon their return to the US, those on the ship were first given just 20 minutes to leave the ship, but after a plea that there were women and children among the eight passengers carried, this was extended to 30 minutes. After all aboard had gotten into the four lifeboats, the U-boat fired 33 shots from her deck gun. The ship went down in 18 minutes.

The boats then moved off in the general direction of Brazil and, after five days, one of them took off on its own in the hope of effecting a speedy rescue for all concerned. It wound up drifting for 19 days until it was picked up by the Brazilian freighter Ozorio and the 11 survivors landed at Pernambuco (Recife), Brazil. A few days later, it was revealed from Capetown that the remaining survivors, after drifting 13 days, had been rescued by a British freighter and landed safely there.

Eventually, all the survivors were repatriated safely back to the US, where their accounts of the sinking received wide publicity. However, they point out, that was the only recognition they ever got.

Hot Congress Fight Seen On Labor Law Changes

WASHINGTON.—Although the Eisenhower Administration will not unveil its full 1954 labor program until this Monday, when a special message from the President on labor legislation is expected to reach Congress, unions around the country are expecting a hot Congressional battle on Taft-Hartley Act revisions and other new measures.

The President's "State of the Union" message to Congress yesterday did not detail any specific labor proposals in advance of the special message Monday, but a bitter, behind-the-scenes fight was already shaping up a week earlier when the National Association of Manufacturers started plugging for Congress to put more teeth in the controversial labor act, or else let it remain as is.

A still greater problem for the labor movement loomed from the actions of Eisenhower appointees to the National Relation Board who, in the absence so far of Congressional action to amend the Taft-Hartley Law, were amending the law themselves, without the formality of authorization from Congress.

Recently the Board upset long-

established, court-approved principles which had protected organized labor when employers pulled captive-audience, anti-union speeches on them in the plant during working hours. Until December 17, when the NLRB threw the old rule out the window, unions had been entitled to similar time on company property to get their message across to the employees.

The precedent-shattering decision came on an appeal by the CIO Amalgamated Clothing Workers against the Livingston Shirt Corp. of Livingston, Tenn., which had before two elections in 1952 refused to grant the union similar opportunity, after the company president had delivered captive-audience speeches against the union. Instead, the Board now bans such speeches only for 24 hours before a representation election, and even then even if the rule is violated by the employer it is not an unfair labor practice.

Other rulings by the new Administration's NLRB panel which have had the affect of making the T-H Act even harsher than before in-



Durkin

involved a decision including the relatives of an employer in a bargaining unit, even to allowing the husband of a corporation vice-president to vote in a representation election; another legalizing once-forbidden tactics as calling employees into the boss' office one

by one or warning them that the company will move if a union comes in, and several rulings which uphold firings of workers who refuse to cross-picket-lines.

Earlier, Mr. Eisenhower pledged to leaders of both the AFL and the CIO that his proposals regarding the Taft-Hartley Law will be keyed to making the act "absolutely fair" to workers, employers and the public. Tacitly admitting that the law really wasn't as "impartial" as it was cracked up to be, Secretary of Labor James P. Mitchell went a step further.

Why Durkin Quit

Mitchell supplemented the President's assurances to labor leaders with a pledge that the Administration's labor program would seek to kill off T-H provisions that are "really dangerous to labor, really loaded, really unfair."

But despite the Administration's apparent willingness to recognize some faults in the labor law, the history of its performance last year indicated otherwise.

There was still the matter of the resignation of Secretary Mitchell's predecessor, in September, 1953, when former Secretary Martin P. Durkin quit the Cabinet accusing the White House of backing down on a specific list of 19 amendments



Mitchell

(Continued on page 16)

Five Of Mariner Ships Headed For Boneyard

The failure of the Government to complete the sale of any number of Mariner ships has led to five being ordered into lay-up. Each of the \$10 million vessels currently operating under the Military Sea Transportation Service will be withdrawn within the next two months and placed in Government-owned boneyard fleets around the country.

Meanwhile, three more Mariners which are operating for MSTs are being bareboat-chartered to Pacific Far East line for temporary use on their Far Eastern runs until the three Mariners they have bought from the Government come out of the shipyards. Pacific Far East is the only company to purchase Mariner ships thus far, with 32 others remaining to be disposed of.

One other company, States Marine Lines, has indicated an interest in the Mariners, but only if the Government grants its request for an operating subsidy on several trade routes.

Mariners laying up will be the Lone Star Mariner at Olympia, Washington; the Old Dominion Mariner and Tar Heel Mariner on the Hudson River; the Buckeye Mariner and Keystone Mariner at Suisun Bay, California. Just one of these, the Keystone, is operated by an SIU-contracted company.

The loss of the Keystone Mariner is offset by the fact that the newly-launched Pelican Mariner will be assigned to another SIU operator, the Bloomfield Steamship

Company. A large number of new Mariners are scheduled to be launched in the coming months.

Just a few weeks ago in the December 1, 1953, issue of the SEAFARERS LOG, the future of the Mariner ship program was questioned in a feature article representing a round-up of shipping men's opinions. At that time, the operators raised several objections to the Mariners, such as their size, expense of operation, greater draft, cargo hold arrangements and last but not least, their high initial cost. The Government's asking price of \$4,500,000, while well below actual cost, is considered too high by most operators.

The fact that five of the Mariners are now going into lay-up indicates that the Government has given up hope for the time being, of selling any of the ships. Maritime Administrator Louis Rothschild had previously stated the Government's intention to lay up the Mariners if they could not be sold.

MSTS lay-up of the Mariners also is part of an announced Government policy to retire Government-owned ships from service, whenever possible, and make use of privately-owned tonnage for MSTS cargo movements.

YOU and the SIU CONSTITUTION

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

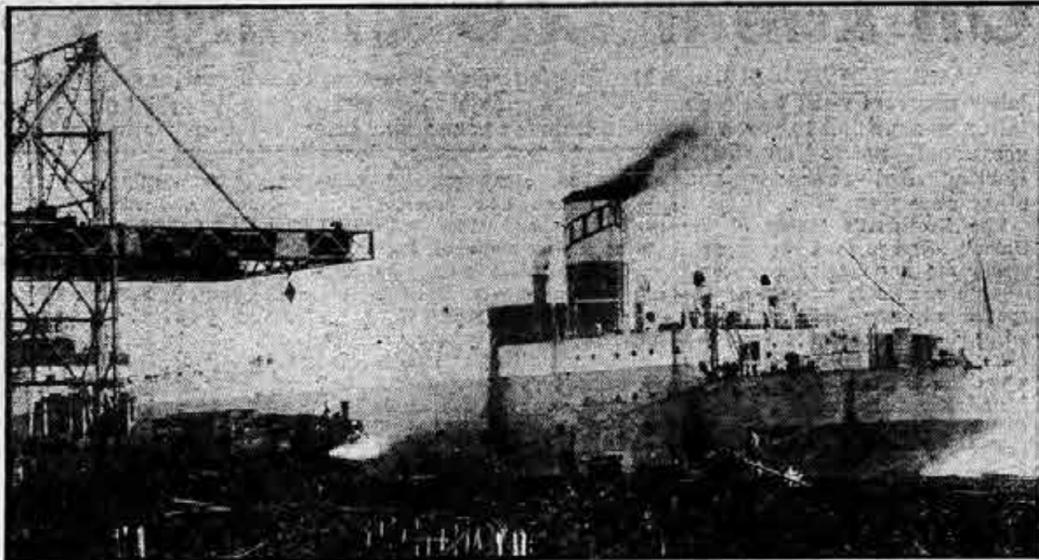
From Article XXII Section 1

"Shipping Rules governing the details of the assignments of jobs and governing conduct and procedure connected therewith may be issued and take effect only after approval by a majority vote of the membership."



This provision gives—and guarantees—the membership the deciding voice in the most important Union function—the rotary shipping system. You make the rules by which you ship. No official can make shipping rules.

Seatrain Passes 25th Year



The old SS Seatrain (now Seatrains New Orleans) shown loading at Belle Chasse, Louisiana, for her maiden voyage on January 12, 1929. She ran to Havana, Cuba.

Twenty-five years ago, on January 12, 1929, the SS Seatrain (now the Seatrains New Orleans) took on its first load of railroad cars at Belle Chasse, Louisiana, for a maiden voyage to Havana. It was the start of a uniquely successful operation which has since survived and prospered in the coastwise trade where conventional shipping companies have floundered.

Today Seatrains operates six freight car carriers on coastwise runs between Texas, Georgia and New York, with terminals in Texas City, Savannah, Edgewater, New Jersey, and the original terminal in Louisiana equipped for Seatrains type operations. One of the first shipping companies to come under contract to the SIU, Seatrains is known as a choice run for Seafarers with its jobs eagerly snapped off the board.

Built in England

The idea for the Seatrains operation originated as a kind of car-ferry service between the US and Havana, Cuba. The company was founded in 1928 by Graham Brush and Joseph Hodgson, both formerly connected with the Ward Line. They couldn't raise enough cash here, so the first Seatrains was built in England. Today, as the Seatrains New Orleans it is in idle status because service to Havana is not now being maintained and the ship is unsuited for coastwise operations.

The success of the first Seatrains as a freight car carrier led the company to enter coastwise service with additional ships. The Seatrains New York and Havana were completed in 1932, the Texas and New Jersey in 1940 and the newest ships, the Georgia and Louisiana, in 1951. The older ships carry 95 fully-loaded freight cars while the new ones can carry 100 cars.

The idea of picking fully-loaded freight cars off shoreside trackage and depositing them on a tracked deck which makes the ships look like a modified flat-top has been a successful venture from the start. Particularly in the postwar period, when coastwise service withered on the vine in the face of low-cost

railroad competition, the Seatrains have been able to find plenty of cargo. Obviously, the operation greatly simplifies loading and unloading, and avoids handling of uneconomical, less-than-carload packages.

Battle With Railroads

The toughest competition Seatrains has faced through the years has been the legal fight of railroad interests against its operations. It has been a running battle with the railroads objecting violently to Seatrains' carriage of railroad freight cars on its ships. Right now the fight is centered on Seatrains' newest service to Savannah, which began in 1951.

During the war the Seatrains played a vital role in shipment of military supplies overseas because their unique construction enabled

them to carry large numbers of tanks, heavy artillery vehicles, trucks, locomotives, aircraft and the like. Particularly noteworthy was the historic trip of the Seatrains Texas to Suez in the summer of 1942.

Marshal Erwin Rommel's Afrika Korps was just 60 miles from Alexandria at the time and the whole Suez Canal area was threatened. An emergency load of 180 Sherman tanks was taken aboard the Texas and she was ordered to rush to Egypt without convoy, roundabout Cape Horn. The ship was met at dockside by English tank drivers and the Sherman's were driven right off to the battle line. Shortly afterwards these Sherman tanks aided in the rout of Rommel at El Alemain, saving Egypt and the Suez for the Allies.

SIU COMMITTEES

AT WORK

A galleyman who caused considerable trouble aboard a ship running inter-coastal because he was continually fouling up whenever the ship hit port ran into the inevitable in the port of Wilmington recently, when he was brought up on charges before a Wilmington trial committee. The result was that the accused seaman was fined and suspended for two months after having paid off his ship by mutual consent of all parties concerned.

According to the testimony presented by witnesses, the trouble started while the ship was still in the Gulf and hitting Gulf ports. The accused seaman, witnesses said, would become neglectful of his work when he was in sight of land. When the ship tied up at Wilmington after the transit through the canal, he got badly gassed up and made a nuisance of himself to all concerned, including the boarding patrolman. In addition, he refused to turn in port on the orders of the steward, with the result that other men in the department had to take on double work of cleaning up the galley in

order that the meals could be prepared.

Failed To Report

It was agreed by the skipper, the crew and the boarding patrolman that the man should pay off by mutual consent, which he did. His book was picked up and he was told to report to the Union office which he failed to do.

Subsequently he was properly notified that he was on charges. A rank and file committee consisting of T. J. Shaw, A. M. Lester, H. D. Braunstein, R. J. Moylan, D. Barry and J. Ward was elected to hear the case. The man in question failed to show up for his trial, which had to be carried on in his absence. After hearing all the evidence, the committee found him guilty as charged and recommended a fine and two months' suspension.

In addition, in examining the man's book it was found that he was in arrears in dues for two quarters, although he had paid off after a trip of more than a month. He was put on notice to bring his book up to date before shipping again.



Shaw



Braunstein

SIU NEWSLETTER from WASHINGTON

The last session of the 83rd Congress convened at the Capitol on January 6—a session that will be filled with many explosive issues and uncertainties. It should prove to be a short session because of election year—therefore chances of any constructive maritime legislation are practically nil. The big issues will be taxes, foreign aid, defense measures, Statehood for Hawaii and Alaska, the St. Lawrence Seaway, Taft-Hartley law amendments, extension of unemployment insurance, and other major proposals, each filled with dynamite.

Many members of Congress, friendly to the American merchant marine, are ready to drop legislation in the hopper. But these maritime proposals are not expected to get beyond the hearing stage. Certainly they will not reach the White House this year for final Presidential blessing.

Merchant seamen who feel that they are entitled to a decoration or award as a result of heroic action beyond the call of duty during the last war should apply therefor immediately.

The Government has decided to revoke all of its orders authorizing award of such medals. These orders related to issuance of seamen's service decorations and awards; computation of service for certificates of substantially continuous service; ship plaques and crew citations; certificates of eligibility for Philippine defense ribbons.

The above orders were issued under statutes and Executive Orders which have been repealed or which no longer have any force so far as accrual of rights thereunder are concerned. In order that there may be a uniform cut-off date on issuance of these awards and certificates, the Government will allow seamen the right to file applications for awards only up through next June 30.

The White House is studying the possibility of making grants of food from our surplus stocks to Latin American countries. If this course is ordered, it will prove a substantial boon to those American berth lines, and tramps, serving Latin America.

If these food grants are made, the White House may require the recipient nations, as in the case of European ECA nations, to set aside counterpart funds for use in expanding their domestic production.

The ending of the year 1953 found the American merchant marine carrying far less than the national objective—50 percent of our foreign commerce. As a matter of fact, the US fleet, at the turn of the year, was carrying only about 28 percent of shipments to and from this country.

Lucrative cargoes have been allowed to drift to foreign flag ships only because the American merchant marine continues to be treated as a step-child of Government planning.

The only major maritime law initiated and passed last year by the Eisenhower Administration was the act to facilitate private financing of new ship construction, under which the US Government agreed to guarantee up to 90 percent of loans obtained by shipowners from private industry for the construction or reconstruction of vessels. Ever since, the Administration has emphasized its desire to "wean" the maritime industry away from Government support, and has continually boasted in triumph at the passage of its private financing bill for ship construction.

However, it is now clear that this bill simply won't work. One of the drawbacks is that it contains a proviso that the insurance authorized by the law may not be issued unless the Commerce Department finds that the interest rate of the loan to be insured is "substantially less" than the going rate.

An effort will be made soon to amend this law, to modify the interest rate provision, and to require the Government to insure, not 90 percent but 100 percent of the loan.

Your reporter has learned from Congressional sources that certain foreign nations have on their drafting boards plans for the construction of ships especially designed to capture the ore trade on the US Great Lakes. The plan of these foreign countries is to push forward particularly when, and if, the St. Lawrence Seaway Project is completed.

In order to thwart these plans, legislation will be introduced soon in the US Senate to restrict the operation of foreign-flag ships on the Great Lakes, so that US-Canadian trade on the Lakes will be handled only by ships of this country and Canada.

Although 1954 may not equal 1953 as a record boom, the outlook is fairly bright for a good level of jobs and business activity and for an abundance of newer and better products at attractive prices.

The gross national product for 1953, measuring the market value of all goods and services produced, totaled \$367 billion—the highest on record. This was the response of business management, labor, farmers, and investors to the unprecedented demands stemming from our high standard of living, from the external threat to the Nation's security and from our responsibilities abroad.

The new year 1954 found US shipyards in a deplorable condition. The temporary resurgence of activity, began in 1948 as a result of the tanker shortage and the Government-financed Mariner program of 35 fast cargo vessels, is now at an end. Over nine months have passed without a single contract having been placed in an American shipyard for any new ocean-going vessel.

Although Congress repeatedly had made it clear that it favors a 50/50 shipping policy in connection with goods shipped under programs financed by this Government, foreign nations, aided by some in this country, continue to clamor for an elimination of this policy. In order to combat this force, legislation will be introduced soon to provide permanently that US-flag ships will carry at least 50 percent of all foreign aid cargoes.

Quitting Ship? Notify Union

A reminder from SIU headquarters cautions all Seafarers leaving their ships to contact the hall in ample time to allow the Union to dispatch a replacement. Failure to give notice before paying off may cause a delayed sailing, force the ship to sail short of the manning requirements and needlessly make their work tougher for your shipmates.

Your SIU Washington Reporter

Top of the News

IKE RECALLS TWO US DIVISIONS—In a completely unexpected move, the Administration and the Pentagon announced that two American Army divisions will be pulled out of Korea. This announcement came as a surprise, inasmuch as this represents about a fourth of American strength on the Korean peninsula. American troops were jubilant over the announcement, each division hoping it would be one of the lucky pair. The South Korean government, on the other hand, was bitter over the announcement. Reactions throughout the world differed. Several American Congressmen were sharply critical of the announcement, on the ground that this sort of thing had precipitated the Korean action in the first place.

ARMY NIXES TERRY'S COSTUME—Actress Terry Moore took her now-famous ermine-Bikini bathing suit to Korea in vain. The Army turned thumbs down on the costume, after Terry had worn it only once, on the grounds that it was "too revealing." The ruling brought whoops of protests from the troops in Korea, whose complaint was that the suit was not revealing enough. The Army had previously forbidden showings of the movie "The Moon Is Blue." One gallant soldier, during Terry's one night stand in the ermine-Bikini, thoughtfully offered the actress his coat.



Actress Terry Moore shows nothing more than her teeth after Army clamped down.

IKE ASKS DEMOCRATS' HELP—Heeding the advice of some of his closest advisors, President Eisenhower has called leading congressional Democrats to a parlay to discuss his 1954 legislative program. Presidential advisors figure that the president will need as much help as he can get from Democrats, as right-wing Democrats, as right-wing Republicans are primed to scuttle the Eisenhower foreign policy. There is considerable difference of opinion in the Democratic camp on whether they should give the President support.

WEST, RUSSIANS TO MEET IN BERLIN—The first serious move to settle East-West difficulties is scheduled for January 25 in the former German capital city. Foreign ministers from all four major nations, US, Britain, France and the Soviet Union—will meet there to take up major international problems such as control over the atom and unification of Germany. Western diplomats were not too confident that the conference would prove fruitful, but are willing to give it a try.

RED-LED TROOPS SPLIT INDO-CHINA—In what appears to be their most serious threat in the seven years of war in Indo-China, Communist-led troops of Ho Chi Minh's rebel government attacked French and Vietnamese troops, put them to rout, and cut the peninsula in half. The victorious Viet Minh forces were poised to sweep across Laos and attack Thailand. This was perhaps the last straw to the French, among whom the war is bitterly unpopular. Members of the French Assembly, representing most French parties, called for a truce. Some French politicians demanded additional United States financial aid and American troops as their price for continuing the fight. There is no indication of what position the administration will take in regard to these developments.



A corner of the Savannah hall is filled with happy party-goers at the Georgia port's Christmas Day dinner. The scene was repeated in SIU ports from coast to coast.

Ports Dispense Holiday Cheer

Seafarers ashore for the holiday season made it a Merry Christmas for their families, friends and themselves as they took part in the traditional SIU Christmas Party in large numbers in the various ports.

While some Seafarers preferred to spend the day at home, the majority answered the Union invitation by turning out for the dinner in the halls. The presence of numerous small fry, wives and girl-friends added a lively note to the cheerful afternoon.

The New York headquarters cafeteria served as the focal point for holiday merrymaking with over 400 meals being served to appreciative diners. Other ports, such as Baltimore and New Orleans, had sizeable turnouts, with guests being served in hiring halls converted into banquet rooms for the occasion.

Smaller Ports Too

Smaller ports also had their parties which made up in intimacy what they lacked in numbers.

Aside from Seafarers, parties in all ports entertained members of affiliated unions who were ashore in the vicinity at the time. Members of the SUP, the Canadian District and other SIU affiliates took part in the festivities and the holiday merry-making.

All parties featured a full course turkey dinner and refreshments, carrying on an SIU practice that has been in existence for several years.

Seafarers in the various ports, such as New Orleans, turned to in the galley to prepare and serve the holiday fare SIU-style to their families and shipmates.

Seamen's Laundry Service Set Up By Indian Union

Seafarers calling at the port of Bombay, India, are being urged to take advantage of a co-operative laundry service sponsored by the Maritime Union of India to end the victimizing of native and foreign seamen by local traders.

The co-op service, operated as the Merchant Navy Co-Operative Stores Ltd., was formed in 1950 in answer to beefs from men aboard Indian merchant ships that they were being milked for work done by private laundry outfits. Since then, Indian seamen have been making full use of the co-op laundry, which claims lower prices and better service than is offered by any of the local traders.

Both J. D. Randeri, president, and C. S. Raje, secretary, of the co-op urge SIU men to utilize the union-sponsored laundry as a means of cutting down on the heavy charges paid for this work

and to avoid the danger of loss of clothing.

Collect and Deliver

They point out that representatives of the co-op visit ships to collect and then deliver the finished product. "As ex-seafarers ourselves, we are in a position to understand the hardships which can be caused to SIU members by unscrupulous traders," they added.

In addition to the laundry department, the Merchant Navy Co-Operative Stores boasts a tailoring department and a photographic department as well. Seafarers who are interested in using the service can contact the organization at the Seamen's Canteen Building (opposite the Red Gate), at Fort St., in Bombay. The telephone is 25532.

YOUR DOLLAR'S WORTH

SEAFARERS GUIDE TO BETTER BUYING

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

Beating 1954's High Costs

Living costs this year are turning out to be just as rough as in 1953. Seafarers with families especially need to plan just how they can cope with these steep prices to protect their living standard.

We nominate as two of the best techniques for beating high expenses this year, the art of being selective in what you buy, and timing your buying for the best buying opportunity.

The way things are shaping up this year, we can expect higher rents (on the average), and food costs at least as high as now and possibly higher. On the other hand, prices are coming down a little on clothing, furniture and rugs, some household equipment, some building materials, and auto operating needs.

Food Biggest Problem

Besides the creeping inflation in rent, food is currently the most dominant problem for a moderate-income family. Nowadays food takes approximately one-third the income of a typical wage-earning family. Some families spend as much as 40 per cent of their income.

This is where the art of selective buying can be a real lifesaver to you this year. There are conflicting trends in food prices at this time. Some edibles are cheaper while some are unusually costly. This is no time to stand on personal prejudices and special tastes. Wholesale food prices have been going up each week for the past six weeks and soon you may see even higher prices at the food markets than now.

Specifically, avoid buying pork and pork products at

present prices. Pork is usually considered the poor man's meat. But this year the supply is low and pork is a luxury product. Beef will continue to be comparatively reasonably priced this year and much the better buy, with the lower grades especially offering good value. Use bacon only very moderately this year. At 80-85 cents a pound it costs 13 per cent more than last year and will be even more expensive later in the year. In many moderate-income families, spending for bacon is the biggest item in the family meat bill. However, bacon isn't even considered a meat. Nutritional experts consider it a fat.

Cheese and eggs will be more reasonable this year, and should be used abundantly and in place of meat where possible to give your family high-quality protein at little cost.

Timing Your Buying

Clothing and some household equipment prices came down last year and will be even a little lower this year. Here the money-saving technique is to time your buying to take advantage of the best buying opportunities. You can do this with the help of the sales calendar printed below. Each year stores have clearances and sales in the same month. For example, January—this month—is one of the best buying months. You can find reduced prices on shoes, coats and suits, sheets and towels and many other goods. If you know your needs in advance and wait for these buying opportunities you can save an estimated 20 per cent on the regular prices. On shoes, for example, you can count on finding reduced prices every January and July on all the well-known brands and standard styles. If you time your shoe buying for these sales, you

will save 15-20 percent on standard prices. This is not always possible with children's shoes, since they can't delay their foot growth to take advantage of the sales.

Or you might buy new tires in August and find that the same store or service station has cut prices in its annual Labor Day sale, as they always do.

Similarly with clothing. You can buy a coat in December and walk past the same store a few weeks later in January and find the price has been reduced 20 per cent in the annual winter clothing clearance.

Here is a list of annual sales which you can clip out to help you time your buying in this year of high living costs:

Item	Sales Month
Women's coats	January, August
Dresses	January, April, June, November
Men's Suits, Coats	January, April, August
Men's Shirts, Furnishings	January, July
Women's Hosiery	January, July
Boys' Clothing	January, April, December
Children's Wear	December-January, July-August
Furniture	February, August
White Sales (Linens, Towels)	January, May
Floor Coverings	January, August
Housewares	January, September
Household Appliances	January, July
Television Sets	May-June
Blankets	January
Tires, Auto Accessories	May, September

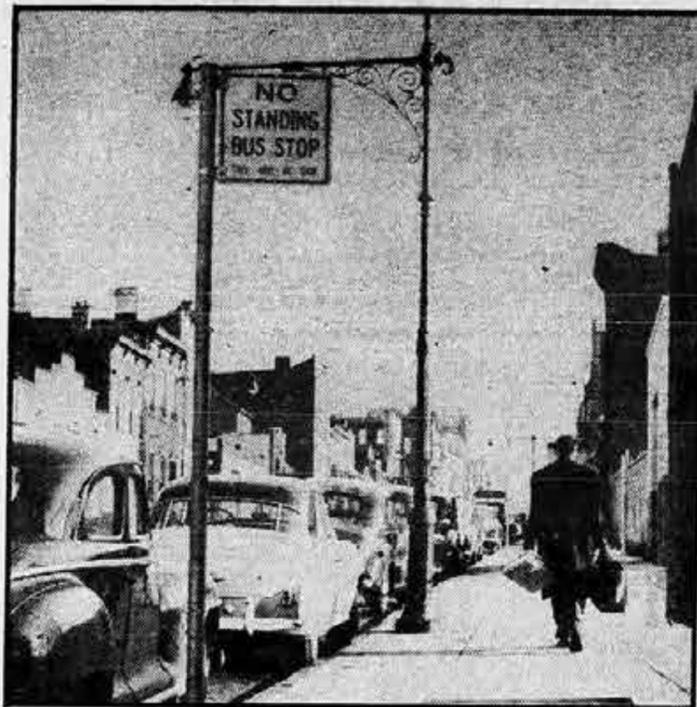


Photo shows non-existent "bus stop" outside SIU headquarters. Cars parked there risk tickets for traffic violations.

Await Wayward Bus At SIU Headquarters

It could only happen in Brooklyn, they say, but right outside the SIU headquarters is a bus stop sign—where no bus ever stops.

And to top it off, hard-hearted Brooklyn traffic patrol cops have been tagging parked cars standing in the "bus stop." It's been reported that some Seafarers who parked out in the street, not bothering to jockey into

the parking lot, have been victimized accordingly.

All available evidence indicates that there are no buses on 20th Street, next to the headquarters, but one neighborhood resident defied the facts and insisted he once saw a bus passing by. However, a check with the authorities confirmed that the 20th Street bus never was and probably never will be. The nearest bus line is one block away on 19th Street.

Official Invite

These facts are small comfort to those who have parked in the area and come down to find that friendly little tan card hooked on to their wind-shield wiper—an official invitation to visit the Brooklyn Traffic Court and take a look around on the guided tour, for \$4 and up.

In any case, Seafarers would be advised to make sure to get into the parking lot with their cars. You never can tell, maybe that bus will show up there some day.

Keep Draft Board Posted

SIU headquarters urges all draft-eligible seamen to be sure they keep their local Selective Service boards posted on all changes of address through the use of the post cards furnished at all SIU halls and aboard ships.

Failure to keep your draft board informed of your whereabouts can cause you to be listed as a delinquent and be drafted into the services without a hearing. The Union in such cases can do nothing to aid Seafarers who fail to comply.

Come and get it!

EAT DELICIOUSLY PREPARED FOOD AT THE **SIU CAFETERIA**...

SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS

REPORT ON BENEFITS PAID

From 12/21/53 To 1/1/54

No. Seafarers Receiving Benefits this Period	1094		
Average Benefits Paid Each Seafarer	50 74		
Total Benefits Paid this Period		55,505 15	

WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	6210 00		
Death Benefits	9624 95		
Disability Benefits	1250 00		
Maternity Benefits	6600 00		
Vacation Benefits	31,820 20		
Total		55,505 15	

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950 *	423,525 00		
Death Benefits Paid Since July 1, 1950 *	777,214 54		
Disability Benefits Paid Since May 1, 1952 *	28,540 00		
Maternity Benefits Paid Since April 1, 1952 *	204,400 00		
Vacation Benefits Paid Since Feb. 11, 1952 *	2,920,084 71		
Total		4,353,764 25	

* Date Benefits Began

WELFARE, VACATION PLAN ASSETS

Cash on Hand	Vacation	654,735 19		
	Welfare	580,756 82		
Estimated Accounts Receivable	Vacation	241,108 00		
	Welfare	222,561 00		
US Government Bonds (Welfare)		1,979,255 38		
Real Estate (Welfare)		481,989 01		
Other Assets - Training Ship (Welfare)		119,060 97		
TOTAL ASSETS			4,279,466 37	

COMMENTS:

During the year 1953, the Union's Welfare Plan has paid to members or their beneficiaries a total of 8489 benefits as compared to 8801 for 1952. All benefits increased with the exception of the hospital benefits which decreased by 689.

A breakdown of the various benefits in comparison are as follows: Deaths 160 during 1953 as compared to 127 for 1952. Hospital benefits 7415 for 1953 as compared to 8104 for the year 1952. Maternity benefits started April 1, 1952 with 230 benefits being paid in 1952 as compared to 681 for the whole year of 1953. Disability benefits which started May 1, 1952 totaled for the year 230 as compared to 233 for 1953.

Submitted 1/1/54 *Al Kerr* Al Kerr, Assistant Administrator

... and, remember this ...

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

UNION TALK



By KEITH TERPE

The unexpected disaster which overtook two Atlantic tankers last week with a loss of nine lives on one ship has left its mark on many people, in addition to the surviving families of the crewmen whose lives were lost. The events again served to sharpen our recognition of the fact that we are members of a dangerous profession, forever prone to accidents of all types. As seamen, we can only be thankful for the fact that our Union is geared to step in and help fill the void left by the loss of a breadwinner, because its concern with our welfare does not end at the final payoff.

There is an object lesson in this for Atlantic seamen, those who voted with us in the bargaining election concluded last month and the majority which turned us down in favor of the company. The Atlantic Refining Company and the Atlantic Maritime Employees Union has reacted typically in the face of this disaster.

Two Officers Jumped Ship

The company, for its part, has shown concern so far only in trying to minimize the effects caused by the panicky flight of two responsible ship's officers, the chief engineer and the third mate, to abandon the ship. By some twist of fate, they were the sole survivors of an 11-man exodus over the side of the Atlantic Dealer led by themselves.

The consensus of opinion, among crewmembers on the vessel and others informed of the sequence of events, is that had they not decided to go over the side, the nine others who followed them might still be alive today. Considering the fact that two of the men were first-trippers at sea, it is not difficult to assume that they all reckoned instantly that if the chief engineer was quitting the ship, it must indeed be doomed. There was no loss of life on the ship itself, despite the fires. All nine met death after leaving the ship.

None of this is pretty business, of course, and Atlantic is well aware of it. At Coast Guard hearings on the accident this week, the company seemed inclined to whitewash the whole affair. No report has been issued yet, so we don't know if the hearing board thought differently. But the company's instant concern was the fact that there would undoubtedly be suits and claims by the survivors.

Split Allegiance

It even brought the chairman of the company union, the AMEU, into the act. Because of his peculiar split allegiance—he's a "union" official at one and the same time as he is a paid company leaderman in the Philadelphia Anchorage—he was put to work as a sort of claims agent. Thus, AMEU chairman Alcott confided to one tankerman, a cousin of one of the men lost, that he should advise the man's mother to accept whatever the company would offer as "it was a good company and would treat her right."

He, in his Jekyll and Hyde role, wasn't acting as any kind of a "union" official here. He was a company employee, a supervisor at that, and he was just "passing the word" along as any front-office flunky would in course of his job. Where this incident took place is unimportant; the fact that it did is the rotten part of it.

We don't take any pride in reporting this; things like this have happened before and yet we were licked in the election in spite of them. Yet, Atlantic men are waking up to the facts, realizing perhaps for the first time that this is the sort of representation that is selling them down the river. Seamen, or any group of workers, can't hope to get a fair shake in any bout with their employer when their "union representatives" are so closely tied to the company that they run around trying to settle claims against the company even before they're made, and do so with the apparent blessing of the company itself.

Idea Doesn't Pay Off

The paternalistic idea that "the company will treat us right" has proven to be costly to everyone but the ones who peddle it. In the end, contracts do not turn out to be quite as good as their advance ballyhoo and conditions stay pretty much unchanged. Maybe it sounds trite, but perhaps the example set on this occasion and the loss of these nine lives may shake up the tankermen, and help them realize the hard facts of life.

Issue Report On Wetbacks

AUSTIN, Texas — The Texas State Federation of Labor has published a book called, "What Price Wetbacks," showing the tremendous increase in disease and other social costs as the result of underpaid, illegal farm workers in Texas.

The book is based on an investigation of the wetback problem. It reports that the illegal immigrants from Mexico receive 25 to 30 cents an hour and are housed in ramshackle camps with open privies.

The result is that in the lower Rio Grande valley, the tuberculosis rate is 2½ times that in the rest of the state, while the dysentery rate is three times as high. Other diseases also increased.

She's Got A 'Rich Uncle'



Little Justine McCarthy seems quite pleased about the fact that Seafarer Frank Shaudi has just collected his vacation pay. Justine's mother and Frank's sister, Mrs. Joan McCarthy, stands by.

Albion Target Of Egyptian Shells

The SIU-manned Albion, plowing its way peacefully through the Red Sea recently with a load of wheat for the Kingdom of Jordan, became the center of an international incident when trigger-happy Egyptian gunners fired nine cannon shells across the ship's bow.

As a result, the Government of Jordan is considerably peeved at its fellow Arab League state of Egypt. The Jordanians are concerned because they think ship-owners will be discouraged from making use of the port of Aquaba which they have spent a considerable amount of cash to develop.

Since a sizeable amount of foreign dough, plus some United Nations officials, are involved in the incident, the peaceful old Albion stirred up a hornet's nest when she placidly steamed into the Gulf of Aquaba at the head of the Red Sea.

Rival Ports

For those not familiar with the geography of the area, the Gulf of Aquaba is a long narrow finger of water separating the Sinai Peninsula (Egyptian territory) on the West from Saudi Arabia on the East. At the head of the Gulf both Jordan and the neighboring state of Israel have a tiny piece of coastline and both countries are feverishly developing ports there. Aquaba in Jordan and Elath in Israel.

Apparently, when the Egyptian authorities saw the Albion entering the Gulf, they assumed that she was headed for Elath. Since the Egyptians are out to stop ships from going to Israel (with whom

they are technically still at war) the gunners on Sinai Peninsula put a shot across the Albion's bow.

According to the account of the ship's captain, the channel at that point was too narrow for the Albion to turn around in. Accordingly, he had to bring the ship to a dead stop and then back out a bit before he could turn around.

While this was going on the ship ran out a large American flag and started sending blinker signals ashore. The only response was that eight more shells were fired. However, thanks to the Egyptian gunners' inaccuracy, none of them hit the ship.

Got Clearance

Pending new developments, the Albion got out of the Gulf and dropped anchor. The next morning it got clearance after messages went back and forth between Jordan, Egypt and a few other places. The ship entered the Gulf and delivered its cargo without further incident.

Jordanian officials were particularly annoyed because Aquaba is the country's only outlet to the sea. The Jordanians are anxious to prove that shipments direct to Aquaba are more economical than overland deliveries via Lebanon.

Another complicating factor was that the ship was carrying US Gov-

ernment cargo under the Famine Relief Act. Consequently, those nine shots at the Albion are expected to keep the diplomats of several nations busy for some time to come.

Don't Send Your Baggage COD

Seafarers have again been warned not to send their baggage COD to any Union hall. No Union hall can accept delivery of any baggage where express charges have not been prepaid.

Men who send baggage COD to Union halls face the prospect of having to go to a lot of trouble and red tape with the Railway Express Co. All COD baggage—regardless of the port—goes to the local express office, where it is held by the express company until claimed.

Seafarers who want to be sure of getting their baggage when they want it, can send it to any Union hall provided they prepay the shipping charges.

Cartoon History Of The SIU

Canada Goes SIU

No. 54



The Communist plan of waterfront control, having been set back in the NMU, was turned over to the Canadian Seamens Union leadership. This outfit had once been part of the SIU of North America but its charter was lifted in 1944 on proof that it followed Communist policy.

Early in 1949, CSU leaders called a phony strike after misrepresenting terms of a wage award and barring a strike vote. The CSU's own representative on the conciliation board had approved the award. Many non-Communist Canadian seamen were tricked into striking.

The SIU Canadian District had been chartered after the ouster of CSU and made good progress, defeating CSU on the Great Lakes in 1948. Volunteer organizers carried the message to deep sea crews and now non-Communist CSU members asked the Canadian District to help them out.

IN THE WAKE

The packets were the liners of the sailing ship days, which carried passengers, mail and express freight on a regular schedule. First packet service across the Atlantic was the historic Black Ball Line, which got started 136 years ago when the Amity sailed from NY to Liverpool and a similar ship set out from Liverpool for NY. The line's nickname came from the distinctive black disc carried upon a fore-topsail and the house flag. Its promoters pledged regular sailings "full or not full" and regardless of weather, opening a new era in maritime history.

The Chinese junk is usually called the largest type of boat and is sometimes even classified as a ship. It and the sampan (a sort of skiff that usually has a mat-covered cabin with living quarters) share the trade in all the river and coastal waters of the Far East. A dragon boat is a special, highly ornamental sampan used for ceremonial purposes.

Two more New York newspaper unions have reached settlements with the publishers on the same basis as photoengravers who were on strike recently. Mailers Local 6 and Paper Handlers Local 1, both AFL, accepted a \$3.75 weekly wage increase plus any further gains that may be awarded by a three-man fact-finding board.

A person holding an important position but possessing little power is usually referred to as a "figure-head." The allusion is to a carved figure which was usually found on the bow of sailing ships. It too was out in front but served no useful purpose. The practice of having carved decorations on the bows of ships dates back to ancient times, when the galleys carried beaks on the bow with which to ram enemy vessels. These beaks were often topped by "figure-heads" representing national emblems, and as time passed by large heads of the Roman gods cast in bronze. Eventually, in the 14th century, dragons and lions vied

with the human form in the "figureheads" of European ships, but the art reached its peak in the US around 1800.

The Black Beach, at Torre del Greco, just outside of Naples, Italy, boasts jet black sand which actually is pulverized lava erupted in 1794 by Mount Vesuvius, the only active volcano on the European mainland, located near the eastern shore of the Bay of Naples. The frequent eruptions, of which the first occurred in the year 79 (AD), have proven a mixed blessing to the area. Lava has made the land extremely fertile, although it has killed thousands and buried many cities in its wake.

One of America's most famous clipper ships, the Flying Cloud was hailed in 1851 for a record passage between New York and San Francisco in 89 days. Over one four-day stretch, she averaged better than 13 1/2 knots, considerably faster than today's Liberty ships, which only made between ten and 11 knots in their best days. The fact that the Flying Cloud made the voyage in less than three months was a cause for much rejoicing on the West Coast, as it made the San Franciscans feel a lot closer to their old homes in the East. Isbrandtsen Lines has perpetuated the name in a modern-day Flying Cloud, a C-2.

In 1900 only two percent of the merchant marine consisted of tankers. Today, better than one out of every three US merchant vessels is a tanker and, according to industry figures, it costs less to transport two gallons of gasoline from the Gulf to the Atlantic seaboard than to send a 2c. postcard. . . . The Cities Service tanker Logan's Fort got its name from the famous Kentucky defense post founded by Benjamin Logan in 1775 near the town of Stanford. On May 20, 1777, Logan's Fort was the scene of an Indian attack during which Logan, by his courage and surprising athletic ability became the mainstay in his fort's defense.

THE INQUIRING SEAFARER

Question: Would you like to sail as a ship's officer some day?

Newton Paine, AB: No, I do not think so. As a ship's officer you are not your own boss. You are subject to the company's whims and regulations. You can't get off when you want to, and if you take off you do so at your own risk. If you are hired back it is often at a lower rating. That's no life for me.

Norman Mable, electrician: No, for several very good reasons. My primary reason is that I don't like to stand watches. Also, I don't intend to go to sea all my life. However, that's just the way I feel now, and if I should change my mind, I would want to be an officer.

Joseph Kriz, OS: It would be nice to be a ship's officer, but I think I am too old to start now. If I had wanted to be a mate when I started sailing at 42 it would have been fine. I think I am past that age now and since I am 51 I feel it is out of the question. If I were younger, I'd try it.

William Benson, wiper: Yes, I certainly do want to be an officer, either on deck or in the engine department. I can't see staying as a wiper in the engine department without trying to advance myself. In improving myself I intend to go from unlicensed to licensed personnel. I want to advance.

Dan Donovan, oiler: I don't think so. I don't sail often enough to want to become even a third mate. I only sail about once a year and I definitely do not intend to make it a career. I have other plans which will keep me shore-side, otherwise it might be a very good idea. It's a better life.

Wayne Agle, AB: I wouldn't necessarily want to be a mate, from chief down to third. That way I would be subjected to all the company regulations and wouldn't be a free man. I want to be able to get off and take a vacation when I feel like it. Also, I don't want to spend eight hours a day on the bridge.

MEET THE SEAFARER



PATRICK J. MULHOLLAND, OS

Sailing for slightly over two years now, brand-new Seafarer Pat Mulholland has reached what he considers the peak of his seagoing career and on the eve of his twentieth birthday to boot. Aboard the Del Aires (Mississippi) on his way to the Far East, Mulholland shipped out of the New York hall a few days after he was fired out of the Atlantic tanker fleet because his SIU sympathies got under the skin of the company.

A native Brooklynite, the lanky six-footer first began sailing about two years ago on the Great Lakes when he and a friend rode up there to have a whirl at it and wound up putting in a full season on tugs that hauled oil barges between the various Lake ports. Then, when the ice locked up the shipping season there, he heard about job openings at Tidewater Oil and came down to Bayonne, N.J. to try his luck.

Wasn't So Lucky After All

He made a berth, it turned out, but after a few weeks of sailing for Tidewater he figured he hadn't been so lucky after all. The antics of the Tidewater Tankermen's Association were more than a guy could take unless he was one of the boys "on the inside." Feeding was pretty poor in the fleet and that's one thing nobody likes to have to contend with. In addition, Mulholland pointed out, his job rested on pretty thin ice.

When the company discovered it didn't have an immediate spot for one of the favorite sons there who had just gotten a license as a third mate, and the mate showed he was so in love with Tidewater that he signed on as an ordinary, Mulholland found he was "bumped" and that the mate was taking his place in the deck gang. The "union" set-up paralleled what he found in Atlantic later on, however.

He got nowhere when he beefed to a "delegate" about getting bounced off the ship; the delegate just listened and laughed. "He worked at the Tidewater refinery," Mulholland noted. "He couldn't be bothered with seamen's problems."

Learning about the SIU drive in Atlantic and the fact that the company was still hiring, Mulholland then went to Philadelphia, where he found his time with Tidewater made it easy to get in. Thus, Mulholland went into the Anchorage, the company hiring pool, and eventually would up on the Atlantic Voyager.

Conditions Not Much Better

"Conditions were slightly better than in Tidewater, but they were still nothing to write home about," he declared. "I'd heard about the SIU though, and I figured here was my chance to get hooked up with a real Union that could do a job for guys in Atlantic like myself." Soon after, he began supporting the SIU openly, encouraging others to follow suit.

Pulled off the Voyager to go back into the Anchorage again, Mulholland was put to work loading stores on tankers that came in and out of there. A few days later, after he and a gang of men had just finished loading three ships in one day, he got a tap on the shoulder and wound up on the Exporter, one of the ships he had just helped finish loading.

"Then and there I figured there must be a better way of doing things and really began realizing the truth of what SIU organizers in the fleet had been saying all along," he pointed out.

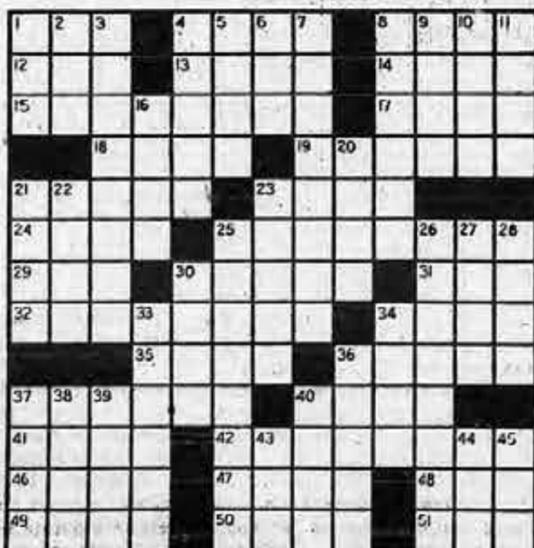
Shifted From Ship To Ship

Following the Exporter, Mulholland put in a stint on the Transporter and then was shifted to the W. C. Yeager, his last Atlantic ship. His firing, which came before the election was over when the company began trying to run active SIU men out of the fleet in wholesale lots, left him high and dry—but only for a moment.

"I had my SIU book and that made all the difference," he emphasized. "Three days later I threw in for a job on the Del Aires and made it, and I knew I was on my way to enjoy the best there is in the maritime industry. SIU-style shipping and top-notch SIU conditions."

The Seafarers Puzzle

- | | | | |
|-----------------------------|--------------------------|---------------------------------|----------------------------|
| ACROSS | DOWN | 20. Part of a church | 33. About 3 miles. at sea |
| 1. Baltic or China | 1. — Sack | 21. Wild pig | 34. Cologne: German man |
| 4. Things to avoid | 3. Part of this district | 22. River in France | 36. Christmas songs |
| 8. Poles | 4. Farms buildings | 23. Main topic with | 37. Riverbank: Scot. |
| 12. Agent: Abbr. | 5. Adjoin | 24. Things to cut | 38. Edge of deck |
| 13. He had an Irish Rose | 6. Edge | 25. Shipline owner | 39. Hotels are hiked |
| 14. Cleveland's lake | 7. Meetings | 26. Average | 40. Where bricks are baked |
| 15. Windless spots in ocean | 8. Enjoy | 27. One of Sicily's sights | 41. Dodgers' "Preacher" |
| 17. Load | 9. Spoken | 28. Industrial region in Europe | 42. Exit |
| 18. Mother's sister | 10. Frank | 29. Went ahead | |
| 19. SIU member | 11. Prophet | | |
| 21. Dice | 16. Things to be paid | | |
- (Puzzle Answer on Page 21)



- 2. Bits of info
- 3. Worthless scraps
- 25. Noted waterfall in Snake River
- 9. Cuckoo
- 10. View
- 11. Galley utensil
- 2. Gets back
- 34. Composer of "Show Boat"
- 23. Comfort
- 26. Opera by Bellini
- 37. Prickly bushes
- 50. Peninsula near Leningrad
- 41. Sounded a bell
- 42. Man from the Far East
- 46. Jap tribesman
- 47. Wad of bills
- 48. Lake cargo
- 49. Other
- 51. Jap coins
- 52. Communist

TEN YEARS AGO

US forces took the heights at La Falconconara, Italy, after a fierce two-mile advance in the face of extremely heavy enemy resistance. . . . The Nazi garrison on the Island of Santorin (Thira) surrendered to Allied troops. . . . The SIU served notice that it was continuing its fight to prevent the WSA from barring oldtimers from sailing through the use of special "physical examinations for seamen" . . . Fighting continued at Swatow, in southeastern Kwantung Province, China, as US planes sunk a Japanese destroyer and freighter. . . . The Chinese high command announced that it had routed two Japanese divisions of 30,000 men in a three-day battle near Changteh.

President Roosevelt, British Prime Minister Churchill and Soviet Premier Stalin, jointly announced that in a conference at Teheran, Iran, they had "shaped and confirmed out common policy" for the destruction of the Nazi forces and for a peace "which will banish the scourge and terror of war for many generations" . . . The diplomatic exchange ship Gripsholm arrived in New York with 1,222 Americans and 217 Canadians who had been prisoners

of war in Japan. . . . The SIU hailed the production of a new life raft, which included special equipment for aiding injured men as well as signalling facilities, and equipment for heating food.

US Marines and US Army troops landed on the islands of Makin and Tarawa. Marines landing on Tarawa were met with extremely fierce opposition from strongly entrenched defenders on the beaches. Later, losses at Tarawa were announced as 1,026 killed and 2,557 wounded. At Makin, losses were announced at 85 killed and 121 wounded.

Soviet troops advanced across the 1939 Polish frontier. . . . Allied planes, estimated at 2,700, dropped 3,000 tons of bombs on northern France and Germany, including Berlin and Kiel. The Allies lost only 29 planes. . . . Southern California beat Washington 29-0 in the Rose Bowl, Louisiana State took Texas A&M 19-14 in the Orange Bowl, and Georgia Tech edged out Tulsa 20-18 in the Sugar Bowl on New Year's Day. . . . The NMU announced its new contract demands. They showed that conditions of the CIO union were miles behind what the SIU already had.

SEAFARERS LOG

January 8, 1954

Vol. XVI. No. 1

Published biweekly by the Seafarers International Union, Atlantic & Gulf District, AFL, 675 Fourth Avenue, Brooklyn 32, NY. Tel. HYacinth 9-6600, Cable Address: SEAFARERS NEW YORK.

PAUL HALL, Secretary-Treasurer

Editor, HERBERT BRAND; Managing Editor, RAY DENISON; Art Editor, BERNARD SEAMAN; Photo Editor, DANIEL NILVA; Staff Writers, HERMAN ARTHUR, IRWIN SPIVACK, JERRY REMER, AL MASKIN, NOEL PARMENTEL; Gulf Area Reporter, BILL MOODY; Staff Assistants, LYMAN GAYLORD, MILTON HOROWITZ.



The Coming Congress

Every session of Congress is important as far as maritime is concerned because Government policies always have a bearing on the well-being of the merchant marine. But the current session of Congress promises to be an extremely important one.

Coming to a head all at once are the future of the Public Health Service hospitals, the fate of the foreign aid program, the problem of the Mariner ships, the continuing decline of US-flag participation in this country's foreign commerce, and the whole question of US trade policies involving such matters as tariffs and quotas which affect the flow of commerce to and from our shores. In addition, Congress will take up proposals dealing with the Taft-Hartley law, in the course of which action may be taken that could affect maritime hiring halls.

The SIU's position on matters of this kind is well-known. The Union has always fought vigorously to maintain and improve the Public Health Service hospitals. And the Union has always regarded the maritime hiring hall as the cornerstone of its existence. The SIU will fight any infringement on the hiring hall with all the strength at its command.

As far as shipping legislation is concerned, the SIU believes that the US needs and deserves a strong merchant marine and an ever-growing foreign trade. On an issue of this kind, both the Union and the shipowner ride the same ship together.

↓ ↓ ↓

The Albion Incident

The peculiar experience of the SIU-manned Albion in the Gulf of Aquaba recently, when it was shelled by Egyptian shore batteries, ought to give pause to those who insist there's no military danger to merchant ships these days. In the light of what happened, the incident assumes a comic opera touch, but we are sure it wasn't funny at the time it was going on.

In that part of the world, as well as elsewhere, rival nations have their fingers on the trigger. To judge from the Albion incident, it doesn't take much to get those trigger-fingers moving either.

In the current world situation ships are valuable power pawns that can tip the balance one way or another. As such Seafarers are always in a potential front line when they visit one of the world's trouble spots.

↓ ↓ ↓

Constitution Reprint

This issue of the SEAFARERS LOG carries the full text of the SIU constitution, plus an explanation of all the articles it contains. It is being reprinted as per the decisions of the port agents' conference of last summer, as approved by the membership. At that time, the agents recommended that it be reprinted at six-month intervals so that Seafarers could have the fullest opportunity to acquaint themselves with its provisions.

Accordingly, the constitution was printed in July, and is being reprinted now in this issue. In the period of 15 months that this new constitution has been in effect it has proved its worth as a solidly-based document for a democratic Union.

↓ ↓ ↓

Seatrain's Birthday

This being the 25th anniversary of Seatrains Lines, the Union takes the opportunity to congratulate the company on the success of its unusual shipping venture. The ingenuity of the Seatrains operations has won a good deal of merited praise from the industry, in that it has enabled the company to prosper in the coastwise trade, a trade that has all but vanished under the pressure of competition from railroads.

Generally speaking, the SIU has enjoyed harmonious relations with the company for many years. And on those occasions with where issues have arisen between the Union and the company, matters have been settled amicably across the conference table.

We're sure Seafarers will join in wishing Seatrains Lines a happy birthday and many more years of prosperous operation.

LETTER of the WEEK

Steel Traveler Claims Top Chow

To the Editor:

The Steel Traveler is now on the last lap of what will turn out to be a four-and-a-half-month trip. We are due back in New York just a day or so before Christmas, and you can bet your vacation money we shall sure be pleased to see that old Manhattan skyline.

We are now here in Port Said, Egypt, and I am writing on behalf



Shrimpton

of the entire crew to bring out this point: In several of the LOGs that have reached us, we notice that many crews get to boasting about their chow and their steward departments. Well, we here on the Traveler want to get into the act, and we will back our bellyrobber and his gang for good cash against all comers. For this entire voyage we have lived on the fat of the land, and we want that fact to go on record.

SIU Ships—Top This!

Our steward is Aussie (Evangeline) Shrimpton, and as proof of our boast let me mention our Thanksgiving Day dinner. If there is another SIU ship that served each man with a quart of ice cold beer on Thanksgiving Day, then you will have to prove it.

The only chow beef we have had all this trip comes from the second mate who, incidentally, is a right good Joe. He complains bitterly that it has taken him eight years to get out of the foc'sle so that he could get a good feed in the saloon, only to find that all the choice chow on this clipper is right back in the crew messhall.

Aussie knows about this letter, and he wants me to say that he couldn't have done half the things that he has for us without the co-operation of a first-class galley gang.

Only Poker Is Poor

Our chief cook is Ling Shin and we call him Ting-a-Ling, the Chinese Wonder. He chases us out of the galley with a meat cleaver, but his fresh fried shrimp with pungent sauce is right out of this world. We also want to pass a vote of thanks to Johnnie Green, our messman. He is always on the ball and if he could only play poker as well as he waits on table he would be the richest guy on the ship. However, you can't have everything, and as matters now stand, John may have to make another trip to break even. He is so used to hearing all hands bawling, "Gimme a full house, John" that it has affected his poker playing.

If any of you shore-bound sailors are looking for a home-away-from-home you had better wait for this hooker to go on the board—she ain't much on overtime, fellows, but she sure is a feeder.

Speaking of feeding, our chief feeder, Shrimpton, is well known in the SIU for his writing as well as for his culinary mastery. Not long ago, he wrote a story for the LOG about a seaman-lover. It was well-received by the boys in the foc'sle.

Curtis Thompson

Indefinite Lay-Up



LABOR ROUND-UP

Private sanitation drivers in New York city won a \$7 package increase which included \$5 in cash and \$2 in contributions to pension and welfare. The 1,500 drivers involved, members of the International Brotherhood of Teamsters, returned to work after a 15-day walkout. In the course of the strike, New York City Sanitation workers were put to work picking up the industrial refuse, but the strike came to a quick end when another Teamster's local in the Sanitation Department voted to end all overtime work during which they had been collecting the industrial garbage and refuse.

↓ ↓ ↓

A Christmas turkey was included in a strike settlement at the Food Machinery and Chemical Corporation of Carteret, New Jersey. The 260 members of the AFL Chemical Workers Union, who were involved in the six-week tie-up, also won an eight-cents-an-hour increase as well as a pension plan. The company announced that it would continue its practice of handing out turkeys, strike or no, but the strike ended before Christmas anyway.

↓ ↓ ↓

Canadian gold miners, members of the CIO Steelworkers, were denied jobless benefits by the Canadian government even though both the company and the union agreed that the men had been laid off because of business losses. The mine operated by the Paymaster Mining Company, had been laying off men for weeks before it closed down completely. However, the Government decreed that the 350 men were not entitled to compensation because of a "lockout."

↓ ↓ ↓

Three locals of the Communist-dominated Mine, Mill and Smelter Workers Union, which was expelled from the CIO in 1950, have taken steps to join the CIO Steelworkers Union. The locals have a membership of 7,000 and are located in Butte and Anaconda, Montana. The CIO has appealed to other locals in Mine, Mill and Smelter to come back to the CIO.

↓ ↓ ↓

Pennsylvania Greyhound bus drivers have voted to accept a three-year contract averting a strike that would have halted bus

operations in three states. The 2,000 members of the AFL Motor Coach Employees Union accepted an eight cent raise retroactive to last May 1, plus four cents additional on May 1, 1954 and 1955.

↓ ↓ ↓

The Mayor of Norwalk, Conn., has appealed for a settlement of the strike of United Hatters Union members against the Hat Corporation of America. The strike has been on for three months now with no settlement in sight. Union members went out on the picket-lines after the corporation took steps to move its operations to Tennessee. The Union is seeking job security guarantees for its membership.

↓ ↓ ↓

A six-week old gas strike of 1,800 maintenance workers at the New Jersey Public Service Gas Company came to an end with an agreement to submit all issues to arbitration. Members of Local 274, Public Utility Workers, AFL, approved the settlement by a nine to one majority. It's expected that the arbitration award will provide a five percent increase at the minimum.

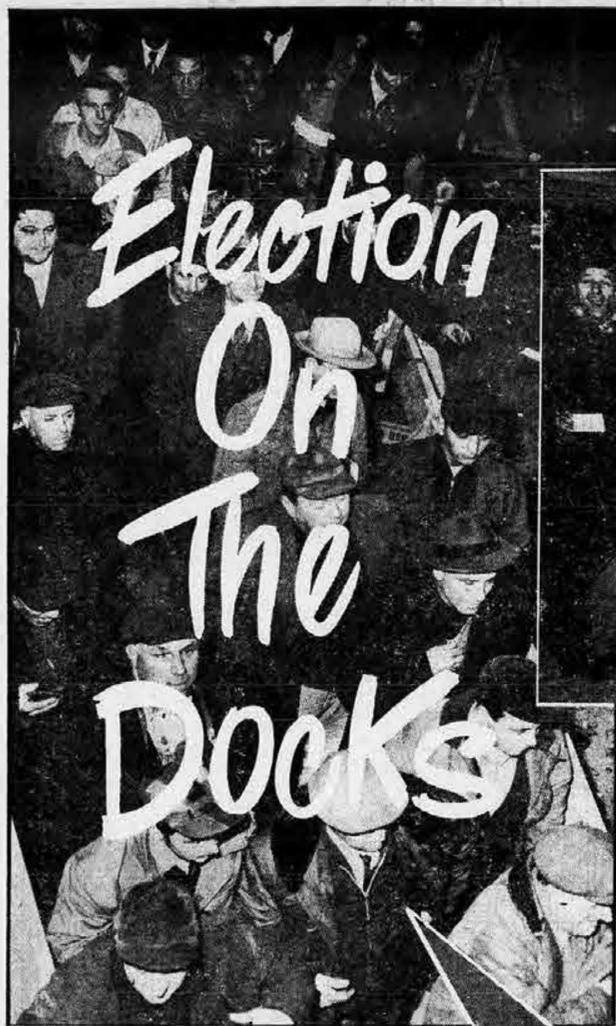
↓ ↓ ↓

An emergency fact finding board has been set up under the terms of the Railway Labor Act to head off a possible strike of more than a million railroad employees in the 15 non-operating railroad unions, including clerks, track workers, shop workers and others. The appointment of the board by President Eisenhower has the effect of freezing present conditions for 60 days. Meanwhile, the railroads have settled with the Brotherhood of Railroad Trainmen, one of the operating unions for a five-cent hourly increase and an improved vacation plan.

↓ ↓ ↓

Unionized insurance agents in both the AFL and CIO have met to plan joint action against the giant insurance companies. Representation of the AFL Insurance Agents International Union and the CIO Insurance Workers of America have set up a program of mutual support in negotiations, as well as separate organizing activity so as not to conflict with each other.

AFL-ILA COMES INTO ITS OWN



In one of the very few light moments of the election, an AFL booster parks in front of a group of old ILA demonstrators. Otherwise the voting was grim, with men going silently to the polls.



Two of old ILA's lieutenants confer under watchful eye of an AFL-ILA supporter. Presence of many strong-arm men was cited as reason for voiding the vote.



A Labor Board representative checks a longshoreman's credentials as other men wait. Midway in the election the Board changed requirements with the result that many men voted on a temporary Waterfront Commission card.



The nation's press, keenly interested in the outcome, was out in force. Here a battery of cameramen gets set to fire away at longshoremen in the New York City polling place on Hudson Street in downtown Manhattan.



Voting started early in the morning and there were plenty of men lined up waiting when the polls opened.



Polling place in New York was busy spot with longshoremen filing in and out of voting booths all day long. Confusion was considerable in the course of the voting.



An NLRB agent busy with paperwork in the course of the election.



NLRB Regional Director Charles Douds reads off the results showing a heavy pro-AFL vote.



When it was all over, Labor Board employees counted the results at NLRB offices.



AFL-ILA Italian-language poster declares "We will win."



A grim-faced Tony Anastasia glowers at the cameramen as he gives the "victory" signal to his supporters at the polls.

When 7,500 New York area longshore workers trooped to the polls just before Christmas and cast their votes for the AFL-ILA, they started a chain reaction which is still not ended. The struggle on the docks has not yet been decided but all indications are that the longshoremen, through their votes, have set the course for an AFL-ILA victory.

Prior to the election, the smart money and the experts had it that the AFL-ILA was doomed to a crushing defeat. The new union, they figured, simply hadn't had the time to break through the wall of fear surrounding the dock workers. And during the election when the old ILA used its usual tactics of intimidation, it appeared that the experts' predictions would be fulfilled.

It was quite a surprise, and no doubt a shock to the old ILA, when 7,500 longshoremen had the courage to defy them and vote their convictions. The election clearly established that the AFL-ILA was a force to be reckoned with on the docks.

Since then, the tide has definitely turned toward the AFL. Longshoremen, who had held back from having anything to do with the new union, are supporting it in increasing numbers. And at the present time, the NLRB is carefully considering an AFL move to set aside the election based on ample evidence of intimidation and other irregularities in the voting.

PORT REPORTS

Baltimore:

Show Me Mariner To Crew Up Next Week

Shipping in the Port of Baltimore is a little better now than it has been in the past several weeks but only due to the fact that we had several ships paying off that had been out on long trips. We don't think that this is an indication that shipping will continue this way. We expect it to slow up in the next couple of weeks as many of our ships are being put on the idle status, but we are still sure that the bookmen will not have any trouble shipping, particularly the rated men.

We are crewing up the "Show Me Mariner" the first of next week which will relieve some of the pressure on the port, and probably one of the Robin ships which is in the shipyard here. Outside of that, it will just be the usual coastwise inter-coastal and Ore Line ships that we can depend on at the present time.

The following ships paid off in the port in the past two weeks: Elizabeth, twice; Edith, Ines, Rosario, and Evelyn (Bull); Fairport and Mobilian (Waterman); Bethore, Marore, Venore, Cubore, Feltore, Santore, Baltore and Steelore (Ore); Steel Artisan, and Anniston City (Isthmian);



Davis

Beth-Coaster and Massmar (Calmar); Bents Fort and Council Grove (Cities Service); Santa Venetia (Elam) and Ocean Nimet (Ocean Trans).

Ships signing on were the same with the exception of the Beth-Coaster, Mobilian, Santa Venetia, Anniston City, Ocean Nimet and Edith.

In-transit vessels were the Seamar (Calmar); Alcoa Puritan and Alcoa Runner (Alcoa); Antinous and Chickasaw (Waterman); Steel Traveler (Isthmian) and Chiwawa (Cities Service).

New Building

Along with a few of the members and myself we went down and took a look at the new hall and the work is going ahead now in fine shape. They are putting the retaining walls up and leveling off the rough facing on the building has been completed and there is not too much more work to be done on the exterior of the building. They have put quite a few more men to work on the interior which has made the outlook very bright and we are hoping that we will be able to take over within the next few months. We are certain, at this time, that there will be no necessity to change the plans and that when we are finally established there, there will be no alterations necessary.

On the political scene we know that Curly Byrd, Mr. Mahoney and probably Mayor D'Alesandro are going to pitch for the Governorship. The first two named are known candidates. The mayor is a doubtful starter due to the fact that in the last primary election Mr. Mahoney won the popular vote, although he didn't win the majority of the electoral votes to run against Governor McKeldin. We are sure that, at the present time, he is the strongest Democratic candidate. In conclusion, we are certain that Mr. Mahoney would make a very capable Governor due to his executive ability and his concern for the maritime industry.

Xmas Money

Brothers Dickey and McCann

made the usual routine check of the hospital and as of this date they have given the usual \$25.00 Christmas Gift to approximately 30 of our men which was greatly received by them and all hands seem to be in fine spirits. Of course, as you brothers know, a card or a line of any kind is always appreciated and if you know any of these brothers, take time out and drop them a card or a line as they have plenty of leisure time on their hands.

Men in the marine hospital this week are: Harry Thrash, Henry T. Miller, Gus Sanchez, George Meltzer, Earl T. Erickson, Roy M. Hawes, Jack Morrison, Julianus Blanco, Clyde Leggett, Robert L. Lambert, Melvin Mason, Francisco Mayor, Cloise Coats, Jessie A. Clarke, Leslie Aaron, Samuel C. Hudgins, Michael Pugaszewski, Jeff Davis and Walter H. Sibley.

We had the usual Christmas Dinner here as we have had in the past several years and we must have put out 600 or more dinners. I am certain the membership and their friends were very well pleased as it brought a lot of the families together and made for better relationships for all concerned.

I am taking this opportunity to wish all a very happy and prosperous New Year and hoping that '34 brings more.

Earl Sheppard
Baltimore Port Agent
* * *

Tampa:

Atlantic, Longshore News Tampa Topics

Shipping was pretty good for the past two weeks and it looks like it will be fair for the coming period as there has been quite a turnover on the coastwise ships.

Ships in transit were the Edith of Bull; Waterman's Antinous, Chickasaw and Iberville; Pan Ocean's George Lawson and Southern's Southern Cities.

Brother Kelly discussed the Atlantic Drive thoroughly. He told the membership how, in the future, we could help in the drive, urging all members to seek employment with this company if possible. He gave the membership an up-to-date report on the longshore beef, impressing upon the membership the importance of the outcome of this situation to the well-being of all.

This may not be the busiest port in the world, but we sure do have plenty of fine weather down this way. Nothing beats Florida when it comes to winter. Ask any tourist who comes down here for the sunshine.

Ray White
Tampa Port Agent

New Orleans:

Afoundria Crew Gets An Extended Holiday

Business and shipping is good down here in the Crescent City. The outlook for the coming two weeks of the New Year is good and the Sugar Bowl fans from West Virginia and Georgia are whooping it up. To start with, we must wish each and every member a very prosperous New Year and with the cooperation of the membership in the coming year as it has been in the past, 1934 should be another good year for the SIU which should continue to be tops in maritime.

The crew of the Afoundria (Waterman) got an extended stay in New Orleans and were able to spend Christmas here when it looked like they were headed for the high seas on Christmas Eve. The ship sailed about 4 PM on December 24 and was headed for the Far East when she tried to pass the Colombian freighter Ciudad de Bogota which also was proceeding downstream. From the crew's report, the Colombian freighter angled in on the Afoundria causing her to drop anchor and go full astern. During this maneuver the bow struck the Todd Johnson's dry dock, causing an estimated damage of \$150,000 to the dry dock and an estimated damage of \$20,000 to the ship. The crew was able to be here six days longer and is now on its way to the Far East.



Sylvera

Last Voyage

We are sorry to report on the last voyage of one of our Brother members, Abdon "Al" Sylvera, who passed away here in New Orleans after an extended illness. Burial took place here in New Orleans with the following brothers acting as pall bearers: Jim Corlis, Louis Wetzell, Ed Shiedler, Finas Strickland, Dick Anderson and Theodore James. Al was well known here in New Orleans as he made it his home port and shipped regularly from here for many years. Prior to his death one of his last wishes was that he be buried with his SIU pin on his lapel. Al was a good shipmate and well liked.

The Christmas bonus provided to our hospitalized members by the Welfare Plan was met with unanimous appreciation and acclaim. Oldtimer Sam Cope summed it up with this expression, "Any one who blasts this Union just isn't a man."

Tom Bernsee, who ships mainly out of Mobile, Alabama, is in the local hospital for observation to determine whether or not he must undergo surgery. Bo Anderson, John Blair and John Culeton are among the hospitalized newcomers.

Ships Paying Off

Ships paying off were the Del Sud and Del Sol of Mississippi; Antinous of Waterman; Bloomfield's Alice Brown; Sunion of Kea, and the Southport of South Atlantic. Signing on were the Del Sud and Del Monte of Mississippi and the George A. Lawson of Pan Oceanic.

In-transit vessels were the following: Alcoa Corsair, Pennant, Cavalier and Pilgrim (Alcoa); Del Monte and Del Sol (Mississippi); Seatrains Savannah and New York (Seatrains); Hurricane, Afoundria, Claiborne and Monarch of the Sea (Waterman); Southern Cities (Southern); Western Rancher (Western Navigation) and the Cathoula of National Navigation.

Lindsey Williams
New Orleans Port Agent
* * *

Seattle:

Shipping Expected To Hold Up In Seattle

In the Port of Seattle shipping has been good for the past two weeks and looks to be fairly good for the coming period.

Ships paying off were the Seavictor (Bournemouth); Alcoa Pegasus (Alcoa); and the Seagarden (Victory Carriers). In-transit vessels included the Hastings, Choctaw and Arizpa (Waterman); N. B. Palmer (Eagle Ocean); Ocean Lotte (Ocean Trans); Alamar (Calmar); Lewis Emery, Jr. (Victory Carriers); and Salem Maritime (Cities Service).



Cullison

One of the oldtimers around the hall is Frank Cullison, who joined the SIU in 1940 in the port of Baltimore. Frank has shipped in the steward's department ever since and now has a steward's rating. He has been on the West Coast for three years. He got married on the West Coast and now makes Seattle his home.

Some of the other boys on the beach include R. D. Stough, G. W. Ford and J. Walker.

Waiting to hear from you in the marine hospital are N. R. Brown, L. Hodges, K. R. Kittelson, J. Well, J. B. Garrison and W. K. Guley.

Jeff Gillette
Seattle Port Agent

Mobile:

Mobile Shipping Fine Around The Holidays

Shipping in the Port of Mobile for the last couple of weeks was fairly good with approximately 116 men shipped to regular jobs and about an equal amount of standby and various relief jobs in and around the harbor. This was a pretty good two-week period considering about half the time was weekends and holidays.

Ships paying off included Alcoa's



Bernsee

Pennant, Pointer, Runner, Cavalier, Pilgrim, Clipper and Roamer; Mankato Victory of Victory Carriers; and Waterman's Monarch of the Sea and Claiborne. All signed on again except the Water-

man scows.

In-transit vessels were the Iberville and Antinous of Waterman, and Mississippi's Del Sol and Del Monte.

Shipping also continues to look good with quite a few ships due to hit the port during the coming two weeks and quite a few of them coming in off the offshore run.

At the present time the only two Mobile members who are in the hospital now are brothers Tom Bernsee, drydocked with a kidney ailment and Willie Reynolds. Don't forget to stop by and see these boys if and when you're in and around New Orleans.

A few of the oldtimers currently sweating out the beach in Mobile now include Charley Spencer, Cliff Doggett, Jimmie Carter, Reese Lumpkins, C. Long, Joe Crawford, Harold Long, George Weldy, Fred Ward and George Chandler.

Speaking of George Chandler, the boys call him "Jughead." He's single and has been shipping out of this port for years. He usually sails in the rating of deck maintenance or bosun and his last ship was Isthmian's Steel Navigator. He's delighted with the progress of the Union through the years, but he's crazy about the Vacation Plan.

Cal Tanner
Mobile Port Agent
* * *

Savannah:

Christmas Party Makes For Happy Holiday

Shipping has been fair in the Port of Savannah in the past period and the outlook for the immediate future looks about the same.

In-transit vessels since the last meeting were the Seatrain New York and Seatrain Savannah (Seatrains); Ponce (Puerto Rico); Rob'n Goodfellow (Seas); Fairport (Waterman); and the Southstar and Southport of South Atlantic.

The Christmas party was a real nice one here in this town and all hands had a good time.

Jeff Morrison
Savannah Port Agent

SIU HALL DIRECTORY

SIU, A&G District

BALTIMORE	14 North Gay St.	Magnolia 6112-6113
Earl Sheppard, Agent	Mulberry 4540	
BOSTON	276 State St.	
James Sheehan, Agent	Richmond 2-0140	
GALVESTON	303 1/2 23rd St.	
Keith Alsop, Agent	Phone 2-6448	
LAKE CHARLES, La.	1419 Ryan St.	
Leroy Clarke, Agent	Phone 6-5744	
MIAMI	Dolphin Hotel	
Eddie Parr, Agent	Miami 6-4791	
MOBILE	1 South Lawrence St.	
Cal Tanner, Agent	Phone 2-1754	
NEW ORLEANS	523 Bienville St.	
Lindsey Williams, Agent		
NEW YORK	675 4th Ave.	6112-6113
Men Rees, Agent	Brooklyn	
PHILADELPHIA	337 Market St.	
S. Cardullo, Agent	Market 7-1635	
PORT ARTHUR	411 Austin St.	
Don Hilton, Rep.	Phone 4-2341	
SAN FRANCISCO	450 Harrison St.	
T. Banning, Agent	Douglas 2-6475	
Marty Breithoff, West Coast Representative		
PUERTA DE TIERRA, PR.	Felayo 51-La 8	
Sal Colla, Agent	Phone 2-5996	
PUERTA LA CRUZ	Calle Miranda 16	
Bill Oppenhorst, Rep.	Phone pending	
SAVANNAH	2 Abercorn St.	
Jeff Morrison, Agent	Phone 3-1728	
SEATTLE	2700 1st Ave.	

Jeff Gillette, Agent	Elliott 4334
TAMPA	1809-1811 N. Franklin St.
Ray White, Agent	Phone 2-1323
WILMINGTON, Calif.	505 Marine Ave.
John Arabasz, Agent	Terminal 4-2374
HEADQUARTERS	675 4th Ave., Bklyn.
SECRETARY-TREASURER	Paul Hall
ASST. SECRETARY-TREASURERS	Joe Algina
Robert Matthews	Joe Volpian
Claude Simmons	William Hall

SUP

HONOLULU	16 Merchant St.	
PORTLAND	522 N. W. Everett St.	
Beacon 4330		
RICHMOND, CALIF.	257 5th St.	
Phone 2099		
SAN FRANCISCO	450 Harrison St.	
Douglas 2-6363		
SEATTLE	2700 1st Ave.	
Main 6290		
WILMINGTON	505 Marine Ave.	
Terminal 4-3131		
NEW YORK	675 4th Ave., Brooklyn	
STERLING 6-4671		

Canadian District

MONTREAL	624 St. James St. West	
Plateau 8161		
HALIFAX, N.S.	129 1/2 Hollis St.	
Phone: 3-2911		

FORT WILLIAM	118 1/2 Syndicate Ave.	
Ontario	Phone: 3-3221	
PORT COLBORNE	103 Durham St.	
Ontario	Phone: 5591	
TORONTO, Ontario	272 King St. E.	
Empire 4-5719		
VICTORIA, BC	617 1/2 Cormorant St.	
Empire 4531		
VANCOUVER, BC	585 Hamilton St.	
Pacific 7824		
SYDNEY, NS	304 Charlotte St.	
Phone 6346		
BAGOTVILLE, Quebec	20 Elgin St.	
Phone: 545		
THOROLD, Ontario	52 St. Davids St.	
Canal 7-3202		
QUEBEC	113 Cote De La Montague	
Quebec	Phone: 2-0778	
SAINT JOHN, NB	177 Prince William St.	
Phone: 2-5232		

Great Lakes District

ALPENA	133 W. Fletcher	
Phone: 1238W		
BUFFALO, NY	150 Main St.	
Phone: Cleveland 7291		
CLEVELAND	734 Lakeside Ave., NE	
Phone: Main 1-0147		
DETROIT	1038 3rd St.	
Headquarters Phone: Woodward 1-6857		
DULUTH	331 W. Michigan St.	
Phone: Melrose 2-4110		
SOUTH CHICAGO	3291 E. 92nd St.	
Phone: Essex 8-2419		

How to Apply For Birth Pay

Applications for the maternity benefit must be supported by the following documents:

- Your marriage certificate.
- Baby's birth certificate dating birth after April 1, 1932.
- The discharge from the last ship you sailed on before the baby was born.

PORT REPORTS

Boston:

Seafarers Stay Aboard To Miss Boston Winter

Shipping has not been up to par in Boston, but we have hopes that the outlook will brighten in the future.

Ships paying off included the Republic (Trafalgar); Carrabulle (Natl. Navigation); Ann Marie (Bull); Queenston Heights (Seatrade) and Government Camp (Cities Service). The same ships signed right on again.

Ships in transit included the Steel Traveler and Steel Scientist (Isthmian); Robin Trent (Seas); De Soto, Raphael Semmes and Iberville (Waterman).

Quite a few men were waiting around the hall figuring that they could replace men on ships during the holidays. It seems that only one or two men are leaving each ship to come home. They must be on very good ships or they don't want to fight the cold weather in Boston during the winter.

A few of the members waiting around to ship out include L. Melanson, J. Farrand, M. Hitchcock, P. Karas and G. Smith. Men in the marine hospital are T. Mastaler, F. Mackey, J. Duffy, R. Churchill, R. Rogers and R. McCannon.

The people of Manomet, Mass., are worrying about another whale which has been seen in nearby waters. This whale is believed to be looking for her boy friend which was washed ashore a few weeks ago.

James Sheehan
Boston Port Agent

New York:

Dock Problem Affects New York Shipping

Shipping figures for the past period in the Port of New York have dropped considerably below the norm due to the fact that a number of ships which were scheduled to pay off here have been diverted to other ports on account of the expiration of the no-strike injunction against the longshoremen. The injunction expired at midnight on December 24 and most of the operators were fearful of a tie-up in the port at that time.

We paid off a total of 18 ships in the past two weeks, signed three on foreign articles and serviced 10 in-transit ships. Following are the ships paying off:

Catahoula (National Navigation); Frances, Binghamton Victory, Kathryn, Suzanne, Dorothy and Beatrice (Bull); Wacosta (Waterman); Seatrains Savannah, Texas, Georgia, New York and New Jersey (Seatrains); Bradford Island (Cities Service); Alexandra and Trinity (Carras); Steel Traveler (Isthmian); and Val Chem (Valentine).

Signing On

The Steel Admiral and Steel King of Isthmian and Seas' Robin Goodfellow signed on, while in-transits were the Alcoa Partner, Planter and Runner (Alcoa); Waterman's Chickasaw, Raphael Semmes, La Salle, Iberville and De Soto; Robin Trent (Seas) and Michael of Carras.

The payoffs were all smooth with no major beefs on any of the ships arriving here. We had one ship, the Wacosta, go into temporary

lay-up, but we expect her to crew up and sail next week. It would be impossible to forecast what the shipping will be like in the next two weeks due to the uncertainty of the waterfront situation here.

Claude Simmons
Ass't. Sec.-Treas.

San Francisco:

Cramped Quarters Are Topic For Discussion

Shipping has been good the past two weeks and it is expected to keep an even keel for the upcoming period.

Ships paying off were the Coe Victory (Victory Carriers); Keystone Mariner twice, once on a port payoff (Waterman), and Seacomet II (Gulf Traders). Signing on were the Coe Victory and the Beaugard (Waterman).

In-transit ships were the Steel Recorder of Isthmian; Waterman's Hastings, Choctaw, J. B. Waterman and Young America; Lewis Emery, Jr. (Victory Carriers); Badger Mariner of South Atlantic and Alcoa's Pegasus.

There was quite a bit of discussion about our cramped quarters and the members had quite a few comments why we did not have enough room to dispatch from and also a place to sit down. When a job is called the men block the hallway and this causes a fire hazard and none can use the corridors. Members of the SUP are complaining that they can't even move around in their own building. It was explained to the membership that when there are 100 men on the beach and we make a call, that we'll have to allow the departments to come in one at a time in order to get the jobs shipped with a little elbow room. We agree that the cramped quarters are working a hardship on the members, but that the SIU doesn't want to move at this time.

On the Beach

Oldtimers on the beach include G. Wanka, K. F. Hansen, J. E. Collins, E. Ainsworth, B. Jensen, C. Nien, L. B. Knickerbocker, R. J. Moisant.

Men in the marine hospital include J. W. Singer, L. Carmine, C. Siniti, L. Glazowski, W. Loss, E. Seserko, H. Dell'Orfano, C. Lund, F. Haigney, W. Timmerman, J. Childs, W. Singleton, P. Yuzon, H. Choe, O. Gustavsen and J. Wanger.

Tom Banning
San Francisco Port Agent

Lake Charles:

Tagalam Signed On For Trip Around The World

Things are running along smoothly as we approach the end of the year and the start of a new one. All in all, this port has had a very good year both in shipping and otherwise.

During the past two weeks, the following ships hit this port: Cantigny, Winter Hill, Chiwawa, Government Camp, Bents Fort, Bradford Island, Council Grove and the Winter Hill again, all of Cities Service; Tagalam (Seatrade) and Del Mundo of Mississippi. The Tagalam signed on for what is rumored to be a trip around the world. All of the tubs took some men making everyone happy at the year end.

Last night we held our last meeting of the year and it marked the first year anniversary of the first meeting ever held in Lake Charles. Present at both historic occasions were brothers J. Phillips, A. G. Alexander, Johnny Mitchell as chairman and T. J. Moore as recording secretary.

We have one member in the hospital here as a result of an auto accident. Since the last meeting one of our members, William D. Paul, an oiler on the Government Camp, was killed in an auto accident near this city. His body was shipped to his sister in Omaha, Nebraska. All arrangements for the shipment were handled by the Welfare Services in this port, which did a bang-up job once again.

Leroy Clarke
Lake Charles Port Agent

Galveston:

Bloomfield Gets New Ship: Pelican Mariner

Business and shipping in the Port of Galveston has fallen off and things have been very slow with nothing much in sight for the next two weeks.

The grain elevators are still fouled up and we don't expect them to be straightened out until after March 1.

During the past two weeks we had the Binghamton Victory of Bull pay off after a coastwise trip and then head into idle status. Sign-ons were aboard the Alice Brown of Bloomfield and the Southport of South Atlantic.

In-transit vessels were the Michael and Alexandra of Carras; Mississippi's Del Monte; Royal Oak of Cantigny of Cities Service; Afoundria (Waterman); Seatrains

Louisiana, Texas and New Jersey, twice (Seatrains); and Bull's Mae.

Bloomfield was due to crew its first ship under its new subsidy on or about January 6. The vessel is the Marie Hamil. The company also is getting a new Mariner ship, the Pelican Mariner, which is being built at Pasagula, Mississippi, and will be ready sometime in February. It will crew up out of Mobile.

Keith Alsop
Galveston Port Agent

Norfolk:

Shipping Drops Below Expectations In Port

Shipping has been very slow for the past couple of weeks with only 13 men shipped and 57 men registered for the same period. We have several ships due in transit, but no payoffs are scheduled. Also, we expect to crew the Southern Districts today.

Ships paying off were the Cantigny of Cities Service and the Southern Districts of Southern. Ship signing on was the Cantigny, while the Alcoa Planter was in-transit.

Members in the marine hospital who collected the Christmas bonus in addition to their weekly benefits were high in their praises of the Union for its progressiveness in maritime. Those in the hospital included Charlie Burke, A. Presnell, W. A. Rose, Lonnie Hall, John M. Power, Charlie Phelps and Herbert Milliner.

Ben Rees
Norfolk Port Agent

Philadelphia:

Two Ships In Lay-Up, But Shipping Is Fair

Shipping has been fair for the past few weeks and we expect it to stay in that same category for the coming period.

Ships paying off for the period include the General Patton (National Waterways); Angelina (Bull) and the Winter Hill (Cities Service). In-transit ships were the Azalea City, Mobilian, Raphael Semmes, Bienville, Fairport, twice, and Chickasaw (Waterman); Steel King and Steel Traveler (Isthmian); Carolyn, Angelina, Evelyn, Ines, Dorothy and Elizabeth (Bull). Republic, thrice, (Trafalgar); Alexandra (Carras); Southern Districts (Southern), and Robin Kirk (Seas).

The General Patton and the Angelina, after paying off in fine shape with nary a beef, went into lay-up.

Steve Cardullo
Philadelphia Port Agent

Wilmington:

Deck Dept. Gets OT As Chief Mate Lays Tile

We had good shipping in the past two weeks with three payoffs, four sign-ons and 19 in-transit vessels taking quite a few men off the beach.

Ships paying off were the Choctaw and Young America (Waterman) and the Longview Victory of Victory Carriers. Sign-ons were aboard the same ships plus the Seamonitor of Excelsior.

Ships in transit were the Logans Fort and Salem Maritime of Cities

Service; Fairland, Fairisle, Andrew Jackson, City of Alma and John B. Waterman (Waterman); Jefferson City Victory (Victory Carriers); Seawind (Seatraders); Alamar, Portmar, Pennmar, Calmar and Yorkmar (Calmar); Petrolite (Tanker Sag); Steel Seafarer (Isthmian); Del Aires (Mississippi); Greece Victory of South Atlantic and the San Mateo Victory of Eastern.

We would like to take our hats off to "Scotty" Eden, ship's delegate on the Choctaw and to "Woody" Woodruff, delegate on the Young America, for the fine jobs they did in bringing in these ships with no disputed OT and the repairs whipped into shape as soon as the ships left their foreign port. They make paying off their ships a pleasure. The Longview Victory was another easy payoff with the company paying 25 hours OT for the chief mate laying tile in the captain's quarters without trying to get the bosun or deck department to turn to.

We see lots of old friends on the beach including Jack Thompson, who did a fine job as chairman at our meeting last night, Grady Brown and Red Braunstein. We are happy to start out the new year with no men in the marine hospital from this area. The weather for this time of year is a little warmer than usual with a big fire raging up in the canyons around Santa Anita. Everyone is worried that it might damage the TV transmitters. We also saw the great Tournament of Roses with those gorgeous gals so those men hanging around right now had good reason to stick to the beach.

John Arabacz
Wilmington Port Agent

Proper Repair Lists Help All

The settlement of repair lists means a lot to the men who stay aboard a ship, and to the new crew that comes aboard, just as the repair list made out by the previous crew means a lot to you.

Because repairs mean a lot to your comfort and living conditions aboard ship, they should be handled in the proper fashion.

Each department delegate must make out three copies of his repair list.

The ship's delegate should give one copy to the head of the department concerned, one copy to the company representative, and one copy to the Union patrolman.

In this way, everyone has a copy of the repair list and there is a check to make sure the work is done.

A & G SHIPPING RECORD								
Shipping Figures December 16 To December 30								
PORT	REG. DECK	REG. ENGINE	REG. STEW.	TOTAL REG.	SHIP. DECK	SHIP. ENG.	SHIP. STEW.	TOTAL SHIPPED
Boston	22	13	13	48	8	6	4	18
New York	119	125	133	377	66	55	65	186
Philadelphia	49	47	37	133	20	22	21	63
Baltimore	142	113	78	333	76	67	53	196
Norfolk	24	22	11	57	3	6	4	13
Savannah	20	22	12	54	0	7	4	11
Tampa	19	20	21	60	7	4	6	17
Mobile	51	47	47	145	41	36	39	116
New Orleans	73	64	80	217	76	63	77	216
Galveston	32	43	24	99	20	7	13	40
Seattle	31	30	34	95	25	20	22	67
San Francisco	45	41	36	122	50	38	37	125
Wilmington	31	31	28	90	20	21	25	66
Totals	658	618	554	1,830	412	352	370	1,134

Holiday Cheer For New Orleans Seafarers At SIU Xmas Party



Mr. and Mrs. Harry Huston and children Dickie, Rusty and Penny were having a fine time at the traditional Christmas Day dinner at the New Orleans SIU hall. Huston, a cook on the Alcoa Cavalier, lives in Mobile, but with the ship in New Orleans, the family joined him there for the holidays.



At left, Seafarer Johnny Doyle and his children, John, Jr., Herbert and Beverly. There were plenty of young cowpokes at the festivities. At right (l-r), Dianne and Dorothy Ann Signorino, daughters of Seafarer Paul Signorino, and Geraldine Nichols, George Nichols, Rose Motto and Mrs. Vic Miorana, enjoy the holiday festivities.



At left, Seafarers J. Skladanik, Henry Emry, Bob Ramsey and R. Ramsberger share a few laughs and a few beers at the New Orleans Christmas party. At right, Seafarer Chauncey J. Muldoon (right), from Boston, spins a tale for attentive listener John McCullough of the SIU Great Lakes District. Many members of other SIU of North America affiliates attended the affair and enjoyed the dinner along with Seafarers.

Vital Maritime Issues Await Congress Action

(Continued from page 3) forces will be concerned over the fact that US ships are now carrying a scant 30 percent of the country's foreign commerce.

This is the lowest figure our merchant marine has fallen to in

years. Only three times in the last 30 years have US flag ships carried so small a share of commerce. It is far below the announced goal of the 1936 Merchant Marine Act, which set 50 percent as the target for American shipping to shoot at.

One step that seems reasonably certain to come out of the next Congress is a move to restrict foreign shipping on the Great Lakes. Many foreign ships have come into the Lakes and remained there by carrying cargo between Canadian and American ports.

In addition, Senator Potter has suggested that the Military Sea Transportation Service will be considerably restricted in its competition with private shipping interests.

Senator Potter has indicated that to his way of thinking part of the cost of a merchant marine program could possibly be assumed by the Defense Department. This would apply particularly to defense features built into merchant ships. The Senator has stated that he will resume hearings on the question of the merchant marine program.

Maritime interests have an immediate concern over the fact that Congress will make sharp reductions in foreign economic aid. Aid reductions of this kind are a blow to US merchant shipping since, under the law, US ships carry 50 percent of Government cargo in the form of economic aid.

Foreign aid shipments in recent months, as well as other Government owned-cargoes, have been an increasingly larger part of US merchant commerce as foreign-flag ships carry off the bulk of privately-owned cargoes.

Nine Lost In Ship Crash Near Philly

(Continued from page 3) whatever the company would offer her as it "was a good company and would treat her right."

Atlantic even failed to notify the next of kin promptly so that one man's family found out that their boy was missing, from a neighbor who read about it in the newspapers and Pomeroy's mother was notified by SIU organizers two days before the company got around to it. The father of another, hadn't been notified by the company as much as six days later, and also found out about the loss of his son from newspaper accounts.

SIU Welfare Service Department representatives this week paid out the full SIU \$2,500 death benefit to Pomeroy's mother, Mrs. Mildred Lucas. Pomeroy, an AB, received book membership during the Atlantic drive. He had never sailed SIU ships previously, but qualified for the benefit on the basis of a membership resolution last August to enroll all SIU bookmembers in Atlantic under the Welfare Plan.



Pomeroy

The death benefit also went out to the family of John I. Waller who got into the fleet less than three weeks before the accident. Waller, who was sailing as a wiper with Atlantic, was on the SIU-contracted Seanan (Stratford), until he paid off on October 22 in Portland, Ore. Waller, a married man, had six dependents.

The only action taken by Atlantic was to send a representative to visit some of the surviving families to see if they needed anything. The family of James Laughlin, who had been going to sea only eight days before the disaster took place, was advanced \$100 by the company after Laughlin's mother was informed of the accident and collapsed.

Battle Royal Seen On T-H Amendments

(Continued from page 5) which he said Mr. Eisenhower had previously promised to support.

Later, the AFL convention in St. Louis voted unanimous support to Durkin when he claimed he had been made the "whipping boy" for the Administration and that the President had given in to pressure from big business and industry to abandon the disputed program.

As far as maritime is concerned, the SIU is keeping a close watch on the situation as it relates to maritime hiring halls. Any attempt to curtail the Union hiring hall, the cornerstone of maritime unionism, will be fought bitterly by the SIU.

Burly



Up In The Air



By Bernard Seaman

The FOC'SLE FOTOGRAPHER

By SEAFARERS LOG Photo Editor

The Franke and Heidecke people, whose astute merchandising of the Rolleiflex and Rolleicord camera put twin lens reflex photography on the map in the late 1930's, have incorporated a number of features in their new Rolleicord, Model IV, which goes a long way toward re-defining the purposes served by their two cameras. Several new features of the Rolleicord IV are identical to those of the Rolleiflex 2.8c. Among them are the grooved tripod base for easy attachment and removal of the camera with F & G's new tripod adapter; full (M-X) flash synchronization at all shutter speeds; baffled interior to avoid flare with ultra-high-speed films, and the adjustable film-pressure plate permitting either 120 rolls or 35mm film to be used with equal ease.

A major improvement in basic Rolleicord design is the interlocking of the camera's semi-automatic film-transport mechanism with the shutter operation. After the first frame of the film has been brought into position by turning the winding knob until "1" shows in the exposure counter window, the transport system works automatically. The shutter can't be cocked for each succeeding exposure until the film has been advanced, the film can't be advanced until the shutter has been released. However, when a flashbulb misses or a multiple exposure is intended, the shutter can be cocked for another exposure after a special release knob on the face of the camera has been depressed.

In other words it's impossible to get a double exposure unless you are really looking for one, an innovation which should please the finicky photo bug who is looking for special effects via the double-exposure route.

Eye Level Sports Finder

Like the most recent Rolleicord 111 cameras delivered in this country, the model IV has an eye-level sports finder in its hood. There is also a new clamp device to hold either a Rolleikin 35mm masking frame in place of the new Rolleigrad—a plastic field lens with a clear center which is dropped, grooved face down on top of the ground glass screened to increase corner-to-corner illumination of the screen image.

The fact that the price of the Rolleicord IV remains the same as that of the Rolleicord III which it replaces—\$149.50—is significant as the various improvements in the new model, inasmuch as it clarifies the manufacturer's purpose in marketing their similar, yet different, cameras, the Rolleiflex and Rolleicord. The Rolleiflex, which costs upward of \$100 more than the Rolleicord, (depending upon the lens equipment of the former) is specifically designed for the busy professional worker. Though similar to the Rolleicord in appearance, structure and many of its features, the Rolleiflex, with its fully automatic film transport and shutter-cocking mechanism, represents the last word in fast, effortless operation.

For those who want to save some money and are satisfied to get an older model, the Rolleicord Model III should prove to be an excellent buy. Because of the introduction of the Rolleicord IV, it is possible to buy brand-new Rolleicord III's at a far lower price than previously.

While the III does not have all the refinements of the newer model it is a very satisfactory camera, particularly for amateur use, and should satisfy those who are looking for a good quality, low-cost reflex camera for unspecialized photo work.

(Editor's Note: The SEAFARERS LOG photo editor will be glad to assist Seafarers with their photo problems. Address any questions to the Photo Editor, c/o the LOG at 675 Fourth Avenue, Brooklyn. This includes information on how to operate certain types of cameras, advice on camera purchases, photo-finishing techniques, plus information on a variety of camera equipment, such as enlargers, flash guns, etc. Drop the editor a line or if you are around the hall come up to see him.)

Floor Show At Seaman's Club



Highlights of the floor show at the Seaman's Club in Yokohama, Japan, take the play away from the band. At top, juggler is in the spotlight, while dancing duo catches the eye at conclusion of dance number in bottom picture. Both shots by Harold Restucher.

Stony Creek Crew Burial Service Held Despite Officers' Tactics

When crewmembers of the Stony Creek (Amer-Tramp) attempted to honor the memory of a shipmate lost in a plane crash at sea, writes Elmer Black, bosun aboard the vessel, in a letter signed by 29 other Seafarer crewmembers, some topside personnel tried to throw a monkey wrench into the proceedings, but to no avail.

The incident Black refers to was reported in the October 30 issue of the SEAFARERS LOG, when Seafarer Maurice Brody went down in the Gulf of Oman aboard an Army rescue plane which had come to fly the polio case to where the seaman could get emergency treatment. Three others perished with him.

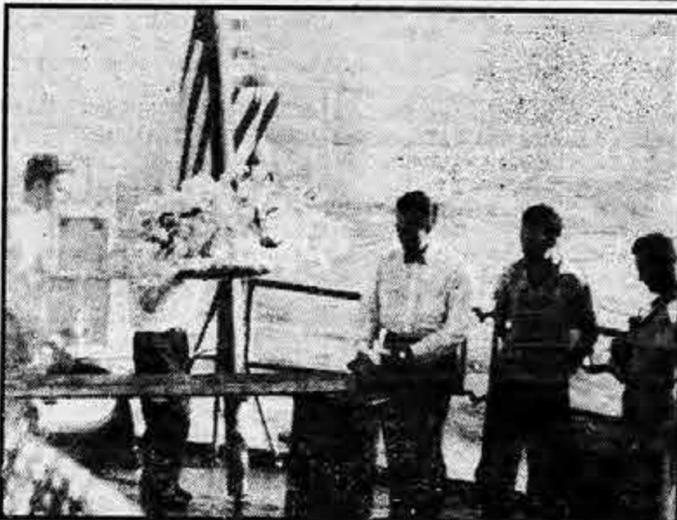
Arriving in Japan, the crew purchased a floral wreath complete with the deceased's name, tied in an appropriate ribbon. The crew planned a short memorial service, with the wreath to be tossed over the side in the vicinity of the fatal crash. Complications, however, set in.

Topside Disturbed

When the wreath and the planned ceremony came to the attention of the captain, E. M. Mokarzel, whom the crew called "the Arab," the master and some of the other topside personnel were much put out about the fact that they were left out of the memorial proceedings. One of the officers, a first assistant engineer, went to particular pains to show his displeasure by tearing the ribbon off the wreath and donning it in a drunken hula dance on the catwalk. The chief mate, however, saw that the damage was undone, or as much that could be repaired to the violated wreath. There was talk that the engineer did it in order to return to the good graces of the captain, whom he had alienated on another one of his sodden sorties, but the allegation was never proved.

Refuses To Stop

On November 12, when the ship was nearing the scene of the accident after putting out to sea again, the ship's delegate asked the captain if the latter would inform the crew of the approximate day and hour the ship would pass the last resting place of their former shipmate. Upon learning the reason for the request, the captain was reported as having said that he could not see the reason for stopping or even slowing down since Brody and the others had been dead for seven weeks. However, he promised to notify the delegate as to the approximate time and



Pictures above show the beginning and end of memorial ceremony in honor of Seafarer Maurice Brody and three others who perished in the Gulf of Oman. At top, flag is lowered to half mast before burial prayer. Bottom shows wreath before being tossed overboard.

day that the ship would pass over the spot.

Promises notwithstanding, members of the crew took it upon themselves to chart their own course. The ceremony was held on November 15 at 3 PM after some off-the-cuff plotting by a pair of ABs in the chartroom. Later, the men were informed that they had passed the position two hours earlier, but their memorial service was not marred one bit by the belated knowledge. The captain never did tell them their position at the proper time.

Read Burial Service

The second assistant engineer, Eddie Grinnan, read the burial services, which were attended by the entire crew and several of the sympathetic officers on board the ship. All in all, the crew felt it was a successful undertaking.

The last the crew heard from the captain was when he tried to sell them American beer at \$6 a case which he had taken aboard when the ship left Baltimore. The crew

left the captain to his lonely solace and crying in his own beer about being left out of the memorial ceremonies.

Top Feeders



Some of the members of the steward department are shown with deck members aboard the Steel Traveler. Left to right they are Aussie Shrimpton, Elbert Elmer, Ling Shin and Curtis Thompson.

LOG-A-RHYTHM: Retired Sailor

By Ray Wennberg

In the twilight of the evening
I can hear the ocean's roar,
Though it is a thousand miles
To the nearest ocean's shore
I can feel the rolling rhythm
Of a vessel far at sea,
And I long to be aboard her
Though I know it cannot be.

When at night I look to heaven
At the stars so pale and cold,
I recall the tropic islands
With the seas so warm and bold,
Where the Southern Cross so brilliant,
Guides the sailor o'er the sea,
And the foreign waters beckon,
But I know it cannot be.

When the red-ringed sun is setting
I can hear the sirens sing
And the whistle of the rigging
Is a living, lovely thing,
Yes, my heart is sailing westward,
With a cherished memory,
And my body longs to join it,
But I know it cannot be.

Quiz Corner

1. Who was named manager of the new Baltimore Orioles?
2. Who did the French Assembly finally name as President, after days of bitter-wrangling?
3. Which group of islands was recently returned to Japan by the United States, over the protests of both Communist and Nationalist China?
4. What other islands did Japan ask to have returned?
5. Who were the professional football champions of 1953?
6. Who is the new Secretary of Labor?
7. Where are the following Bowl Games held: Sugar, Rose, Orange, Cotton?
8. Which famous figure of the American stage died recently?
9. Who is the mayor of New York City?
10. Who wrote The Night Before Christmas? A Christmas Carol?

(Quiz Answers On Page 21.)

Seafarer Shipmates Leap To The Rescue Of Pair Of Drowning Men

Seafarers have long been known for their acts of valor and displays of courage above and beyond the call of shipboard duty. Just last week two members of the SIU, in similar but isolated instances, proved once again that the "brotherhood of the sea" is no idle claim at sea.

In the first case, Seafarer William Watson's quick and selfless thinking saved the life of shipmate Edward Yeager in a mishap outside San Pedro harbor. Yeager, a member of the crew of the Fairland (Waterman), became ill one night shortly before Christmas after boarding the vessel. The seaman collapsed and fainted on the deck near the gangway, but revived enough to make his way to his cabin. Once in the cabin he discovered his watch was missing and went back on deck in search of it. Meanwhile, the Fairland weighed anchor and was steaming out of the harbor on a journey to Seattle, Washington.

As Yeager moved along the deck, crouching, searching for the watch here and there and paying no mind to the dips and rolls of the vessel, the ship turned and lurched, tossing him over the side with an unceremonious splash into the brine. Fortunately for Yeager, Watson was close by and without a moment's hesitation leaped from the churning ship into the dark waters below. Watson swam alongside the partially dazed Yeager as they

both made their way to the Aleutian Mail, another vessel, which was lying at anchor. The crew was eager to help them aboard.

Not waiting for thanks from the shocked and suffering-from-exposure Yeager, Watson hailed a water taxi and sped to rejoin the Fairland which welcomed him aboard like a conquering hero.

An even more spectacular rescue and display of courage took place aboard, or rather, alongside, the Suzanne, a Bull Line ship, as it lay at anchor in Port Sanchez, Dominican Republic.

Over the Side

Blomgren, the carpenter aboard the vessel, had just returned from a few hours of revelry in town, feeling no pain, when, upon starting up the gangway, he slipped and fell into the drink. Floating

unconscious in the cold water, Blomgren was at the mercy of the swift currents and the shark-infested waters surrounding him. Such was the situation when Tony Acosta, a 5 foot, 2 inch dynamo of action stepped into the picture. From a height of 28 feet above the level of the water, the pantryman dived full clothed into the sea and swam furiously to catch up to the drifting Blomgren.

Catching him by the nape of his 6 foot, three inch neck, along with the rest of his inert form, Acosta cross-carried him to a small boat which was making its way to the half-submerged pair. The rescue was affected in a matter of minutes and before he realized it, Acosta was back in the pantry handing out salad dishes to a proud and loudly-praising crew.



Acosta

Modern-Day Pirates Work In Trinidad, Says Crew

Taking a leaf from an off-beat chapter of the book of the Spanish Main, inhabitants of Trinidad, according to Seafarer Peter Jomides, have their own little acts of piracy which put the old swashbuckling type of pirate to shame.

No more swiftly-running frigates, no jolly roger men o' war, no slashing cutlasses and end-of-the-plank routines for modern Trinidadians. They've got better methods of gaining the loot of unwary travelers, says the Seafarer and the crew of the Trinity (Carras). In his mind there is no doubt that the latter-day version of the pirate, though land-locked, has the Spanish Main characters beat eight ways from the sharp edge of the sword.

All the people down that way, he says, are out for the Yankee dollar. They don't even seem to

care how they go about it, even if it means a holdup on the highway, which is what happened to two wipers on their trip through the trackless financial wastes of the island. Prices exceed propriety and go beyond even that which a self-respecting mountebank would charge in other places. They are exorbitant for American seamen and prices have been known to change precipitously when a Yankee sailor comes upon the scene. The tale is told of the price of a fifth of scotch which jumped threefold from the time an American seaman opened the door to a liquor shop to the time he closed it behind him upon entering. The Trinity men won't go that far, but they're not sure why after some of the treatment they've received.

Taxis Are Hazards

There is still another hazard to be wary of in Trinidad, say the Seafarers. This is a more common one and found in many a foreign as well as an American port. The nemesis is native or local taxi-drivers, who seem to think that the average tankerman is a watery Croesus, if their cab fares are any criterion. These cab drivers, say the crew of the Trinity, will do anything to get hold of your money, and usually do. You've got to be right on your toes to see that they don't try to outsmart you at every turn, say the men.

Many of the crewmembers believe that it is pretty rough to get your dollar's worth in Trinidad, but they are consoled with the thought that it is only money.

Put Number On Meeting Excuses

Seafarers sending telegrams or letters to the New York headquarters dispatcher asking to be excused from attending headquarters membership meetings must include the registration number of their shipping card in the message. From now on, if the number is not included, the excuse cannot be accepted by the dispatcher.



Jomides

Report Lost Baggage Check

Seafarers who lose baggage checks for gear checked at any SIU baggage room should notify that particular hall right away so that no one can improperly claim the baggage with that check. Headquarters officials advise you to do this immediately to avoid loss of your gear and/or trouble claiming it later on. Make sure you notify the hall where the baggage was checked as soon as you find out you've lost the check

Seafarer Sam Says

DON'T SIT ON THOSE DISCHARGES!

THE VACATION PLAN AGREEMENT SPECIFIES THAT A SEAFARER MUST APPLY FOR HIS MONEY WITHIN ONE YEAR OF THE PAYOFF DATE OF HIS OLDEST DISCHARGE. APPLY PROMPTLY—COLLECT THAT DOUGH!

The SPORTS LINE

By Spike Marlin

Those who were fortunate enough to switch their tv sets on the Sunday before last were treated to a real "rock 'em-sock 'em" football game from Detroit, where the Lions shaded the Cleveland Browns, 17-16, for the pro football championship. While the game was marred by many slips and fumbles on the muddy field, it was in many respects pro football at its best.

For all their acknowledged skills, the pros too often let their game degenerate into a pitch and catch affair. That kind of a contest provides a lot of synthetic thrills via high scores. But it certainly eases the wear and tear on the player, who, after all, must stay in one piece to earn a living.

Defensive Play

This game was different. It was a superb exhibition of defensive play throughout. The cameras didn't show it too well, but Cleveland ace Otto Graham's pass receivers were covered so thoroughly that he seldom had a clear shot at a receiver. And the line play up front was really fierce. Ball carriers simply could not break away. They were hit hard, and when they tried to get up and go again the defensive linemen piled on with a vim.

As a result, there wasn't much fancy broken-field running because the backs seldom had chances to break away in the secondary. It proved that a good defense still packs a wallop in football, high scores to the contrary.

Those who hadn't seen the pros in action before got a good glimpse of the major differences between pro and college ball. For one thing, there are very few college clubs that can display the kind of punting and place-kicking skill that was shown in this contest. The punts were long and high, and the ends got downfield so fast that the safety men never had a chance to get off a good runback. There were three field goals kicked in the contest, two of which were of medium length. But one boot was a solid 43-yarder.

Bigger And Better

Then there was the size and speed of the ballplayers. Most college clubs would be fortunate to have one or two 220 pounders up front. But on these teams the beef was hefty and fast to boot with Detroit defensive backer-up Les Bingamon tipping the scales at an announced weight of 280 and Cleveland boasting a 300-pounder in its ranks. The front lines, end to end, were no place for a normal-sized heavyweight.

The most noticeable difference in the pro game, which makes for most of the excitement is the so-called "slow whistle." Unlike college, where the ball-carrier is dead when his knee touches the ground, the pros can wriggle, crawl, or get up and run until they are securely sat on. And with \$2,500 in prize money at stake for each player, there were plenty of backs trying to bounce up—and plenty of linemen knocking them down again.

Convalescing Cook All Smiles



Living the life of Reilly is Bill Scanbett, cook, off the Anne Butler getting lots of attention in Yokohama, Japan, from nurses Ann Crimmens, center, and Beulah Rogers. Leg in cast doesn't seem to bother him one bit.

GALLEY CLEANINGS

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

One of those old-fashioned dishes that when well-prepared always makes a hit because it adds something just a little bit different to the daily menu is an old-time "beef and kidney pie." It may be a little more trouble to make than the usual dishes, but the reception it gets is worth it, according to Joe Thomas.

"Beef and kidney pie" dates back several centuries in the history of cookery. Old English kings devoured it just as eagerly as folks do in modern times because it was good, substantial fare wrapped up in one wholesome package.



Thomas

Thomas, an SIU chief cook who's been catering to the appetites of hungry Seafarers for at least a dozen years, says the

crews on the ships he's tried it on have always asked for more, and that's as good an indication as any of how well it goes over.

To make one or two large pies to feed a full crew, if enough individual casseroles aren't available, you would need 10 pounds of beef and five pounds of kidney, plus sufficient flour for thickening. Then, chop up parsley, onions and celery, add garlic and season.

Dice and stew the beef and kidney until soft, and add chopped carrots, peas and diced boiled potatoes. Combine everything and season to taste in casserole, add gravy and cover the whole with a thin pie dough. Bake in a medium oven until the pie crust is slightly browned.

Seacoral Gets Its SIU Library

To the Editor:

A few days ago in Pusan, thanks to Brother Louis Meyer, chief steward, and the brothers on the Coe Victory, we had an SIU library on board our ship for the first time. Brother Meyer had a duplicate library on board and since our ship, the Seacoral, has been out nine months, we had never seen the SIU library. We all think it's great, and are certainly enjoying the wide selection of books offered.

We have quite a few oldtimers on board, like Jojo Tonart, who is doing a bang-up job as ship's delegate; McBride, the bosun; Marshall Cooper, Johnnie Reichback, Simms, Jimmy Slade, Blackie Marshall, Jimmy Knight, Sass Sasser-ville, Pappy Parity, Alex Girsbie and others.

Long Trip

None of us expected the Seacoral to be out so long, as we have been on many shuttle trips between Japanese and Korean ports.

We are hoping to get back soon, as there are only three months to go on the articles.

We certainly enjoy the LOG, and all of us feel that all the SIU officials are doing a wonderful job in keeping the SIU the top seamen's union.

Whitey Johnson

Army's Cooking Slays Steward

To the Editor:

Although I am now a "Seafarer in the Army," as you will see by the enclosed picture, I can't help feeling that I am a Seafarer still. I am sure of one thing—as soon as I get my discharge, in October 1955, I will be sailing SIU again.



Hicks

This man's Army is not for me. I am now in my sixth week of basic training, and my company goes on bivouac next week. I'll probably graduate on January 2, 1954. As far as I can learn, I am being sent to the Transportation Corps after I leave here for further training to be a harbor craft crewman. I'll be assigned then to some small harbor boat. It's not a ship, but perhaps I'll be able to see some of my old SIU buddies once in a while.

I used to think time on a ship passed slowly, but these six weeks I've been in the Army have been twice as long as any trip I ever made at sea.

Vetoes Cook School

The Army offered to send me to cook's school but I declined, because I sailed as chief steward and chief cook for practically all the time that I was going to sea, and I didn't want to lose what knowledge I do have by practicing in the Army. We get food that a seaman would never think of eating, and if I ever put a menu out like they do here in the Army, I'd be voted off the ship by the crew and the patrolman. The chow is lousy, the pay is worse, marching I dislike and double time is worse than that. There's not a job in the Army I'd trade for my good job aboard an SIU ship. Not even the offer of a five-star general's job would change my job.

I'm looking forward to the day when I can give this Army uniform a good, deep, six drop over the side of a good Union ship.

GI Reducing Course

Basic training is something a seaman can never forget. I've lost 25 pounds in the Army, and my feet are so tough even bombs couldn't hurt them. Sleep is unheard of in the Army. We seldom get to bed before midnight and we

get up at 0400. The Army is for the guy who likes to see blood. Me, I'm a different kind. The only thing I like to smell is the roast in an oven aboard ship.

Please send the last issue of the LOG to me; I missed it.

Fred R. Hicks, Jr.

(Ed. note: The last issue of the LOG is on its way to you.)

At Sea, He Gets Query Answered

To the Editor:

One summer day, while off watch, I was leaning on the rail looking at the vast, smooth Gulf as the old C-2 whined along. As I contrasted the largeness of the sea and the smallness of man I pondered the question: What does the good Lord want us to do with our lives, and why do we, at times, have such a hard time?

Like a clap of mental thunder came the answer I had sought for years in many surroundings and amid many environments. The difficulties we have along life's way are but initiations to prepare us for eternal degree, and amid our daily toils, duties and companionships we should quietly strive for mind development and soul salvation.

Lee Brannen

Fine Welcome On Hoosier Mariner

To the Editor:

I'm sending you my change of address so I don't miss any copy of the LOG, which keeps me in close touch with the SIU.

I've just arrived here in Bremerhaven, Germany, in charge of the harbor craft in this port, and know that I will be in contact with every ship that comes to port. Yesterday I met a real SIU vessel, the Hoosier Mariner, with a fine crew. We soldiers had a meal like we never had in the Army at Christmas. My buddies join me in thanking the steward and his department for it.

Things weren't the same as on the Robin Gray. No sooner were we on board than one of the firemen wanted to tell us to stay on deck, but the delegate sure told him off—another proof of a well-organized team.

I'll be here for a year or so and if anybody wants to know something about the situation here I'll be glad to help him.

Pvt. Robert J. Raty

(Ed. note: We have noted your change of address on our mailing list.)

Has House For Sale In Florida

To the Editor:

I would surely appreciate it if this advertisement were to run in the next issue of the LOG:

Ormond Beach, Florida. One block from the Inland Waterway, one-half mile from the ocean and five miles north of Daytona Beach. I have a five-room house for sale, nicely furnished. It's comprised of two bedrooms, a kitchen, dining room, living room, bath and a large, screened-in back porch. It is situated on a paved street, two blocks from a shopping center and two from a school. It is newly painted inside and outside on a lot approximately 46 feet by 136 feet. Taxes are only \$2.50 a year. It is in a quiet neighborhood and it is a steal at \$8,500. For inquiries and additional information write to Edward B. Bis, 88 Lincoln Avenue, Ormond Beach, Fla.

The place is too small for me and my expanding family so I must let it go at a sacrifice.

Edward Bis

• L E T T E R S •

Another Brother Defends King

To the Editor:

In the last issue of the LOG I came across a letter written by Joseph Avila denouncing Louis King. In answer to this I would like to state that, in the first place, when a letter to the LOG defending King was drafted, after being proposed at a ship's meeting, it was posted on the board for all to see.

This Avila character is not a union man, and doesn't care to be one. While on board the Camas Meadows, he openly denounced unions.



Patrick

His claim was that these ships should be run by the Coast Guard or the Navy, and that Union men have too much to say and are not properly disciplined by the officers aboard.

Refused LOG Donation

All non-SIU seamen who boarded the Camas Meadows in Europe made LOG donations and were happy to do so because of the wonderful Union contract we have. They were happy to enjoy the same privileges—but not this guy. He was aboard about five months when he was asked to give a LOG donation, but he couldn't see it.

If Louis King is the foul ball that this character writes about, give me a ship with a whole crew like him, and the former crewmembers of the Camas Meadows will back up that statement. My only regret is that Louis King is in the NMU. We could use a man like him in the SIU.

Peter Patrick

Master Throws Cocktail Party

To the Editor:

It isn't very often that we have praise for our captains aboard our SIU-contracted vessels, but in all fairness we have to take our hats off to Captain Goezinne, the master aboard this ship.

In all my years of sailing I have never come across a skipper who has put himself out like our captain. When Thanksgiving rolled around he threw a cocktail party for the crew just before we had our dinner and the steward and his crew had all the fixings to go along with the party. Of course, we all appreciated his fine thoughtfulness and never expected to have it happen again.

until it actually did on Christmas Eve. We were leaving Yokohama, Japan, when we had it and this time it was out of this world, with a Christmas tree, hors d'oeuvres, real-McCoy egg nogs and last but not least a Christmas present for each of the crew from the captain and his lovely wife, Mary. The captain's wife, by the way, has helped to make the voyage a very pleasant one.

Now that the holiday is over all of us will remember in the years to come the wonderful Christmas at sea which we had due to the thoughtfulness of Captain and Mrs. Goezinne.

John Bucci

Can DM Stand Weekend Watch?

To the Editor:

I am now a dayman on the Hastings (Waterman) sailing as a DM. Coming into the port of Los Angeles, we chose for weekend watch on gangway. The ship's delegate asked the deck department if it was okay if I chose, too. No one said anything, so when I went on gangway watch Sunday morning, December 20, everyone said that the dayman can't stand the weekend watch, according to what the patrolman told them at the hall.

I would like to know if the dayman as well as the watch have the right to this overtime. Please send me this information, so I will know for the future.

Salvatore C. Alu

(Ed. note: Yes, daymen can stand weekend watches with the rest of the deck department.)

High Praise For Crew And Food

To the Editor:

Good chow and smooth sailing aboard the Seavictor (Bourne-mouth). We were just on a recent trip from New York to Yokohama and back to Seattle, with everything going swell. The stewards department was tops, from the steward on down to the messmen. Thanksgiving dinner was especially good and we expect Christmas dinner to come up to the same high qualities of culinary success. Enclosed is a snapshot of some of the men who made it all possible. It looks as if we'll spend Christmas at sea also, but will be lucky enough to get New Year's in Seattle.

We just got word that we lost the election in Atlantic. We are sorry to hear that, but as the saying goes, there are better days ahead. Maybe we will get them in the near future.

Crew of the Seavictor



Dishing out that fine chow aboard the Seavictor on its last trip were, left to right, J. B. Harris, third cook; Al-Isaac, chief steward; and James A. Johnson, chief cook.

Offers Changes In Steward Rules

To the Editor:

In the steward department rules, I still see that the messmen have most of their beefs. I think the rules we have at present should be amended. On ships that don't carry saloon pantrymen, the saloon messmen should make their own salads and help make the cold drinks.

Also, since the saloon messman has only from nine to eleven men to serve, when the saloon pantryman is not carried, I believe this should stop most of the beefs that exist in the steward department aboard ships.

Chet Gawrych

Thankful For Xmas Recovery

To the Editor:

Howdy, brothers. I want to wish each and every Seafarer a Very Merry Christmas and a Happy New Year throughout the world and upon all oceans and seas. This is one Christmas that I am thankful for, as I am sitting up and getting around somewhat after being in bed, mostly on my back, for 33 days.

First, I was operated on for a busted appendix, and five days later I was operated on for a ruptured ulcer. I want to thank the brothers at the New Orleans hall for the blood donations. I also want to thank all the SIU brothers who said a prayer for me when I was in a grave condition for two weeks.



Korolia

There are two more oldtimers who give thanks for being up and around on Christmas, after being on the critical list for about the same length of time as I was. I am referring to Brother Red Cobb, who will be discharged some time early in 1954, and Brother Ted Terrington. However, I am sorry to say that it will be quite some time before Brother Terrington will be discharged, due to the fact that he has to have another operation.

As to myself, I should be leaving the hospital early in February, but I won't be able to ship for quite some time, till I get my strength back.

Spider Korolia

Beefs About OT On Xmas Day

To the Editor:

On Christmas Day we were heading for San Pedro, Calif., to load bunkers before we shoved off for Japan. It was a beautiful day out and we had partaken of a wonderful Christmas dinner with all the trimmings.

In the afternoon some of the boys were in the messhall playing pinochle, rummy and cribbage, among other things, when, about 3 PM, the fuse blew. Since I was ship's delegate, I asked the steward to inform the chief engineer so that he could turn the electrician to fix it. The engineer told the steward to "let them use candles."

The second electrician fixed the fuse anyway and when I went to the captain that evening to complain, in company with the other delegates, he told me to have the man put an hour's overtime on his sheet. How miserable can a man be on Christmas Day? There is lots of dissension on board. Anyone who has sailed with "Mother Hubbard" can understand why.

Speaking for the crew I hope that everyone had a Merry Christmas and a Happy New Year at year's end.

Allen J. Friend

A Bombay Dog Sometimes Bites

To the Editor:

This is John (Dutch) Merkel on the Steel Scientist (Isthmian), pinch-hitting for ship's delegate, E. P. Bailey, and writing in a few lines to tell you all about our trip to India. To date everything is going smoothly all around, no beefs that amount to anything. Harmony reigns supreme.

We are due in Alexandria in a few days. That will be our last port this side until we hit Halifax and the good old USA. We will most probably miss Christmas and New Year's at home, so we'll wish all hands shoreside a Merry Christmas and a Happy New Year.



Merkel

A word of caution and warning to all dog lovers on their trips out this way: I had the sad experience to trying to pet a dog out here in Bombay, while coming back to the ship one night. I was bitten and had to be taken off the ship to receive anti-rabies injections—14 shots, unpleasantly injected through the abdominal wall. The shots aren't so bad, it's the after effects of the serum, and the feeling isn't so nice. All told, I spent 21 days on the beach between Bombay and Calcutta. Boy, was I glad to get back to the ship. So remember, brothers, don't pet dogs while out in India.

A Good Crew

On board, all members of the deck gang have had a very nice trip, with John Joseph Lefco as bosun—a fine fellow to sail with and to work under. The steward department is doing a pretty fair job of its work. Naturally, you always have some gripes, but that's to be expected. The black gang has a pretty fine bunch of fellows, all good shipmates who I would like to sail with again.

I'll close by wishing a Merry Christmas and a Happy New Year to all SIU brothers.

John (Dutch) Merkel
 ~ ~ ~

Hails Shipmates From Army Post

To the Editor:

I would like to write to say hello to all my shipmates around Norfolk and Baltimore and ask to have the LOG sent to me here in Korea. I sure do miss sailing and hope to return to the SIU when I get out of the Army.

I would like you to print my name and address in the LOG, so maybe some of my old shipmates will write me a few lines.

Lots of luck to the SIU and all the Seafarers.

Pvt. Gleason G. Weaver
 US 52307315
 501st. Trans. H. C.
 MM Co.
 APO 50, c/o Postmaster
 San Francisco, Cal.

(Ed. note: We have added your name to the LOG's regular mailing list, as you asked.)

Fine Crew, Top Ship Delegates

To the Editor:

I am writing in regard to the crew and delegates aboard this ship, the Sunion (Kea). I have been on board now for three years and can say that we have had very good crews at all times. The last two trips have been to the Far East and we have come in with no beefs, disputed overtime or any other troubles. I think that is very good.

Each voyage the delegates have handled their jobs 100 percent SIU-style, which means tops. One of the main things I have noticed is that they will catch a mole hill

(beef) before it is kicked around and becomes a mountain. I believe that is one of the main keys to a good voyage.

Also, a great amount of credit should be given to Stephen Emerson who has been ship's delegate for about one year. He has stepped right in and taken charge of the beefs when they have come up in the past. He has been very stern when in the right, but never severe or causing any hard feelings with the master or any department heads. His main object, in fact, seems to be to create harmony among all the men on board.

Best wishes to all for the holidays.

W. R. Geis

Toast New Year With Plain Water

To the Editor:

We would like to tell all brothers about New Year's Day aboard the Portmar, a typical Calmar ship.

After rising in the morning from our so-called mattresses, we received our linen. Due to the fact that the Calmar SS Corp. doesn't believe in properly supplying its ships, we only received one pillow case (the contract calls for two) and the usual dirty-looking linen.

Breakfast, as usual, was what no one but Calmar calls good. Being agreeable we told ourselves that since this was New Year's Day we would have a good dinner anyway.

Dinner time arrived, and this is the menu for the New Year's dinner that we read: potato soup, salty ham, veal, beans, spinach, turnips, potatoes, bread pudding, rolls, water. After reading this, we began to wonder just how long Brother Toler had been on the beach before going aboard the Yorkmar (see the LOG, December 11th, page 21, column 5) and saying that the chow was good. We will agree with him that on Thanksgiving Day and Christmas Day we had good food, but there are 363 more days in the year. What then?

Robert N. Walton

(Ed. note: The SIU is now negotiating with all companies for a standard stores list to eliminate such conditions.)

Home For Xmas, He Greets SIU

To the Editor:

This is the first opportunity I've had to write since being drafted a month ago. I am fortunate, however, in being home for Christmas, and wish to extend to all of you wishes for a Happy New Year.

It'll be some time before I'll be sailing again on SIU ships, but in order to keep informed during the coming months I would appreciate your sending the LOG to me at my present address.

Pvt. Richard W. Schultz
 US55435824
 B Biry 61st AAA RW BN RES
 COMD (2nd Plat)
 6th Armd Div
 Ft Leonard Wood, Mo.

(Ed. note: We have added your name to the LOG's regular mailing list, as you asked.)

Seafarer Sends LOGs To Mom

To the Editor:

For many months my mother has been after me to get her name on the mailing list for the LOG, so I'm finally getting around to it.

I am enclosing a filled-in application. Please add her to the list before she disowns me. Thanks.

Jack Strahan

(Ed. note: Your mother's name is now on our mailing list.)

LETTERS

Home Away From Home To Daymen

To the Editor:

The French Creek (Cities Service) stopped in Port Arthur, outward bound for Japan. We have a swell mate, bosun and crew and no trouble to speak of.

As we knew we wouldn't be in port for Christmas, we three daymen—Mont (Fingers) McNabb, Jr., Eddie Frye and Rodger Chastain—decided to make this a home away from home. We bought a tree with all the trimmings, some bells, candy



stockings, Christmas candy (in front of the coffee pot on the enclosed picture). The coffee pot is another homey touch; it belongs to the daymen. The crew is beginning to call us the three musketeers.

The reason for the spirits in the picture is our fruit cake, that was sent from home.

Mont McNabb, Jr.

Brothers Hail SIU Slopchest

To the Editor:

The Sea Chest's slopchest aboard the Cubore (Ore) is doing well and getting bigger all the time. All the brothers agree that it is a big hit, with the better gear and lower prices that we are getting.

The last of the captain's inferior slopchest will be put off in February in the shipyard. We hope other Ore ships' crews follow up and keep pressing their captains for a Sea Chest slopchest. If the pressure is applied at the right time it shouldn't take long.

Chuck Hostetter

New Captain Has Crew's Respect

To the Editor:

It was a life boat drill aboard the Ann Marie (Bull). Young Captain Truhan, 31 years old, was making his first trip as master. Up on the wheel deck he was addressing his crew around Boat 1, one deck below. You could have heard a pin drop as he said:

"These boats are motor boats. If their motors are running, forget these instructions entirely; never do anything to jam those propellers, but if they are not, that's another thing. When your boat is manned, the first man in the bow grab this painter and pull like hell, then bend your head and pass the painter to the next man, who in turn should pull like hell. Boys (this is a knot motor ship), by the time you reach midship your boat will leave the ship all by herself. The momentum you have set up will carry you out of danger. Get those oars in the locks and go somewhere."

"During an emergency, follow the instructions of one man only and you've got it right."

More Drills Ahead

That was all he had to say, but there will be another and another drill, and by the time I have at-

tended a few of them I'll know things I never was taught in 12 years of sailing. Very few stewards have life boat tickets anyway.

I would like to give a pretty good guy a boost on his first command, after having been chief mate—Captain Truhan of the Ann Marie. Never have I seen a crew so attentive, appreciative or respectful as this one was. In the past ten years I have attended many boat drills, but never did I see anything like this.

Harry L. Franklin

Shoreside Now, He Enjoys LOG

To the Editor:

Would you please send me a copy of "Seafarers In World War II" if possible.

I went to sea from 1929 to 1936; then I went back as third mate in 1942, ending up as chief mate and then quit in 1946 to go back to my old job. You really have a good union and no one knows how bad conditions were aboard ships except the men who were sailing in the early thirties.

I always receive the LOG from another seaman when he is finished with it, and I can say that I enjoy reading it as much as any labor paper—or any other paper—that I have read. I was mate for two and a half years during the last war, and can truthfully say that there was not one hour of disputed OT during that time. On one five-month trip we had 10,000 hours of overtime on deck. Now I live seven miles from Savannah and keep up with shipping as if I were going to sea.

August Lewis

(Ed. note: We are sending you a copy of "Seafarers in World War II," and have added your name to the LOG's mailing list, so that from now on you will receive a copy of the LOG regularly, every two weeks, as published.)

Engineer Dies Aboard Southport

To the Editor:

Mr. Edwin J. Fogarty, junior engineer aboard the Southport, passed on to the promised land about 9 AM on November 19, 1953. Mr. Fogarty was well known to most of the men who make Savannah their home port, and was well liked by one and all of his former shipmates. A wreath will be sent by the crewmembers to the services for his body.

Mr. Fogarty's body is still aboard the ship under refrigeration, and everyone is reasonably sure that the remains will be taken back to Savannah, but whether aboard our ship or not, no one knows. Mr. Fogarty was 57 years old, and death was apparently due to a heart attack.

J. H. Chassereau

Patients Thank \$ Contributors

To the Editor:

We, the patients of the USPHS tuberculosis hospital in Detroit, Mich., would like to thank all the steamship companies, lawyers and friends who sent donations to the Committee for TB patients Christmas fund in this hospital.

The patients wish to thank them again and again and to wish them a Happy and a Prosperous New Year. A good time was had by all and we all enjoyed the bountiful gifts of money, cigarettes and lighters.

Harry Cronin
 J. H. Williamson
 J. Devenney
 B. Lawson

Hospital Staff Praised Highly

To the Editor:

I have been laid up here down in Baltimore, Md., for the past three weeks with a slight case of pneumonia. As I write this, however, I am getting along fine and expect to be out shortly.

I would like to go on record, and would like to see this letter in the



Meltzer

LOG in praise of this swell hospital, the USPHS hospital in Baltimore. I do not think that a finer staff of doctors, nurses or orderlies can be found anywhere in the country, for love or money, even if

one was to pay for this service. That would be an impossibility.

These folks sure go all out to help you and to make you feel at home. The food is pretty good, too, and you are given a choice of menu a day ahead of time so you always know what you are going to get to eat. They had quite a meal here Christmas Day, but they played me dirty by yanking all of my teeth. I guess they know what they are doing.

I wish to thank Walter Siekmann and the Welfare Services Department, the Union and all the members, for the swell gesture of giving us the \$25 bonus for Christmas. It sure came in handy, and I guess all the SIU boys in the hospital appreciated it as much as I did.

A very happy New Year to everyone. Let's make a New Year's resolution to keep up the fight to keep these hospitals open.

George Meltzer

Everything Okay On Christos M

To the Editor:

A top Christmas dinner was prepared and served to the crewmembers of the Christos M (Marine Shipping), on the 99th day of the voyage after storing for 90 days. We are enclosing the menu to illustrate this. We would like to offer a word of praise for the port captain in Houston, who cheerfully gave us everything that we requisitioned.

Also, the master of the Christos M gave us free rein as far as foreign purchases were concerned. Speaking for myself, they don't come any better than Captain Joseph V. Cook, master of the Christos M.

P.S. This vessel paid off in Baltimore, Md., on December 31, 1953, with no disputed OT and not a single beef. All transportation was paid to the port of engagement. We want to thank the steward and all the delegates for a job well done. The master and all the officers were tops and a good crew all around.

Dickey and Masterson
 boarding patrolmen

Thank Members For Flowers

To the Editor:

We would like to send our thanks and our appreciation to the crew of the Mae (Bull Lines) for the flowers which they were kind enough to send to our grandmother.

Charles and Wayne Stansbury

Sends Greetings To All Hands

To the Editor:

Just a few lines to let you know how much I appreciate having the SEAFARERS LOG sent to me, and thank you for doing such a swell job.

I would also like to take this opportunity to wish all brothers a happy and prosperous New Year.

Hubert Q. Thompson

... DIGEST of SHIPS' MEETINGS ...

SOUTHWIND (South Atlantic), December 6—Chairman, Whitley Lewis; Secretary, L. E. Harris. All stores were put aboard and all mattresses asked for. Ship's delegate said the slopchest must be checked more carefully when it comes aboard at the beginning of the voyage. Delegates report everything running smooth and no disputed OT. Crew messman asked to place the silverware at the proper places, if it is not too rough, instead of putting it on the tables in containers. If the brand of coffee received for voyage 39 is not used, it should be taken off at the end of the voyage. Night lunch should be taken care of in port. Dishes should be put in the sink while at sea, to cut down on breakage. Everyone should come into the messhall properly dressed, and keep feet off the chairs.

AZALEA CITY (Waterman), December 30—Chairman, Rex Queen; Secretary, Don Wagner. Brother Johnson was elected ship's delegate. All linen is to be turned in on linen changing day. Recreation room should be cleaned, and quiet should be maintained at all times. Chief mate will be contacted about sugeeing deck department rooms. All decks need to be painted. Ship's fund will be used to purchase an iron and ironing board.

STEEL FLYER (Isthmian), December 12—Chairman, C. Bush; Secretary, F. McGarry. William E. Kennedy was re-elected ship's delegate. More variety of salads was requested. Crew pantryman asked the brothers to be more careful about leaving trash in the pantry. Old washing machine should be used for washing oily clothes. There is \$39.80 in the ship's fund. One dollar will be collected from each brother in Honolulu to boost the fund.

BADGER MARINER (South Atlantic), December 1—Chairman, Emil Gretsky; Secretary, Arloe D. Hill. Captain and mate have not ordered the carpenter to build a device to hold the crew coffee pot and sugar box secure. This will be requested again. Dpn Rood was elected deck delegate; G. W. Faircloth was elected steward delegate by acclamation. There are not enough bed spreads, as some were used for table cloths during rolling weather to save glasses and china. We have plenty of all other linen, but if there were enough cloths linen, it would not have happened. Crew elected by majority to put in for linen allowance. There was quite a debate about the engine room door 'twendecks near the crew messroom. One group wants it open, the other closed. Nothing was accepted as a final solution, and after quite a heated argument and the chairman resigning, the meeting adjourned.

CANTIGNY (Cities Service), no date—Chairman, D. Newsome; Secretary, Daniel Kaminski. Peter Spencer was elected ship's delegate. Engine room needs sugeeing. Black gang complained about three different watches sleeping in one room. Letter will be given to the patrolman at the payoff about this. Chief cook will make a list of fresh stores needed in France and give it to the steward. Messhall is not kept clean after each watch. Ship needs fumigation. Steward should inspect the messhall once in a while. Ship's fund stands at \$16.87.

December 13—Chairman, T. J. Moore; Secretary, Daniel Kaminski. Ship's fund of \$16.87 was turned over to the new treasurer, Daniel Kaminski. Steward should be consulted about some change in the menus. Cooks should improve in their cooking. Repair list blank will be posted for all departments to fill in where necessary. Vote of thanks was given to the captain and third mate for the excellent medical care they gave the crewmembers while in sick bay and also for the personal interest they took in them.

ANGELINA (Bull), December 14—Chairman, J. Lanahan; Secretary, F. P. Sortelle. Whoever uses the washing machine should clean it before leaving. Steward department was thanked for good service to everybody. We hope we are always to have as food sailing as this voyage's.

COMPASS (Compass), October 20—Chairman, Guy Whitehorse; Secretary, J. F. Castronever. Deck department OT sheets were not returned. Repair list will be made out before arrival in the states. One brother believes the meats and eggs are not adequate. Steward thinks the captain could have secured more eggs and greens, ice cream and milk and fresh fish in Kure, Japan. One brother wants to have a particular brand of dried fruit, and wants to know why they are served for breakfast. Baker and chief cook got a vote of thanks for their wonderful effort. Coal is of bad quality and very dusty.

SEAVICTOR (Bournemouth), December 25—Chairman, Ed Rydon; Secretary, G. Johnson. Old washing machine should be repaired and kept as a spare for the new crew. Some repairs have been completed, the rest will be turned over to the patrolman. Replacement was obtained for the man who missed ship. Steward department got a vote of thanks for good chow and excellent Union performance.

SEATRAN SAVANNAH (Seatrains), December 16—Chairman, John Montevorder; Secretary, G. W. Libbey. The Christmas donations of \$19 will be spent for decorations. Steward and the entire department were commended for their efforts on the Thanksgiving dinner. Brothers all stated that this was the best-prepared dinner, with a variety unequalled by any SIU ship. The setup of the tables and the service was excellent. Crew agreed to wait until the gangway is launched before going ashore. Stevedore work ladder was used in the past before the ship's gangway could be launched. This is considered unsafe.

ARIZPA (Waterman), December 30—Chairman, Richard H. Norgren; Secretary, Donnie W. Collins. Disputed OT in Inchon will be taken up with the boarding patrolman. Repair list will be turned over to the boarding patrolman. Vote of thanks went to the steward department for a job well done.

JOHN C (Atlantic Carriers), November 24—Chairman, B. Smith; Secretary, G. Grimes. One man missed ship in Yokohama; one man was hospitalized in Pusan. Vote of thanks went to the steward department for excellent service and menus throughout the trip. Washing machine should be added to the repair list. Vote of thanks went to the delegates for carrying out their duties so well. Boarding patrolman will be asked to see about getting the rooms painted. Two electricians will be asked for of the patrolman.

QUEENSTON HEIGHTS (Seatrains), December 13—Chairman, E. Haskins; Secretary, S. Cieslak. Repairs are being made rapidly. All complaints about members should be made at meetings only. Ex-

pense of printing form letters to Congress will be taken care of by the ship's fund. Feet should be kept off chairs and messhall kept clean. Watch coffee should be left alone.

SOUTHERN DISTRICTS (Southern Steamship), December 7—Chairman, O. Manning; Secretary, G. T. Williams. Motion was passed to have the ship thoroughly fumigated in the shipyard. Motion was passed to try to get more and better stores for the next trip and a new refrigerator for the crew's mess, as this one is defective and unsanitary. Discussion was held on one member's performance of his duties.



DE SOTO (Waterman), October 13—Chairman, Carol Martin; Secretary, J. F. Lend. Members will contact their Congressmen to protest the closing of the marine hospitals. Discussion was held on the deck engineer getting new springs for bunks. Ice box should be cleaned, due to the odor and area of garbage disposal on the fantail should be cleaned.

November 11—Chairman, Floyd Starkey; Secretary, C. E. Martin. All cots should be returned to the steward. Vote of thanks went to the steward for good food.

December 8—Chairman, A. Danne; Secretary, J. A. Murphy. Suggestion was made to put in for a new washing machine. It seems that the machine has seen all the service left in it. Chief steward will make out a supplementary requisition and mail it from Tampa. Beef was made on the sanitary valves aft which do not have enough pressure. Chief steward thanked the crew for their cooperation with his department, and asked all hands to turn in excess linen.

STRATHPORT (Strathmore), December 13—Chairman, Mike Sikorsky; Secretary, William King. Deck delegate saw the master about painting deck department quarters. He was told that it would be done during bad weather, as the master wanted to get the decks fish-oiled during the good weather. Night cook and baker asked for a room for himself, as his sleep is disturbed. This will be brought to the attention of the patrolman at the payoff. Washing machine wringer is out of order and should be repaired or replaced. Steam pipe in the laundry, if turned on with any pressure, will turn up and spew live steam all over the

place. A few of the crew have already been burned. For the safety of the crew the hot water line should be replaced. Vote of thanks went to the steward and the cooks for their cooperation and the good cooking that came out of the galley. Master, since the beginning of the voyage, has disregarded the rules pertaining to the safety of the ship and its crew. Fire fighting equipment is broken and inadequate. Medicine chest should be checked since it seems to contain nothing but aspirins and bandage.

SEAMAR (Calmar), October 11—Chairman, J. Barnett; Secretary, J. Straka. Most of the repairs are being taken care of. Bill Lee was elected ship's delegate. Plug should be taken out when the washing machine is not being used. Linen should be turned over to the steward. Steward's showers need painting. There is no pressure on the water line in the shower. The skipper refuses to get the Union slopchest aboard. The mate says he will cut the prices down on the slopchest, but we still want an SIU slopchest. Trash cans are needed.

November 16—Chairman, Barnett; Secretary, J. Straka. Repair list will be sent to the company and to New York from the Canal. There should be more variety of the menus; meat should be checked when it is taken aboard. Bunker cargo should be gotten square.

ARLYN (Bull), no date—Chairman, Wilfer Kohut; Secretary, C. P. Johnson. John Cusack was elected ship's delegate. Deck department doors need their locks repaired. Mate will be contacted about getting keys for all rooms. Chief engineer will be contacted about washing machine repairs.

December 4—Chairman, William Mullen; Secretary, C. R. Johnson. One man jumped ship in San Juan, Puerto Rico. Motion was passed to ask headquarters to clarify the reason why replacements can't be hired on Bull ships. Repairs will be taken care of when the ship arrives at the first port in the States.

CHIWAHA (Cities Service), December 13—Chairman, Herbert Berner; Secretary, L. P. Haegmann. Cleaning of the laundry will be alternated by all departments. Schedule will be posted on the bulletin board. Men leaving the ship should clean their rooms and strip the bunks. Chief cook missed ship in Philadelphia. Carl Hagstrom was elected ship's delegate. Complaint was made about the cooking of the meat. The cook's remark to the steward, "They are nothing but a bunch of hungry hounds in there," was objected to. Repair list was turned in, but nothing was done about it, so the patrolman will be asked to speak to the captain. Hall will be asked for a new library.

LAWRENCE VICTORY (Mississippi), December 4—Chairman, V. Porter; Secretary, R. C. Morrisette. Motion was passed to repair the washing machine. Each man should leave the laundry clean after using it. Patrolman will be asked to check the medicine chest on arrival in New York. Meat will be checked, as well as all ice boxes.

AFOUNDRIA (Waterman), December 8—Chairman, Berwood Y. Mann; Secretary, Robert Benjamin. Each department head will make up a repair list and turn it over to the ship's delegate before arrival in New York. Steward department was commended for an outstanding Thanksgiving dinner. Ship's delegate should contact the patrolman about the painting of the crew messroom and lockers.

DEL AIRES (Mississippi), December 5—Chairman, Dora N.; Secretary, John W. Picou. Motion was passed to ask the Board of Health to inspect sick bay about medicine carried. Patrolman will be asked about having the purser removed from the ship for not being cooperative. He doesn't try to give the boys what they want from the slopchest; he doesn't give the boys the amount of money they want for draws and refuses to give penicillin or the right kind of medicine. Patrolman will be asked about getting US currency for draws. Rooms should be clean before paying off.

HILTON (Bull), December 4—E. Mansfield; Secretary, J. Taboada. Big discussion was held pro and con a television set. Steward and one or two others will check on prices of a set wider than 17 inches. Disputed OT will be turned over to the patrolman before the payoff. All the steward department got a vote of

thanks for the Thanksgiving dinner and the food for the entire trip.

SUZANNE (Bull), no date—Chairman, Red Campbell; Secretary, S. P. Telech. Repairs that should have been done were rechecked. Brother Domingo was elected engine delegate by acclamation. Book shelf should be removed to a less accessible place.

THE CABINS (Mathiasen), December 4—Chairman, V. Harding; Secretary, A. Schroer. Part of the last voyage's repair list has been done. Disputed OT from the last trip will be straightened out, the captain said, if possible. Vote of thanks went to the steward department for their service and cooperation, especially the baker. So far, not much has been done on the repair list, because of the work that has to be done in the tanks.

JOHN B. WATERMAN (Waterman), November 22—Chairman, Frank J. Faytor; Secretary, J. R. Hassal, Jr. A. W. Perkins was elected ship's delegate by acclamation. A. W. Perkins, the steward delegate, has the \$37 balance of the ship's fund. Drain in the aft fo'c'sle drinking fountain has a plugged drain. Delegate will see the first assistant engineer about having it fixed. Dry stores should be fumigated. Repair list should be given to the Baltimore patrolman. Better cleaning of the crew's mess and pantry was suggested. Steward delegate asked the crew to help keep the messhall clean by not throwing bums on the deck, etc., and also to help the messman by keeping the messhall clear during meal set-up times. Crew pledged cooperation. Coffee urn should be cleaned after each meal and all cups should be returned to the pantry.

POTRERO HILLS (Phila. Marine), November 23—Chairman, F. W. Harris; Secretary, L. Stranga. Captain is attempting to prearrange the time for work. Discussion was held on the food supply, since we are destined to Europe and there is a possibility that we will run short on certain items. Vote of thanks went to the messman. Discussion was held on going to the captain with beefs instead of the delegates.

STEEL DESIGNER (Isthmian), November 27—Chairman, Thomas Snow; Secretary, S. Thayer. Washing machine should not be overloaded. People that the crewmembers bring aboard will not be fed from now on.

EVELYN (Bull), November 3—Chairman, Harry Reynolds; Secretary, W. Wesley Ely. There is \$48.03 in the ship's fund. Steward should find out about getting fresh milk in Boca Grande. Suggestion was made to add to the ship's fund until there is enough to buy a television set. All books and magazines should be returned to the recreation room.

December 2—Chairman, W. Wesley Ely; Secretary, W. K. Laffoon. There is a \$58.03 balance in the ship's fund. W. K. Laffoon was elected ship's delegate. One man, who missed the ship in Ocho Rios, Jamaica, will be reported to the patrolman. There are no beefs, so everyone must be happy.

BEAUREGARD (Waterman), December 5—Chairman, Ramon Ferreras; Secretary, Frank P. Votto. All bunks from the last trip should be repaired. Repair lists were made out by each department and turned in. All keys should be turned over to department heads, so the crew will have them. All linen should be turned in and rooms cleaned before leaving. Ship's library should be returned to the recreation room, so the books can be boxed and traded for a new set. Vote of thanks went to the steward department for the fine chow that was served this trip.

COMPASS (Compass), December 20—Chairman, Paul J. Franco; Secretary, Chef Gawrych. Chief engineer and bosun were thanked for the swell job done on all repairs. Only eight more items remain to be taken care of. There is some disputed OT, mostly for the captain doing carpenter's work and restriction to ship in Banger, Wash. Washing machine is not in the right place. It should be moved, or not used at certain hours, so no one is awakened by it. Requisition list for stores will be turned over to the captain before entering the Panama Canal. Messroom recreation room will be cleaned after each watch and with the help of card players. All on board are living in SIU style, and doing a swell job of it.

NOTICES

Checked Baggage
The following men should get in touch with Welfare Services in New York about baggage left in Erie Basin and checked into the headquarters baggage room:
Joseph Rasch, J. Cuellen, William Hernandez, Ed McInis, Felix Newman, Sherwood Ryals, John Rubinskas, R. Schulte, C. Thompson, James Thomas, M. Thorsen, Joseph Torris, Louis Brown, Erwin Andra, Alex Porserski, A. Ridings, C. K. Jewel.

Transportation Checks
Transportation checks for the following seamen off the Fort Hoskins can be obtained by contacting Russell H. Brandon, Director of Industrial Relations, Cities Service Oil Company, 70 Pine Street, New York City:
V. J. Crosby, H. Hampton, Wesley P. Leonard.

Checked Gear
Gear for the following men is being held in the New Orleans office of Seatrain Lines, and it is requested that they pick up their belongings before February 1:
Charles E. Boyd, Thomas M. Combs, Leo L. Crawford, Donald H. Horn, Charles E. Ray, Clark C. Wood, Jr., Franklin Reed.

Customs Refund
The following men get refunds from the US Customs for being charged duty where no money should have been collected:
Frank Judah, Jr., Richard Anderson, Robert Pierce, Thomas Frazier, Harry Sears, Michael Repkewicz, Stanley G. Koenog, Russell G. King.
Contact the Baltimore Hall for refunds.

PERSONALS

Olle Omears
Contact Mohammed Abdul at 114 McKibbin Street, Brooklyn, NY.

Joseph F. Laughlin
All is well at home. Please write soon. We wish you a Merry Xmas.

Carlo Carlson
Write Harry T. Hayman at the Baltimore Hall. Important.

John Mercer
Frank Martinez
Mac Macintosh

Please get in touch with Stanley Johns concerning the car you bought in Baltimore. His address is 1648 1/2 Andrews Place, Williamsport, Pa.

Pedro Hernandez
Please contact the New York City Department of Welfare at 44 Stanton Street, New York City.

James Powell
Please contact Mrs. Haskell Powell at Route 5 Spartansburg, SC. It is urgent.

Stammore Bell
Please contact the St. Nicholas Welfare Center at 149 West 124th Street, New York City.

Wally Suska
Get in touch with Raymond Carlson at Shore Yacht Basin, Patchogue Shores, Long Island.

Joseph W. Faircloth
The SIU Great Lakes District has checks for you at 1038 3rd Street, Detroit 26, Michigan.

Puzzle Answer

SEA	BAR	RODS
AGT	ABIE	ERIE
DOLD	DRUMS	LADE
AUNT	SAILOR	
BONES	TIPS	
ORTS	SHOSHONE	
ANI	SCENE	POT
RECLAIMS	KERN	
EASE	NORMA	
BRIARS	KOLA	
RANG	ORIENTAL	
AINU	ROLL	ORE
ELSE	SENS	RED

Quiz Answers

- Jimmie Dykes.
- Rene Coty.
- The Amami Islands.
- The Ryukyu group (including Okinawa) and the Bonins (including Iwo Jima).
- The Detroit Lions, who defeated the Cleveland Browns.
- James P. Mitchell.
- New Orleans, La.; Pasadena, Calif.; Miami, Fla.; Dallas, Tex.
- Lee Shubert, one of the famed Shubert Brothers, who practically controlled the American stage for many years.
- Robert F. Wagner, Jr., son of the late Senator Wagner.
- Clement Moore; Charles Dickens.

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

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

NAME

STREET ADDRESS

CITY ZONE STATE

Signed

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

ADDRESS

CITY ZONE STATE

Seafarer's First-Born In New Orleans



Seafarer Frank Wolinski, who has been with the SIU for nine years, looks proudly on his son Frank Wolinski, Jr., held by his wife Anna. Frank sails regularly in engine department ratings out of the Louisiana port.

RECENT ARRIVALS

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

Jean Elizabeth Mary Furst, born December 8, 1953. Parents, Mr. and Mrs. Eugene J. Furst, 3913 Hall Avenue, Marinette, Wis.

Anthony Micket Ayala Ramos, born June 3, 1953. Parents, Mr. and Mrs. Jose A. Ramos, 35 Brookdale, San Francisco, Cal.

Raymond J. Napolis, Jr., born November 27, 1953. Parents, Mr. and Mrs. Raymond J. Napolis, 290 Olivet Street, Daly City, Cal.

Jonathan Richard Young, born October 23, 1953. Parents, Mr. and Mrs. Jonathan N. Young, 509 East 10th Street, Long Beach 13, Cal.

Ann Cooper Kilmon, born December 9, 1953. Parents, Mr. and Mrs. Harry C. Kilmon, 63 Highland Court, Clifton Park, Wilmington, Del.

Mrs. Harry C. Kilmon, 63 Highland Court, Clifton Park, Wilmington, Del.

James Patrick McNeely, Jr., born December 14, 1953. Parents, Mr. and Mrs. James McNeely, 1516 Broadway, Brooklyn, NY.

Ernest Nien, born November 30, 1953. Parents, Mr. and Mrs. Chen Ken Nien, 1075 Pacific Avenue, San Francisco, Cal.

Marsha Lynn Mathews, born December 14, 1953. Parents, Mr. and Mrs. James R. Mathews, 2120 Avenue P, Galveston, Tex.

Charlene Demers, born December 10, 1953. Parents, Mr. and Mrs. Charles Demers, 16 Aquidneck Avenue, Middletown, RI.

Diane Marie Ayler, born October 1, 1953. Parents, Mr. and Mrs. James W. Ayler, 7 Chasitine Street, Prichard, Ala.

John Thomas Eddins, Jr., born September 17, 1953. Parents, Mr. and Mrs. John T. Eddins, Route 2, Norwood, NC.

William Frazier Bolling, born November 17, 1953. Parents, Mr. and Mrs. William O. Bolling, Terrace Trailer Park, 6011 Chef Menteur Highway, New Orleans, La.

Rosa Maria Nelson, born November 29, 1953. Parents, Mr. and Mrs. James H. Nelson, 2128 Bartholomew Street, New Orleans, La.

Mary Frances Hunt, born December 10, 1953. Parents, Mr. and Mrs. Horace C. Hunt, 813 Sylvan Lane, Wichita, Kans.

James Alan Ray, born November 21, 1953. Parents, Mr. and Mrs. Calvin H. Ray, 4917 Laurel Street, New Orleans, La.

William Michael O'Donnell, Jr., born November 25, 1953. Parents, Mr. and Mrs. William M. O'Donnell, PO Box 37, Lehigh, Kans.

John Dwight Barnett, Jr., born November 14, 1953. Parents, Mr. and Mrs. John D. Barnett, Box 640, Gulfport, Miss.

Carol Lynn Woniger, born December 4, 1953. Parents, Mr. and Mrs. Augustus J. Woniger, 1500 Ridge Lake Drive, New Orleans 20, La.

Jana Lynn Johnson, born December 4, 1953. Parents, Mr. and Mrs. James A. Johnson, 214 East Tenth Avenue Extension, Lexington, NC.

James W. Ayler, 7 Chasitine Street, Prichard, Ala.

John Thomas Eddins, Jr., born September 17, 1953. Parents, Mr. and Mrs. John T. Eddins, Route 2, Norwood, NC.

William Frazier Bolling, born November 17, 1953. Parents, Mr. and Mrs. William O. Bolling, Terrace Trailer Park, 6011 Chef Menteur Highway, New Orleans, La.

Rosa Maria Nelson, born November 29, 1953. Parents, Mr. and Mrs. James H. Nelson, 2128 Bartholomew Street, New Orleans, La.

Mary Frances Hunt, born December 10, 1953. Parents, Mr. and Mrs. Horace C. Hunt, 813 Sylvan Lane, Wichita, Kans.

James Alan Ray, born November 21, 1953. Parents, Mr. and Mrs. Calvin H. Ray, 4917 Laurel Street, New Orleans, La.

William Michael O'Donnell, Jr., born November 25, 1953. Parents, Mr. and Mrs. William M. O'Donnell, PO Box 37, Lehigh, Kans.

John Dwight Barnett, Jr., born November 14, 1953. Parents, Mr. and Mrs. John D. Barnett, Box 640, Gulfport, Miss.

Carol Lynn Woniger, born December 4, 1953. Parents, Mr. and Mrs. Augustus J. Woniger, 1500 Ridge Lake Drive, New Orleans 20, La.

Jana Lynn Johnson, born December 4, 1953. Parents, Mr. and Mrs. James A. Johnson, 214 East Tenth Avenue Extension, Lexington, NC.

in the HOSPITALS

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

- USPHS HOSPITAL, STATEN ISLAND, NY**
 - John Abraham Joseph J. Keating
 - John Beckmann K. R. Kuchinski
 - Earl A. Bink Chang Choo Lai
 - Bothwell Blanchard C. Mc'Brien
 - Marcie Boyles Sau Mok
 - William J. Carey Donald Peterson
 - R. Edmondson William A. Ryan
 - John Pontries Virgil Sandberg
 - Eric Foreman Robert Sizemore
 - David S. Furman S. Swienkoski
 - Estell Godfrey Harry S. Tuttle
 - Hans R. Hansen Frank Walaska
 - Michael Katrausky
- BAYONNE HOSPITAL, BAYONNE, NJ**
 - G. H. Robinson
- USPHS HOSPITAL, SAN FRANCISCO, CALIF.**
 - E. A. Ainsworth William J. Loas
 - L. Carmine Clarence J. Lund
 - Henry J. Childs I. McCormick
 - Ho Yee Choo C. Sanuili
 - C. B. Coburn Edward Seserko
 - H. Dell'Orfano W. Singleton
 - E. Glazowski John W. Singer
 - Olav Gustavsen W. Timmerman
 - F. J. Haigney Jack Wengner
 - George Hildreth M. B. Wilson
 - Alexander Kerr P. S. Yuzon
- USPHS HOSPITAL, MANHATTAN BEACH, BROOKLYN, NY**
 - Percy D. Allred James J. Lawlor
 - Bomar R. Cheeley James R. Lewis
 - Julian Cuthrell Francis F. Lynch
 - C. M. Davison H. F. McDonald
 - Emilio Delgado A. McGulgan
 - Antonio M. Diaz David McCreath
 - John J. Driscoll Vic Milazzo
 - Jose G. Espinoza Lloyd Miller
 - Robert E. Gilbert Alfred Mueller
 - Bart E. Guranick Eugene T. Nelson
 - John B. Hass Montford Owens
 - Thomas Isaksen E. R. Smallwood
 - John W. Keenan Henry E. Smith
 - L. Kristiansen Renato A. Villata
 - Frederick Landry Virgil E. Wilmoth
- USPHS HOSPITAL, DETROIT, MICH.**
 - Tim Burke Harry J. Cronin
- ENDOWOOD HOSPITAL, TOWSON, MD.**
 - Leonard Franks
- SAILORS SNUG HARBOR, STATEN ISLAND, NY**
 - Joseph Koslusk
- USPHS HOSPITAL, MEMPHIS, TENN.**
 - Charles Burton C. D. Shively
- USPHS HOSPITAL, NEW ORLEANS, LA.**
 - Virgil Alford Walter H. Harris
 - S. T. Arales John L. Hinton
 - F. P. Barbour George F. Immel
 - F. Barlizo W. J. Johnson
 - Cecil Bennett B. R. Huggins
 - John W. Bigwood J. H. Jones
 - John J. Blair Thomas F. Keller
 - C. A. Bradley E. G. Knapp
 - Charles E. Brady D. Korolla
 - William R. Burch J. F. Land
 - K. M. Bymaster Leo H. Lang
 - Herman H. Casas Pierre LeBlanc
 - C. C. Chambers Theo E. Lee
 - Clarence W. Cobb Leonard A. Libby
 - S. Cope Thomas Lind
 - John Culeton John C. Long
 - Thomas J. Dawson Adam McDiarmid
 - Leo Fontenot C. C. McDowell
 - B. D. Foster G. C. McClelland
 - F. Fullbright L. J. Magazzi
 - J. E. Gardiner W. R. Massey
 - N. L. Gardner John W. Malcolm
 - E. Gaylor H. W. Minkler
 - Andrew J. Gindel Mitchell Mobley
 - Jack H. Gleason Jack Moore
 - Louis J. Guarino George C. Murphy
 - K. Gunderson Stewart A. Packer
 - John Hane Kenyon Parks
- John W. Quimby** Lonnie R. Tickle
- T. C. Reynolds** S. C. Tuberville
- W. E. Reynolds** Edgart Walker
- Robert D. Schwarz** J. E. Ward
- Luther C. Seidle** C. V. Welborn
- William Tank III** J. Ziegler
- Tedd Terrington**
- USPHS HOSPITAL, SAVANNAH, GA.**
 - Paul B. Bland Joseph Kramer
 - Fred U. Buckner Jimmie Littleton
 - P. G. Daugherty L. T. McGowan
 - E. J. Debardeleben W. T. Shierling
 - R. A. Denmark Samuel Small
 - L. A. DeWitt James H. Smith
- USPHS HOSPITAL, BOSTON, MASS.**
 - R. M. Churchill Theodore Mastler
 - John A. Duffy Robert A. Rogers
 - Roy L. McConnon A. P. Violanto
 - Frank Mackey
- USPHS HOSPITAL, GALVESTON, TEXAS**
 - N. Baker J. E. Markopolo
 - C. Barboza D. B. Patterson
 - M. J. Birrane Julius Parks
 - M. Fontenot Harry Reynolds
 - C. Fowler Robert W. Scales
 - Edward C. Hill Joseph L. Solleau
 - Edward H. Idell Albert T. Weaver
 - E. Lachappelle Charles Young
 - Howard E. Liles
- USPHS HOSPITAL, BALTIMORE, MD.**
 - Leslie R. Aaron Robert Lambert
 - Julian A. Blanco Clyde R. Leggett
 - Francis J. Boner W. R. McIveen
 - Robert L. Brain Milvin Mason
 - Jessie A. Clarke Francisco Mayo
 - Cloise Coats George Meltzer
 - Frank J. Conforto Henry T. Miller
 - Harry Cullen Jack D. Morrison
 - Jeff Davis Joe Perez
 - Paul H. Dew M. Pugaczewski
 - James R. Dodson Horace C. Sherrill
 - Earl T. Erickson Howard W. Sherrill
 - L. C. Glanville Walter H. Sibley
 - M. B. Hairelson G. K. Stennett
 - Roy M. Hawes Paul Strickland
 - James H. Hayes Claud Stroud
 - Thomas J. Hoar Harry Thrush
 - Alfred Johnson Albert Wilhelm
 - Woody H. Kirby N. Zaragosa
- USPHS HOSPITAL, SEATTLE, WASH.**
 - Robert R. Barbes K. R. Kittelson
 - C. E. Dudley Ralph M. McDaries
 - J. B. Garrison Linus E. Twite
 - Leonard E. Hodges Joseph E. Wells
 - S. Johannessen
- USPHS HOSPITAL, NORFOLK, VA.**
 - Charles W. Burke John M. Powers
 - Lonnie Hall Alexander Pransell
 - Herbert D. Mullner W. A. Rowe Jr.
 - Charlie W. Phelps

Union Has Cable Address

Seafarers overseas who want to get in touch with headquarters in a hurry can do so by cabling the Union at its cable address, SEAFARERS NEW YORK.

Use of this address will assure speedy transmission on all messages and faster service for the men involved.

D-2 Aliens Get \$\$ Back

An attempt by the Waterman Steamship company to compel aliens to post bond out of their wages has been halted by the intervention of the Welfare Services Department. As a result the company has refunded all money held back out of the aliens' pay-off.

Several aliens employed on Waterman ships complained to the Union that they had \$1,000 held out of their wages as a bond on them. All of these men were in the D-2 classification which meant they were entitled to unrestricted shore leave and opportunity to pay off and change from one ship to another.

Welfare Services got in touch

with the company with the result that the practice of holding wages back as a bond was discontinued. All aliens who had money held back on them have now received their full wages due.

In the case of other steamship companies, the Union is experiencing no difficulty in getting them to give the alien membership of the SIU equal treatment within the limits of regulations affecting alien seamen.

FINAL DISPATCH

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and \$2,500 death benefits are being paid to beneficiaries.

Anthony Joseph Wyzenske, 32: On November 9, 1953, Brother Wyzenske died of a brain tumor at Fairview Hospital, Minneapolis, Minn. He had been sailing as an AB in the deck department from Baltimore since the beginning of

this year. Burial took place at St. Mary's Cemetery, Minneapolis, Minn. Brother Wyzenske leaves his mother, Susan Rose Wyzenske, 142 10th Avenue, Minneapolis, Minn.

Boyse Holmes, 51: Since 1938, Brother Holmes sailed as steward from the Port of New York. A victim of uremia, he died on November 26, 1953 in Waycross, Ga., and was buried at Hazzard Hill Cemetery, in that city.

How To Get Disabled Pay

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

Ortiz Family Photo



Mr. and Mrs. Francisco Ortiz and their new daughter, Laura, form a happy family group in this photograph taken in their Bronx, New York, home.

SEEIN' THE SEAFARERS

With WALTER SIEKMANN



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

It seems as if the pattern of traffic and other accidents over the New Year's Holiday, as compiled by the National Safety Council, means a good year ahead for the hospitals. Accidents and fatalities were well below expectations, and we hope that this drop in figures extends to Seafarers in hospitals. What we mean is that we hope less men need facilities of the hospitals, but we'll be fighting to keep the hospitals open throughout 1954 and beyond as we have in the past.

Leading off the list of hospitalized Seafarers is Joseph Keating, the chief electrician of the Kathryn (Bull). This Brooklyn Seafarer was injured aboard the vessel in San Juan and flown back to New York for an eye operation at the Staten Island hospital. He's improving tremendously since he entered on the first day of December. He expects to be discharged this week as an outpatient and is feeling right chipper about it.



Keating

William Carey, a messman off the Wild Ranger (Waterman), entered the hospital on the Island on December 4 because of a stomach disorder. He was taken off the ship in New York, where he lives. Right now, the doctors are still examining him to find out what the trouble is.

In for a general checkup about the middle of December was William Brady. Brady came off the Citrus Packer (Waterman), his last ship, and was in pretty good shape, overall, so he was out in jig time after a physical.

Ready To Ship Again

Walter Karlak, another Brooklyn Seafarer, came off the Steel Designer (Isthmian) last October 30 for a general checkup. The fireman was discharged recently from the hospital and is fit and ready to ship out once again. You can't keep a good Seafarer down when there's a job on the board and an urge to go to sea once again.

Another fireman, John Flynn, came off the Mississippi vessel Malden Victory last October 26 for a visit to the hospital. He was discharged about a month ago with a fit for duty slip and ready to go to sea.

Lai Chang, a utility messman off the Steel King of Isthmian, was admitted to the hospital on December 5. This New Yorker checked in to see the doctors with a little stomach trouble on his mind and abdomen.

Another Seafarer in the Staten Island hospital for a look-see is Frances Wall of New York City. This fireman off the Liberty Bell of Tramp Cargo entered the hospital on December 2 and he's doing all right. In the same general checkup category is Randolph Edmondson, galley utility, off Bull's Binghamton Victory. He entered two days ahead of Wall, on the last day of November.



Edmondson

Constantine Sofounlos, a fireman off the Steel Voyager, was discharged recently, while Walter Smith, Seapender's cook and baker, is improving rapidly. He was injured and went to the hospital on December 12, but he's coming along nicely now. He can't wait to get out and get home to Columbus, Ga., home cooking.



A corner of the Welfare Services Department is shown on a typical busy morning. The office receives hundreds of inquiries in person or through the mails every week, dealing with a wide variety of personal problems.

Welfare Services Rounds Out Busy Year Of Aid To Members

The year 1953 proved to be a pretty active one for Welfare Services not only in number of cases handled but in the interesting variety of problems that Seafarers brought in to be taken care of. Some statistically-minded headquarters employee estimated that Welfare Services handled one case

every seven minutes of the working day. Whether that figure is accurate or not, the fact remains that a few hundred Seafarers each week get in touch with Welfare Services for assistance, or just plain information.

Among the more interesting matters handled by the headquarters office was the case of the Seafarer who suffered a severe brain injury but couldn't convince the skipper he was really sick. The man in question, Seafarer Philip Frank, had been hit on the head by a falling skylight fixture. After one day's rest he was made to turn to, and kept at work despite severe dizzy spells and vomiting. Even when an Italian doctor had him hospitalized the skipper called him a phony, and the company refused to pay him maintenance claiming he was a fake.

In this case Welfare Services got the proof of the injury and won Frank's maintenance claim.

Romance Difficulties

Then there was the Seafarer whose new bride lived in South Africa. He wanted a visa for her, so the Union got after it and gave him the necessary affidavits. In another instance, Welfare Services had to contend with a stubborn Brooklyn landlady who refused to let a Seafarer pick up his gear even though he had money to pay for his back rent bill.

Another Seafarer who was having trouble with some bills got equally speedy service. His wife was in the hospital after giving birth and the hospital wanted to see the color of his money before they would discharge her. Welfare Services took care of that by supplying him with his \$200 maternity benefit just four minutes after he applied for it.

A notable case that was successfully resolved was the one on behalf of Seafarer Theophilus Stevenson. In his case, he signed a medical report form at the payoff, only to find when he went to the hospital the next day for a checkup that he was ill and needed medical treatment.

However, the company tried to deny him maintenance because he signed the report form. Welfare Services succeeded in getting Stevenson his due because there was no question he had been ill, even though he might have signed the report form.

Seafarers in far distant points

overseas also got their share of assistance. One crewmember who got into a fight with a Saudi Arabian longshoreman and was jugged by local authorities was sprung from the lock-up through Union efforts. Since this happened in mid-summer, the Union's action undoubtedly saved the man from serious illness.

A Union member who had lost both his legs in a shipboard accident got deluxe service. Arrangements were made to transport him back and forth to the hospital for outpatient treatment until he could get artificial legs fitted and a place found for him to stay nearby.

'Fit For Duty'

One of the most unusual cases was that of Brother Isaac Seger who collected maintenance even though found "fit for duty" by a USPHS doctor. Ordinarily this would have been the last word, but a subsequent visit to a private specialist revealed that Seger was suffering from a tumor and needed immediate surgery. Seger collected his maintenance in spite of the "fit for duty" notation, through the efforts of Welfare Services and the Union's attorneys.

These are only a few of the very large number of cases handled successfully by the Welfare Services office, in addition to the routine payment of hospital benefits, handling of vacation claims, arrangements for funerals and numerous other matters that occupy the department.

French Creek Crew Should See Lawyer

Members of the crew of the French Creek, who are entitled to cut up a \$9,000 salvage melon, have been asked to get in touch with the Union attorney, Seymour W. Miller, at 26 Court Street, Brooklyn. The men have to supply affidavits and authorizations to the attorneys so that their money can be collected for them.

The salvage claim arises out of a tow that the Cities Service tanker gave to a disabled German freighter, after the latter ship lost her propeller in heavy seas.

Crewmembers who are entitled to salvage shares are the following:

Ove H. Jorgensen, bosun; Richard H. Hemington, AB; John B. Tierney, AB; Marlon C. Butcher, AB; Leo F. Gwalthney, OS; Robert Eschrich, OS; Charles R. Goodwin, DM; Joseph Dodge, AB.

Also Fred G. Bjorkman, machinist; Erling H. Anderson, pumpman; Edmond L. Eriksen, oiler; John C. Rounds, oiler; Joseph Lucas, FWT; Eduardo Martinez, FWT; Ueonard J. Feind, wiper; Kenneth Gelehisser, wiper.

Also Johnny Roberts, 2nd cook; James R. Logan, galleyman; Ernest P. Legoza, MM; William B. Blankinship, MM; John E. Kozar, MM.



Seafarer Theophilus Stevenson, who collected his maintenance even though he signed a company medical report form discusses his case with Walter Siekmann, director of Welfare Services.

When you need a hand



DISTRIBUTION OF UNION BENEFITS
FAMILY MATTERS - LEGAL ACTION
FINANCIAL ADVICE - IMMIGRATION
MATTERS - DRAFT BOARD PROBLEMS
COAST GUARD MATTERS - UNEMPLOYMENT
INSURANCE - SOCIAL SECURITY - BOUYS
MAINTENANCE ENFORCEMENT - ALLOTMENTS
REPATRIATION - AND PERSONAL PROBLEMS

THE
SIU
WELFARE
SERVICES
DEPARTMENT

YOUR PROBLEM IS OUR BUSINESS



To the Congress of the United States..

"We are American merchant seamen. It is a mark of our industry that we receive the applause of our countrymen only in times of disaster. Thus, today, with the so-called shipping emergency over, there is a movement within the Government and among some members of Congress to institute an economy policy which will strike at the heart of a program that effects 2,366 of us on any average day in the year.

"The attitude appears to be that the 155-year-old US Public Health Service program of medical care for seamen is expendable, in the name of economy. Although there originally were 26 USPHS hospitals all over the country, ten have been closed in recent years, and now the proposal is to close all but three, which treat specialized diseases only.

"Although the feeling prevalent in some quarters is that seamen are now earning a good living and can afford to pay for medical care, ability to pay is not the basis on which this care is dispensed. Many other sections of the population benefit from free Federal hospital care, including you yourselves and other Government employees, as well as dependents living at military bases.

"Moreover, we, as merchant seamen, are not the only ones who will suffer from such a move. USPHS hospitals have rolled up a noteworthy record both in training of physicians and specialists, and in research in a variety of diseases. In addition, figures show that there are not enough hospital beds available in any local area to even accommodate the seamen hospitalized in those areas.

"We respectfully urge your consideration of these facts and to vote to retain the USPHS hospital program intact."

The strength of any organization lies in its foundation and the foundation of the SIU is its constitution. In the 15 months since the membership voted in secret referendum to rewrite its constitution, it has amply fulfilled the function of better protecting the rights of every member. In the course of drafting and adopting the new document, copies of the constitution were printed in the SEAFARERS LOG and distributed to all Seafarers, ashore and on ship.

Subsequently the 1953 Agents Conference report, which was adopted in all branches, moved that the LOG print the constitution every six months, so all Seafarers will have the opportunity to acquaint themselves thoroughly with their guaranteed rights and privileges. Accordingly the constitution was carried in the July 10, 1953, issue, and now, six months later, is printed again here.

CONSTITUTION

Seafarers International Union • A&G District • AFL



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

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

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

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

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

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

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

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

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

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

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

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

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

EVERY SEAFARER IS GUARANTEED

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

PREAMBLE

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

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

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

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

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

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

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

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

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

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

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

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

To assist other bona fide labor organizations whenever possible in the attainment of their just demands.

To regulate our conduct as a Union and as individuals so as to make seamanship what it rightly is—an honorable and useful calling. And bearing in mind that we are migratory, that our work takes us away in different directions from any place, where the majority might otherwise meet to act, that meetings can be attended by only a

fraction of the membership, that the absent members, who cannot be present, must have their interests guarded from what might be the results of excitement and passions aroused by persons or conditions, and that those who are present may act for and in the interest of all, we have adopted this constitution.

STATEMENT OF PRINCIPLES AND DECLARATION OF RIGHTS

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

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

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

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

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

II
Every member of this Union shall have the right to vote. No one shall deprive him of that right.

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

IV
No member shall be deprived of his membership without due process of the law of this Union. No member shall be compelled to be a witness against himself in the trial of any proceeding in which he may be charged with failure to observe the law of this Union. Every official and job holder shall be bound to uphold and protect the rights of every member in accordance with the principles set forth in the Constitution of the Union.

V

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

VI

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

VII

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

VIII

The powers not delegated to the officials and job holders by the Constitution of the Union shall be reserved to the members.

CONSTITUTION

ARTICLE I

NAME AND GENERAL POWERS

This Union shall be known as the Seafarers International Union of North America, Atlantic and Gulf District. Its powers shall be legislative, judicial, and executive, and shall include the formation of, and/or issuance of charters to, subordinate bodies, corporate or otherwise, the formation of funds and participation in funds, the establishment of enterprises for the benefit of the Union, and similar ventures. A majority vote of the membership shall be authorization for any Union action, unless otherwise specified in this Constitution. This Union shall, at all times, protect and maintain its jurisdiction over all work which belongs to the seaman and all such work as seamen now perform.

ARTICLE II

AFFILIATION

This Union shall be affiliated with the Seafarers International Union of North America and the American Federation of Labor. All other affiliations by the Union or by the Ports shall be made or withdrawn as determined by a majority vote of the membership.

ARTICLE III

MEMBERSHIP

Section 1. Candidates for membership shall be admitted to membership in accordance with such rules as are adopted, from time to time, by a majority vote of the membership.

Section 2. Candidates for membership shall be American citizens, or eligible for such citizenship. No candidate shall be granted membership who is a member of any dual organization or any other organization hostile to the aims, principles, and policies of this Union. No candidate shall be granted membership until he has taken the following oath of obligation:

OBLIGATION

"I pledge my honor as a man, that I will be faithful to

This Union, and that I will work for its interest and will look upon every member as my brother; that I will not work for less than Union wages and that I will obey all orders of the Union. I promise that I will never reveal the proceedings of the Union to its injury or to persons not entitled to know it. And if I break this promise, I ask every member to treat me as unworthy of friendship and acquaintance. SO HELP ME GOD!"

Section 3. Members more than one quarter in arrears in dues, or more than three months in arrears in assessments or unpaid fines, shall be automatically suspended, and shall forfeit all benefits and all other rights and privileges in the Union. They shall be automatically dismissed if they are more than two quarters in arrears in dues or more than six months in arrears in assessments or unpaid fines.

This time shall not run:

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

(b) While a member is an in-patient in a USPHS Hospital.

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

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

(e) While a member has no opportunity to pay dues because of employment aboard an American flag merchant vessel.

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

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

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

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

Section 8. Evidence of membership or other affiliation with the Union shall at all times remain the property of the Union. Members may be required to show their evidence of membership in order to be admitted to Union meetings.

Section 9. Only members in good standing shall be allowed to vote.

ARTICLE IV REINSTATEMENT

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

ARTICLE V DUES AND INITIATION FEE

Section 1. All members shall pay dues quarterly, on a calendar year basis, on the first business day of each quarter, except as herein otherwise provided. The dues shall be those payable as of the date of adoption of this Constitution and may be changed only by Constitutional amendment.

Section 2. No candidate for membership shall be admitted into membership without having paid an initiation fee of one hundred (\$100.00) dollars.

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

ARTICLE VI RETIREMENT FROM MEMBERSHIP

Section 1. Members may retire from membership by paying all unpaid dues, dues for the quarter in which they retire, assessments, fines, and other monies due and owing the Union. A retirement card shall be issued upon request, and dated as of the day that such member accomplishes these payments and request.

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

Section 3. Any person in retirement for a period of six months or more shall be restored to membership, except as herein indicated, by paying dues for the current quarter, as well as all assessments accruing and newly levied during the period of retirement. If the period of retirement is less than six (6) months, the required payments shall consist of all dues accruing during the said period of retirement, including those for the current quarter, and all assessments accrued and newly levied during that period. Upon such payment, the person in retirement shall be restored to membership, and his membership book, appropriately stamped, shall be given to him.

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

Section 5. The period of retirement shall be computed from the day as of which the retirement card is issued.

ARTICLE VII SYSTEM OF ORGANIZATION

Section 1. This Union, and all Ports, Officers, Port Agents, Patrolmen, and members shall be governed, in this order, by:

(a) The Constitution

(b) Majority vote of the membership

Section 2. The functions of this Union shall be administered by Headquarters and Ports.

Section 3. Headquarters shall consist of the Secretary-Treasurer, and one or more Assistant Secretary-Treasurers, the exact number of which shall be determined by majority vote of the membership to be held during the month of August in any election year, as set forth more particularly in Article X, Section 1-D.

Section 4. Each Port shall consist of a Port Agent and Patrolmen, as provided for herein, and the Port shall bear the name of the city in which the Union's Port Offices are located.

Section 5. Every member of the Union shall be registered in one of three departments; namely, deck, engine, or stewards department. The definition of these departments shall be in accordance with custom and usage. This definition may be modified by a majority vote of the membership. No member may transfer from one department to another except by express approval as evidenced by a majority vote of the membership.

ARTICLE VIII ATLANTIC AND GULF DISTRICT OFFICERS, PORT AGENTS, AND PATROLMEN

Section 1. The officers of the Union shall be elected, except as otherwise provided in this Constitution. These officers shall be the Secretary-Treasurer and one or more Assistant Secretary-Treasurers.

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

ARTICLE IX OTHER ELECTIVE JOBS

Section 1. The following jobs in the Union shall be voted upon in the manner prescribed by this Constitution:

(A) Meeting Chairman

(B) Delegates

(C) Committee Members of:

(a) Auditing Committee

(b) Trial Committee

(c) Quarterly Financial Committee

(d) Appeals Committee

(e) Negotiating and Strike Committee.

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

ARTICLE X DUTIES OF OFFICERS, PORT AGENTS, AND OTHER ELECTED JOB HOLDERS

Section 1. The Secretary-Treasurer

(a) The Secretary-Treasurer shall be the Executive Officer of the Union and shall represent, and act for and in behalf of, the Union in all matters except as otherwise specifically provided for in the Constitution.

(b) He shall be a member ex-officio of all committees, port or otherwise.

(c) He shall be responsible for the organization and maintenance of the correspondence, files, and records of the Union; setting up, and maintenance of, sound accounting and bookkeeping systems; the setting up, and maintenance of, proper office and other administrative Union procedures; the proper collection, safeguarding, and expenditure of all Union funds, Port or otherwise. He shall be in charge of, and responsible for, all Union property, and shall be in charge of Headquarters and Port Offices. He shall issue a weekly comprehensive report covering the financial operations of the Union for the previous week. Wherever there are time restrictions or other considerations affecting Union action, the Secretary-Treasurer shall take appropriate action to insure observance thereof.

(d) Subject to approval by a majority vote of the membership, the Secretary-Treasurer shall designate the number and location of Ports, the jurisdiction, status, and activities thereof, and may close or open such ports, and may re-assign Port Agents and Patrolmen of closed ports to other duties, without change in wages. The Ports of New York, New Orleans, Mobile, and Baltimore may not be closed except by Constitutional amendment.

Where ports are opened between elections, the Secretary-Treasurer shall designate the Port Agents thereof, subject to approval by a majority vote of the membership.

The Secretary-Treasurer shall supervise the activities of all Ports.

Subject to approval by a majority vote of the membership, the Secretary-Treasurer shall designate, in the event of the incapacity of a Port Agent or Patrolman, a replacement to act as such during the period of incapacity.

At the first regular meeting in August of every election year, the Secretary-Treasurer shall submit to the membership a pre-balloting report. This report shall recommend the number and location of Ports, the number of Assistant Secretary-Treasurers and Agents, and the number of Port Patrolmen which are to be elected for each Port.

This recommendation may also specify, whether any Patrolmen and/or Assistant Secretary-Treasurers, shall be designated as departmental or otherwise. The report shall be subject to approval or modification by a majority vote of the membership.

(e) The Headquarters of the Union shall be located in New York. The Secretary-Treasurer shall also be the Port Agent of that Port.

(f) The Secretary-Treasurer shall be chairman of the Agents' Conference and may cast one vote.

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

(h) The foregoing duties shall be in addition to those other duties elsewhere described in this Constitution, as well as those other duties lawfully imposed upon him.

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

(j) Immediately after assuming office, the Secretary-Treasurer shall designate one of the Assistant Secretary-Treasurers to assume his duties in case of his temporary incapacity. This designation may be changed from time to time. These designations shall be entered in the minutes of the Port where Headquarters is located. The provisions of Section 2-A of this Article shall apply in the case of a vacancy in the office of Secretary-Treasurer, as set forth in that section.

(k) Any vacancy in any office or the job of Port Agent or Patrolman shall be filled by the Secretary-Treasurer by temporary appointment except in those cases where the filling of such vacancy is otherwise provided for by this Constitution. Such appointment shall be submitted to a regular meeting for approval, modification, substitution of a replacement, or postponement of a vote to a later date, by a majority vote of the membership. In the event of the postponement of the vote, the temporary appointment shall remain in effect until a vote is taken.

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

Section 2. Assistant Secretary-Treasurer

(a) In the event the Secretary-Treasurer shall be unable to carry out his duties by reason of incapacity, the Assistant Secretary-Treasurer designated in accordance with Section 1-J of this Article shall assume the office of Secretary-Treasurer during the period of such incapacity. Upon the death, resignation, or removal from office of the Secretary-Treasurer, succession to the office shall be determined as follows:

That Port Agent of the Ports of New Orleans, Mobile, or Baltimore who received the highest number of votes in the last regular election shall be the first in line of succession. The next in the line of succession shall be that Port Agent of the said Ports who received the next highest number of votes in that election. The next in the line of succession shall be that Port Agent of the said Ports who received the next highest number of votes.

The Port Agents of the said Ports shall also be deemed to be Assistant Secretary-Treasurers, whether or not so referred to on the ballots or elsewhere.

(b) The Assistant Secretary-Treasurers shall assist the Secretary-Treasurer in the execution of the latter's duties as the latter may direct.

(c) The Assistant Secretary-Treasurers shall be members of the Agents' Conference and each may cast a vote in that body.

Section 3. Port Agents

(a) The Port Agent shall be in direct charge of the administration of Union affairs in the Port of his jurisdiction.

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

(c) He shall be prepared to account, financially or otherwise, for the activities of his Port, whenever demanded by the Secretary-Treasurer.

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

(e) The Port Agent, or someone acting under his instructions, shall open each Port meeting and shall determine whether a quorum exists. Nothing contained herein shall permit the Port Agent to otherwise act as chairman of any meeting, unless so properly designated by a majority vote of the members present at the said Port Meeting.

(f) Each elected Port Agent may cast one vote at any Agents' Conference.

(g) The Port Agent may assign each Port Patrolman to such Union jobs as fall within the jurisdiction of the Port, regardless of the departmental designation under which the Patrolman was elected.

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

(i) The foregoing is in addition to those other duties prescribed elsewhere in this Constitution.

Section 4. Port Patrolmen

Port Patrolmen shall perform whatever duties are assigned to them by the Port Agent.

Section 5. Meeting Chairmen

(a) The chairman of each meeting at any Port, including the Port in which Headquarters is located, shall be the presiding officer of the meeting, shall keep order under rules of order provided for, from time to time, by a majority vote of the membership and, if none, then by

such rules as are adopted, from time to time, by a majority vote of the membership in each Port.

(b) The meeting chairman may cast a vote only in the event of a tie.

(c) The meeting chairman shall not permit the discussion of any religious subject.

Section 6. Delegates

(a) The term "delegates" shall mean those members of the Union who are elected, under the provisions of this Constitution, to attend the convention of the Seafarers International Union of North America.

(b) Each delegate shall attend the Convention and fully participate therein.

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

Section 7. Committees

(a) Auditing Committee

The Auditing Committee in each Port shall audit the regular weekly financial report of the Port Agent and, in writing, certify or refuse to certify said report. The Auditing Committee for the Port where Headquarters is located shall also audit the Secretary-Treasurer's financial report, to which the same rules as to certification and refusal to certify shall apply. The said report in its entirety shall then be presented to the membership with action thereon to be taken as per a majority vote of the membership.

(b) Trial Committee

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

(c) Quarterly Financial Committee

1. The Quarterly Financial Committee shall make a quarterly (thirteen week) audit of the finances of Headquarters and each Port, shall note discrepancies where they exist, shall report on their findings, and make recommendations. Members of this Committee may make dissenting reports, separate recommendations, and separate findings.

2. The report and recommendations of this Committee shall be completed within a reasonable time after the election of the members thereof, and shall be submitted to the Secretary-Treasurer who shall cause the same to be read in all Ports, at the first or second regular meeting subsequent to the submission of the said report and recommendations.

3. All Port Agents are responsible for complying with all demands made for records, bills, vouchers, receipts, etc., by the said Quarterly Financial Committee.

4. No report shall be considered as complete without an accompanying report and audit statement by a competent accountant, and the Secretary-Treasurer is charged with the selection of such an accountant, who must be certified under state law.

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

(d) Appeals Committee

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

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

(e) Negotiating and Strike Committee

1. The Negotiating and Strike Committee shall represent the Union in all negotiations for contracts and changes in contracts, with persons, firms, corporations, or agencies, etc., wherein wages, hours, benefits, or other terms and conditions of employment of the members of this Union are involved.

2. Upon completion of negotiations, the Committee shall submit a report and recommendations to the membership of the Union at a regular or special meeting. The Committee may also make interim reports and recommendations and submit them to the membership at a regular or a special meeting.

3. A Port may establish a similar Committee for itself provided permission by a majority vote of the membership has been obtained. In such event, the Port Negotiating and Strike Committee shall forward its report and recommendations, together with comments by the Port Agent, to the Secretary-Treasurer, who shall then cause the said report and recommendations to be submitted to the membership of the Union at the earliest subsequent regular or special meeting, whichever he chooses, together with any report and recommendations which the Secretary-Treasurer deems desirable to make. The Port Negotiating and Strike Committee shall submit the report and recommendations upon completion of the negotiations, and may submit interim reports and recommendations, in the same manner as set forth.

4. In no event shall a Negotiating and Strike Committee obligate this Union or any Port thereof, in any manner, without the approval of the membership of the Union as evidenced by a majority vote of the membership.

5. A Negotiating and Strike Committee may decide the time of entry into a strike, provided prior authority, as evidenced by a majority vote of the membership, is

granted therefor. In all other cases, a majority vote of the membership shall decide when a strike shall begin.

6. This Committee shall be charged with the preparation and execution of a strike plan which shall be binding on all members and other persons affiliated with this Union. However, a majority vote of the membership may repeal, or otherwise treat or dispose of any part or all of a strike plan.

ARTICLE XI

WAGES AND TERMS OF OFFICE OF OFFICERS AND OTHER ELECTIVE JOB HOLDERS, UNION EMPLOYEES, AND OTHERS

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

Secretary-Treasurer
Assistant Secretary-Treasurer
Port Agent
Patrolman

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

Section 3. The compensation to be paid the holder of any office or other elective job shall be determined from time to time by a majority vote of the membership.

Section 4. Subject to approval by a majority vote of the membership, all other classifications of employees of the Union shall be hired or discharged, as well as compensated, as recommended by the Secretary-Treasurer.

Section 5. Subject to approval by a majority vote of the membership, the Secretary-Treasurer may contract for, or retain, the services of any person, firm, or corporation, not employees of the Union, when he deems it necessary in the best interests of the Union.

Section 6. The foregoing provisions of this Article do not apply to any corporation, business, or other venture in which this Union participates, or which it organizes or creates. In such situations, instructions conveyed by a majority vote of the membership shall be followed.

ARTICLE XII

QUALIFICATIONS FOR OFFICERS, PORT AGENTS, PATROLMEN, AND OTHER ELECTIVE JOBS

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

(a) He has at least three (3) years of sea time aboard an American flag merchant vessel or vessels; if he is seeking the job of Patrolman or Assistant Secretary-Treasurer in a specified department, this sea time must be in that department, and

(b) He has at least four (4) months of sea time aboard an American flag merchant vessel or vessels, or four (4) months of employment with, or in any office or job of, the Union, its subsidiaries, or affiliates, or at the Union's direction, or a combination of these, between January 1st and the time of nomination, and

(c) He has been in continuous good standing in the Union for at least two (2) years immediately prior to his nomination, and

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

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

Section 3. All candidates for and holders of elective offices and jobs, whether elected or appointed in accordance with this Constitution, shall maintain membership in good standing. Failure to do so shall result in ineligibility to hold such office or job and shall constitute an incapacity with regard to such office or job.

ARTICLE XIII

ELECTIONS FOR OFFICERS, PORT AGENTS AND PATROLMEN

Section 1. Nominations

Any member may submit his name for nomination for any office, or the job of Port Agent or Port Patrolman, by delivering or sending a letter addressed to the Credentials Committee, in care of the Secretary-Treasurer, at the address of Headquarters. The Secretary-Treasurer is charged with the safekeeping of these letters and shall turn them over to the Credentials Committee upon the latter's request. This letter shall be dated and shall contain the following:

(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.

The letter must reach Headquarters no earlier than August 12th and no later than September 12th of the election year.

Section 2. Credentials Committee

(a) A Credentials Committee shall be elected at the first regular meeting after September 11th of the election year, at the Port where Headquarters is located. It shall consist of six members in attendance at the meeting, with two members from each of the Deck, Engine and Stewards Departments. In the event any Committee member is unable to serve, the Committee shall suspend until the Secretary-Treasurer calls a special meeting at the Port in order to elect a replacement. The Committee's results shall be by majority vote, with any tie vote being resolved by a majority vote of the membership at a special meeting called for that purpose at Headquarters Port.

(b) After its election, the Committee shall immediately

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

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

The Committee's report shall be prepared early enough to allow the applicant to appear before it and still reach the Ports in time for the first regular meeting after its election.

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

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

Section 3. Balloting Procedure

(a) The Secretary-Treasurer shall insure the proper and timely preparation of ballots, without partiality as to candidates or Ports. The ballots may contain general information and instructive comments not inconsistent with the provisions of this Constitution. All qualified candidates shall be listed thereon alphabetically within each category. The listing of the Ports shall follow a geographical pattern, commencing with the most northerly Port on the Atlantic coast, following the Atlantic coast down to the most southerly Port on that coast, then westerly along the Gulf of Mexico and so on, until the list of Ports is exhausted. There shall be allotted write-in space, on each ballot, sufficient to permit each member voting to write in as many names as there are offices and jobs to be voted upon. Each ballot shall be so prepared as to have the number thereon placed at the top thereof and shall be so perforated as to enable that portion containing the said number to be easily removed. On this removable portion shall also be placed a short statement indicating the nature of the ballot and the voting dates thereof.

(b) The ballots so prepared at the direction of the Secretary-Treasurer shall be the only official ballots. No others may be used. Each ballot shall be numbered as indicated in the preceding paragraph and shall be numbered consecutively, commencing with number 1. A sufficient amount shall be printed and distributed to each Port. A record of the ballots, both by serial numbers and amount, sent thereto shall be maintained by the Secretary-Treasurer, who shall also send each Port Agent a verification list indicating the amount and serial numbers of the ballots sent. Each Port Agent shall maintain separate records of the ballots sent him and shall inspect and count the ballots, when received, to insure that the amount sent, as well as the numbers thereon, conform to the amount and numbers listed by the Secretary-Treasurer as having been sent to that Port. The Port Agent shall immediately execute and return, to the Secretary-Treasurer, a receipt acknowledging the correctness of the amount and numbers of the ballots sent, or shall notify the Secretary-Treasurer of any discrepancy. Discrepancies shall be corrected as soon as possible prior to the voting period. In any event, receipts shall be forwarded for ballots actually received. The Secretary-Treasurer shall prepare a file in which shall be kept memoranda and correspondence dealing with the election. This file shall at all times be available to any member asking for inspection of the same at Headquarters.

(c) Balloting shall take place in person, at Port Offices, and shall be secret. No signature of any voter, or other distinguishing mark, shall appear on the ballot, except that any member may write in the name or names of any member or members, as appropriate, for any office, or the job of Port Agent or Patrolman.

(d) No member may vote, without displaying his Union Book, in which there shall be placed an appropriate notation of the date and of the fact of voting, both prior to being handed a ballot. A ballot shall then be handed to the member who shall thereupon sign his name on a separate roster, together with his book number, and ballot number. The portion of the ballot on which the ballot number is printed shall then be removed, placed near the roster and the member shall proceed to the voting site.

(e) Each Port Agent shall be responsible for the estab-

ishment of a booth or other voting site where each member may vote in privacy.

(f) Upon completion of voting the member shall fold the ballot so that no part of the printed or written portion is visible. He shall then drop the ballot into a narrow-slotted ballot box, which shall be provided for that purpose by the Port Agent, and kept locked and sealed except as hereinafter set forth.

(g) Voting shall commence on November 15th and shall continue until January 15th inclusive, Sundays and holidays excluded. If November 15th or January 15th falls on a holiday or a Sunday, balloting shall commence or end, as the case may be, on the next succeeding business day.

Section 4. Polls Committees

(a) Each Port shall elect, prior to the beginning of the voting on each voting day, a Polls Committee, consisting of three members. For the purpose of holding a meeting for election of a Polls Committee only, five (5) members shall constitute a quorum for each Port. It shall be the responsibility of the Port Agent to call the meeting for the purpose of electing the said Polls Committee. In no case shall voting take place unless a duly elected Polls Committee is functioning.

(b) The duly elected Polls Committee shall collect all unused ballots, the voting rosters, the numbered stubs of those ballots already used, the ballot box or boxes, and the ballot records and files kept by the Port Agent. It shall then proceed to compare the serial numbers and amounts of stubs with the number of names and corresponding serial numbers on the roster, and then compare the serial number and the amounts of ballots used with the verification list, as corrected, and ascertain whether the unused ballots, both by serial numbers and amount, represent the difference between what appears on the verification list, as corrected, and the ballots used. A report shall then be drawn, indicating the results of the foregoing comparisons and noting any discrepancies. A copy of this report shall be given the Port Agent, to be presented to the next subsequent regular meeting. A copy shall also be simultaneously sent to the Secretary-Treasurer, who shall cause an investigation to be made forthwith, in the event of discrepancies. The results of such investigation shall be reported to the membership as soon as completed, with recommendations by the Secretary-Treasurer. A majority vote of the membership shall determine what action, if any, shall be taken thereon, with the same effect as indicated in Article 1.

(c) The Polls Committee shall also insure that the ballot box is locked and sealed, which lock and seal shall not be opened except in the manner hereinafter set forth. The same procedure as is set forth in the preceding paragraph with regard to discrepancies shall be utilized in the event the Polls Committee has reason to believe the lock and seal have been illegally tampered with.

(d) The Polls Committee shall permit qualified members only to vote. Prior thereto, it shall ascertain whether they are in good standing, stamp their book with the word "voted," and the date, issue ballots to voters, insure that proper registration on the roster takes place, collect the stubs, and keep them in numerical order. It shall preserve good order and decorum at the voting site and vicinity thereof. All members and others affiliated with the Union are charged with the duty of assisting the Polls Committee, when called upon, in the preservation of order and decorum.

(e) In order to maintain the secrecy and accuracy of the ballot and to eliminate the possibility of errors or irregularities in any one day's balloting affecting all the balloting in any one Port, the following procedure shall be observed:

At the end of each day's voting the Polls Committee, in the presence of any member desiring to attend, provided he observes proper decorum, shall open the ballot box or boxes, and place all of that day's ballots therein in an envelope together with a copy of the roster of that day's voting. The envelope shall then be sealed. Each member of the Polls Committee shall sign his name across the flap of the said envelope with his book number next to his signature. The Committee shall also place the date on said envelope, as well as a certificate that the said box or boxes were opened publicly, that all ballots for that day only were removed, and that all of those ballots are enclosed in the envelope dated for that day. This envelope shall then be replaced in the ballot box. The ballot box shall then again be locked and sealed and the key shall be placed in an envelope. This envelope shall then be sealed, and the members of the Committee shall sign their names across the flap of this envelope and place their book numbers thereon, together with the date. It shall be the responsibility of the Port Agent to see that this envelope with the key is properly safeguarded until turned over to the Polls Committee the following morning. In addition, the Polls Committee shall deliver to the Port Agent duplicate copies of the roster, the unused ballots and reports as set forth in this section, any files that may have been given, the ballot box or boxes, and all the stubs collected both for the day and those turned over to it. The Port Agent shall keep the rosters, unused ballots, ballot box or boxes, and stubs, under lock and key until duly called for as herein set forth. The Port Agent shall insure that no person illegally tampers with the ballots, stubs, rosters, or ballot boxes while they are under his custody. A third copy of the rosters for that day shall be mailed by the Polls Committee, or the Port Agent, to Headquarters.

(f) Members of the Polls Committee shall serve without compensation, except that the Port Agent shall compensate each Polls Committee member with a reasonable sum for meals while serving.

Section 5. Ballot Collection, Tallying Procedure, Protests, and Special Votes.

(a) A Port Tallying Committee shall be elected at the first regular meeting after the close of voting at each Port. It shall consist of six (6) members, two from each of the three departments of the Union. In the presence of any member desiring to attend, provided he observes decorum, it shall open the ballot box or boxes, count the number of ballots therein contained, and count the number of votes for each candidate. The Committee shall place all ballots therein in a sealed envelope, together with a certification signed by all members of the Committee that the said box or boxes were opened publicly, that all the ballots therein were counted and tallied, and that all of those ballots are enclosed in the envelope, and shall forward this to Headquarters. The Committee shall also forward to Headquarters, in the same package but bound separately, all the rosters, together with a certification signed by all members of the Committee that all the rosters utilized are enclosed therein. In the same package, but bound separately, the Committee shall forward to Headquarters all unused ballots, together with a certification, signed by all members of the Committee that all the unused ballots sent to the Port are enclosed therewith. The certification shall identify, by serial number and amount, the unused ballots so forwarded. In the same package, but bound separately, the Committee shall forward to Headquarters all stubs collected during the period of voting, together with a certification, signed by all members of the Committee, that all the stubs collected by the Committee are enclosed. It shall be understood that the above certifications are made according to the best knowledge, information, and belief of the Committee members. Wherever forwarding is not done in person, forwarding shall be accomplished, expeditiously, by registered air mail, special delivery. All forwarding shall be to the Headquarters Tallying Committee, at the address of Headquarters. In the event a Port Tallying Committee cannot be elected or cannot act, the Port Agent shall transfer all of the aforesaid material to the Headquarters Tallying Committee which will then carry out the aforesaid functions.

(b) The Port Tallying Committee which is elected at the Port where Headquarters is located shall also act as the Headquarters Tallying Committee. The Headquarters Committee is charged with the tally of all the ballots and the preparation of a report setting forth in complete detail, the results of the election, including a complete accounting of all ballots and stubs, and reconciliation of the same with the rosters, verification lists, and receipts of the Port Agents, all with detailed reference to serial numbers and amounts, and with each total broken down into Port totals. The report shall clearly detail all discrepancies discovered, and shall contain recommendations for the treatment of these discrepancies. All members of the Committee shall sign the report, without prejudice, however, to the right of any member thereof to submit a dissenting report as to the accuracy of the count and the validity of the ballots, with pertinent details.

(c) The Tallying Committee is also charged with the receipt and evaluation of written protests by any member who claims an illegal denial of the right to vote. If it finds the protest invalid, it shall dismiss the protest and so inform the protesting member, by wire, on the day of dismissal. If it finds the protest valid, the Committee shall order a special vote, on such terms as are practical, effective, and just, but which terms, in any event, shall include the provisions of Section 3-C of this Article and the designation as to the voting site of the Port most convenient to the protesting member. Where a special vote is ordered in accordance with this Paragraph C, these terms shall apply, notwithstanding any provisions to the contrary contained in this Article. Protests may be made only in writing and must be received by the Headquarters Tallying Committee during the period of its proceedings. The reports of this Committee shall include a brief summary of each protest received, the name and book number of the protesting member, and a summary of the disposition of the said protest.

(d) The Headquarters Tallying Committee shall commence proceedings on the first business day subsequent to its election and shall complete its proceedings within two weeks thereafter. Each member of the Committee shall be paid at the prevailing standby rate of pay. The proceedings of this Committee, except for the actual preparation of the report and dissents therefrom, if any, shall be open to any member, provided he observes decorum.

(e) The report of the Committee shall be made up in sufficient copies to comply with the following requirements: two copies shall be sent by the Committee to each Port Agent and the Secretary-Treasurer prior to the first regular meeting scheduled to take place subsequent to the close of the Committee's proceedings or, in the event such meeting is scheduled to take place four days or less from the close of this Committee's proceedings, then at least five days prior to the next regular meeting. Whichever meeting applies shall be designated, by date, in the report, and shall be referred to as the "Election Report" meeting. As soon as these copies are received, each Port Agent shall post one copy of the report on the bulletin board, in a conspicuous manner. This copy shall be kept posted for a period of two months. At the Election Report meeting, the other copy of the report shall be read verbatim.

(f) At the Election Report meeting, there shall be taken up the discrepancies, if any, referred to in Section 5-B of this Article, and the recommendations of the Tallying Committee submitted therewith. A majority vote of the membership shall decide what action shall be taken thereon, if any, which action, however, shall not be beyond ordering a special vote to the extent reasonably indicated by the reported discrepancies. The same procedure shall apply to all members appealing from denials of their protests by the Headquarters Tallying Committee, which ap-

peals may be taken, by the said member, by addressing a letter or telegram to each Port, c/o the Port Agent, in which shall be set forth the facts regarding the appeal from the dismissal of his protest, the member's name, and his book number, with a copy to Headquarters. It shall be the duty of the Port Agent to submit this appeal to the Election Report meeting at his Port. The protesting member is charged with making this appeal prior to the holding of this meeting. Special votes ordered in accordance with this paragraph shall take place at the Port where the claimed discrepancy or denial of the right to vote occurred. In such case, the Port Agent shall have the functions of the Tallying Committee as set forth in Section 5-C of this Article, insofar as the said Section 5-C deals with the terms of such special vote.

Port Agents shall officially notify Headquarters, immediately, after the Election Report meeting, of the decision of the membership at the Ports with regard to all of the foregoing. Headquarters is charged with adequately and timely informing affected members of the decisions reached.

A majority of the membership, at the Election Report meeting, may order a recheck and a recount where a dissenting report has been issued by one or more members of the Headquarters Tallying Committee.

(g) A special vote must be taken within ten (10) days after the Election Report meeting. The Secretary-Treasurer shall make a sufficient amount of the usual balloting material available to Port Agents for the purpose of such special votes. Immediately after the close of such special voting, the Port Agent shall summarize the results and communicate those results to the Secretary-Treasurer. The ballots, stubs, rosters, and unused ballots pertaining to the special vote shall be mailed to Headquarters, all in the same package, but bound separately. An accounting and certification by the Port Agent similar to those indicated in Section 5-A of this Article shall be enclosed. The Secretary-Treasurer shall then prepare a report containing a combined summary of the results, together with a schedule indicating in detail how they affect the Headquarters Tallying Committee's results. The form of the report of the Headquarters Tallying Committee shall be followed as closely as possible. Two copies shall be sent to each Port, one copy of which shall be posted. The other copy shall be presented at the next regular meeting after the Election Report meeting.

Section 6. Installation into Office and the Job of Port Agent or Patrolman.

(a) The person elected shall be that person having the largest number of votes cast for the particular office or job involved. Where more than one person is to be elected for a particular office or job, the proper number of candidates receiving the successively highest number of votes shall be declared elected. It shall be the duty of the Secretary-Treasurer to notify each individual elected.

(b) All reports by Committees and the Secretary-Treasurer under this Article, except those of the Polls Committees, shall be entered in the minutes of the Port where Headquarters is located. Polls Committee reports shall be entered in the minutes of the Port where it functions.

(c) The duly elected Secretary-Treasurer, Assistant Secretary-Treasurers, Port Agents, and Port Patrolmen shall take over their respective offices and jobs, and assume the duties thereof, at midnight, March 31st. At that time, the terms of their predecessors shall expire. This shall not apply where the successful candidate cannot assume his office because he is at sea. In such event, a majority vote of the membership may grant additional time for the assumption of the office or job. In the event of the failure of the newly-elected Secretary-Treasurer to assume office, the provisions of Article X, Section 2-A, as to succession shall apply until such office is assumed. If he does not assume office within 90 days, the line of succession shall apply until the expiration of the term. All other cases of failure to assume office shall be dealt with as decided by a majority vote of the membership.

(d) Before assuming office, every Officer, Port Agent, and Patrolman shall take the following oath:

"I do solemnly swear that I will faithfully execute the duties of _____ of the Seafarers International Union of North America, Atlantic and Gulf District, and I will, to the best of my ability, protect and preserve the Constitution of this Union and the welfare of the membership."

ARTICLE XIV OTHER ELECTIONS

Section 1. Auditing Committee.

Each port shall elect an Auditing Committee on Friday of each week, at 3:00 P.M., for the purpose of auditing the financial report for that week. These reports shall be submitted to the next regular meeting of that port, for membership action. The Committee shall consist of three members. No Officer, Port Agent, Patrolman, or employee shall be eligible to serve on this Committee. The election shall be by majority vote of the members in attendance at the meeting, provided that any member eligible to serve may nominate himself.

The same provisions shall apply with regard to the Port where Headquarters is located except that the Auditing Committee there shall audit the financial reports of the Headquarters Port Agent and the Secretary-Treasurer.

Section 2. Quarterly Financial Committee.

The Quarterly Financial Committee shall be elected at the Port where Headquarters is located, at the first or second regular meeting held after the close of the calendar quarter for which the Committee is to make the required audit. It shall be the duty of the Secretary-Treasurer to decide at which of these meetings the election shall take place. The Committee shall consist of six members, with two members from each of the Deck, Engine and Stewards Departments. No officer, Port Agent, Patrolman or em-

ployee shall be eligible to serve on this Committee. The members shall be elected by a majority vote of the members present at the meeting provided that any member eligible to serve may nominate himself.

Section 3. Trial Committee.

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

Section 4. Appeals Committee.

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

Section 5. Negotiating and Strike Committee.

The members of a Negotiating and Strike Committee, whether of a Port or otherwise, shall be composed of as many members as shall be determined, by a majority vote of the membership, upon recommendation of the Secretary-Treasurer. Any member may attend any meeting of this Committee provided he observes decorum. However, a limit may be set by the chairman of the Committee on the number of those who may attend.

Section 6. Meeting Chairman.

The meeting Chairman shall be a member elected from the floor by majority vote of the members at any meeting.

Section 7. Delegates.

As soon as the Secretary-Treasurer is advised as to the date and duly authorized number of delegates to the convention of the Seafarers International Union of North America, he shall communicate such facts to the Port Agent of each Port, together with recommendations as to generally applicable rules for the election of delegates. These facts and recommendations shall be announced and read at the first regular meeting thereafter. Unless changed by a majority vote of the membership during that meeting, the election rules shall apply. These rules shall not prohibit any member from nominating himself. The results of the election shall be communicated to each Port Agent, posted on the bulletin board, and announced at the next regular meeting of the Port. Rules of election hereunder may include provisions for automatic election of all qualified nominees, in the event the number of such nominees does not exceed the number of delegates to be elected.

ARTICLE XV TRIALS AND APPEALS

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

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

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

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

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

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

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

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

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

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

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

- (a) Accept the findings and recommendations, or
- (b) Reject the findings and recommendations, or
- (c) Accept the findings, but modify the recommendations, or

(d) Order a new trial after finding that substantial justice has not been done with regard to the charges. In this event, a new trial shall take place at the Port where Headquarters is located and, upon application, the accused, the accusers, and their witnesses shall be furnished transportation and subsistence.

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

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

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

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

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

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

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

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

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

given a fair trial, or (c) that for any other reason, the accused was not given a fair trial.

(d) If there is no substantial evidence to support a finding of guilt, the Appeals Committee shall recommend that the charge on which the finding was based be dismissed.

(e) The Appeals Committee may recommend lesser punishment.

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

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

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

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

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

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

Section 19. Any accused may waive any or all rights and privileges granted to him by this Article. If an accused has been properly notified of his trial and fails to attend without properly requesting a postponement, the Trial Committee may hold its trial without his presence.

ARTICLE XVI OFFENSES AND PENALTIES

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

- (a) Proof of membership in any organization advocating the overthrow of the Government of the United States by force;
- (b) Acting as an informer against the interest of the Union or the membership in any organizational campaign;
- (c) Acting as an informer for, or agent, of the Company against the interests of the membership or the Union;
- (d) The commission of any act as part of a conspiracy to destroy the Union.

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

- (a) Wilfully misappropriating or misusing Union property of the value in excess of \$50.00;
- (b) Unauthorized use of Union property, records, stamps, seals, etc., for the purpose of personal gain;
- (c) Wilful misuse of any office or job, elective or not, within the Union for the purpose of personal gain, financial or otherwise, or the wilful refusal or failure to execute the duties or functions of the said office or job, or gross neglect or abuse in executing such duties or functions;
- (d) Unauthorized voting, or unauthorized handling of ballots, stubs, rosters, verification lists, ballot boxes, or election files, or election material of any sort;
- (e) Preferring charges with knowledge that such charges are false;
- (f) Making or transmitting, with intent to deceive, false reports or communications, with knowledge of the falsity thereof, or unauthorizedly altering reports or communications which fall within the scope of Union business;
- (g) Deliberate failure or refusal to join one's ship, or misconduct or neglect of duty aboard ship, to the detriment of the Union or its agreements;
- (h) Deliberate and unauthorized interference, or deliberate and malicious vilification, with regard to the execution of the duties of any office or job;
- (i) Paying for, or receiving money for, employment aboard a vessel;
- (j) Wilful refusal to submit evidence of affiliation for the purpose of avoiding or delaying money payments to the Union, or unauthorizedly transferring or receiving evidence of Union affiliation, with intent to deceive;
- (k) Wilful failure or refusal to carry out the orders of those duly authorized to make such orders during time of strike.

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

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

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

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

- (a) Refusal or wilful failure to be present at sign-ons or pay-offs;
- (b) Wilful failure to submit book to Union representatives at pay-off;
- (c) Disorderly conduct at pay-off or sign on;
- (d) Refusal to cooperate with Union representatives in discharging their duties;
- (e) Disorderly conduct in the Union Hall;
- (f) Gambling in the Union Hall;
- (g) Negligent failure to join ship.

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

Section 6. If offense against the Union and its principles and policies takes place in the meeting, the meeting may go into a Committee of the Whole and try the member at once, and in this case, the findings and recommendation of the Committee of the Whole shall be acted upon as if the report were made by a duly elected Trial Committee.

Section 7. This Union, and its members, shall not be deemed to waive any claim, or personal or property rights to which it or its members are entitled, by bringing the member to trial or enforcing a penalty as provided in this Constitution.

Section 8. Any member under suspension for an offense under this Article shall continue to pay all dues and assessments and must observe his duties to the Union, members, officials and job holders.

ARTICLE XVII PUBLICATIONS

This Union may publish such pamphlets, journals, newspapers, magazines, periodicals, and general literature, in such manner as may be determined, from time to time, by a majority vote of the membership.

ARTICLE XVIII BONDS

Officers and job holders, whether elected or appointed, as well as all other employees of the Union, may be required to be bonded under such terms and conditions as may be determined, from time to time, by a majority vote of the membership.

ARTICLE XIX EXPENDITURES

Section 1. Policies or specific instructions with regard to expenditures to be made or expenses to be incurred shall be determined by a majority vote of the membership. In the event no contrary policies or instructions are in existence, the Secretary-Treasurer may authorize, make, and incur such expenditures and expenses as lie within the authority conferred upon him by Article X and Article XI of this Constitution.

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

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

ARTICLE XX INCOME

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

Section 2. No member shall be required to pay or deliver any sum of money to any Union representative without obtaining an official Union receipt, signed and dated. It shall be the duty of the member to demand such receipt.

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

- (a) The ballot must be secret.
- (b) The assessment must be approved by a 2/3 majority of the valid ballots cast.

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

ARTICLE XXI PERMITS AND OTHER TYPES OF UNION AFFILIATION

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

ARTICLE XXII FORMULATION OF SHIPPING RULES

Section 1. The formulation of shipping rules shall not be deemed part of any routine administrative task. Shipping rules governing the details of the assignments of

jobs and governing conduct and procedure connected therewith may be issued and take effect only after approval by a majority vote of the membership. Shipping rules duly issued shall be deemed to be Union policy.

Section 2. A majority vote of the membership may make special exceptions or rules for any company or vessel, for organizational purposes, whether covered by a contract or not.

ARTICLE XXIII QUORUMS

Section 1. Unless elsewhere herein otherwise specifically provided, the quorum for a special meeting of a Port shall be six members.

Section 2. The quorum for a regular meeting of a Port shall be seven members.

Section 3. The quorum for the Agents' Conference shall be a majority of those eligible to attend.

Section 4. Unless otherwise specifically set forth herein, the quorum for any committee shall be the majority of those duly elected or appointed thereto.

Section 5. Unless otherwise specifically set forth herein, the decisions, reports, recommendations, or other functions of any segment of the Union requiring a quorum to act officially, shall be that of the majority of the quorum, and shall not be official or effective unless the quorum requirements are met.

ARTICLE XXIV MEETINGS

Section 1. All ports shall hold regular meetings, provided a quorum is present, on every other Wednesday, at 7:00 P.M. If such meeting night falls on a holiday, the meeting shall take place, providing a quorum is present, at 7:00 P.M. the following night. In the event a quorum is not present at 7:00 P.M., the Port Agent of the pertinent port shall postpone the opening of the meeting until a quorum is present, but in no event later than 7:30 P.M. A majority vote of the membership shall be sufficient to change the date of any future regular meeting.

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

ARTICLE XXV AGENTS' CONFERENCE

Section 1. The Secretary-Treasurer shall call an Agents' Conference once a year, and may call, with the approval of a majority vote of the membership, additional Agents' Conferences during the year. The time and place of each such meeting shall be fixed by the Secretary-Treasurer. These conferences may be postponed or cancelled by a majority vote of the membership in case of emergency. A majority vote of the membership shall determine when such emergency exists.

Section 2. The Agents' Conference may discuss and prepare reports and recommendations on any part of the Union's activities, policies and plans. The adoption of any such recommendation by a majority vote of the membership shall make the provisions thereof binding Union policy, until modified or otherwise altered by a majority vote of the membership provided such recommendation is not inconsistent with the provisions of this Constitution.

ARTICLE XXVI DEFINITIONS AND MISCELLANEOUS PROVISIONS RELATING THERETO

Section 1. Incapacity. Unless otherwise set forth or dealt with herein, the term "incapacity" shall mean any illness or condition preventing the affected person from carrying out his duties for more than 30 days; or absence from the United States; or suspension from office or membership as provided for in this Constitution; or the due replacement of one under an incapacity as indicated. However, nothing contained in this Article shall be deemed to prohibit the execution of the functions of more than one job and/or office, in which event no incapacity shall be deemed to exist with regard to the regular job or office of the one taking over the duties and functions of the one incapacitated. The period of incapacity shall be the time during which the circumstances exist.

Section 2. Unless otherwise set forth or dealt with herein, the term "vacancy," and the term "vacancy not caused by an incapacity," shall be deemed to be the same, and shall include failure to perform the functions of any office or job by reason of death, or resignation, or expulsion from the Union with no further right to appeal in accordance with the provisions of this Constitution.

Section 3. When applicable to the Union as a whole, the term, "majority vote of the membership," shall mean the majority of all the valid votes cast by members at an official meeting of those Ports holding a meeting. This definition shall prevail notwithstanding that one or more Ports cannot hold meetings because of no quorum. For that purpose of this section, the term "regularly scheduled meeting night at which the pertinent vote may take place" shall refer to a meeting or meetings during the time period within which a vote must be taken in accordance with:

- (a) The Constitution
 - (b) Union policy, and
 - (c) Custom and usage of the Union
- in the indicated priority.

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

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

Section 6. Where the title of any office or job, or the

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

Section 7. The term "Election Year" shall be deemed to mean that calendar year prior to the calendar year in which elected officials and other elected job-holders are required to assume office. The first election year shall be deemed to be 1954.

Section 8. The terms, "this Constitution," and "this amended Constitution," shall be deemed to have the same meaning and shall refer to the Constitution which takes the place of the one adopted by the Union in 1939, as amended up through August 1951.

Section 9. The term, "member in good standing," shall mean a member not in arrears or under suspension or sentence of expulsion. Unless otherwise expressly indicated, the term, "member," shall mean a member in good standing.

Section 10. The term, "membership book," shall mean any official certificate issued as evidence of Union membership.

Section 11. Whenever the day on which a Union meeting or action is to take place falls on a holiday, the meeting or action shall be put off until the next business day, at the same hour.

ARTICLE XXVII AMENDMENTS

This Constitution shall be amended in the following manner:

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

Section 2. When a proposed amendment is accepted by a majority vote of the membership, it shall be referred to a Constitutional Committee in the Port where Headquarters is located. This Committee shall be composed of six members, two from each Department and shall be elected in accordance with such rules as are established by a majority vote of that Port. The Committee will act on all proposed amendments referred to it. The Committee may receive whatever advice and assistance, legal or otherwise, it deems necessary. It shall prepare a report on the amendment together with any proposed changes or substitutions or recommendations, and the reasons for such recommendations. The latter shall then be submitted to the membership by the Secretary-Treasurer. If a majority vote of the membership approves the amendment as recommended, it shall then be voted upon, in a yes or no vote by the membership of the Union by secret ballot in accordance with the procedure outlined in Article XIII, Section 3-B through Section 5. The amendment shall either be printed on the ballot, or if too lengthy, shall be referred to on the ballot. Copies of the amendment shall be posted on the bulletin boards of all Ports and made available at the voting site in all Ports.

Section 3. If approved by a 2/3 majority of the valid ballots cast, the amendment shall become effective immediately upon notification by the Headquarters Tallying Committee to the Secretary-Treasurer that the amendment has been so approved, unless otherwise specified in the amendment. The Secretary-Treasurer shall immediately notify all Ports of the results of the vote on the amendment.

ARTICLE XXVIII TRANSITION CLAUSE

Section 1. It is the purpose and intent of this Article to provide for an orderly transition from Union operations and activities as governed by the Constitution in effect prior to the adoption of this amended Constitution, to operations and activities conducted in accordance with this amended Constitution. Accordingly, the following sections are to be given the interpretation required to effectuate the foregoing purpose and intent.

Section 2. All routine administrative, accounting, and other similar procedures and processes of this Union, in effect immediately prior to the adoption of this amended Constitution, shall be deemed to be permitted hereunder and shall continue in effect, unless or until changed, in accordance with the provisions hereof.

Section 3. All methods and means of collecting and disbursing Union funds, all segregations of Union funds, the sequence of regular meeting nights, rules of order generally followed, bonding procedures, shipping rules, permit systems, reinstatement procedures, and any other practices or procedure, in effect immediately prior to the adoption of this amended Constitution, shall be deemed to be permitted hereunder, and shall continue in effect unless or until changed in accordance with the provisions hereof.

Section 4. All Union policies, customs, and usage, including those with regard to admission into membership, in effect immediately prior to the adoption of this amended Constitution, shall be deemed to be permitted hereunder and shall continue in effect unless or until changed in accordance with the provisions hereof.

Section 5. The Secretary-Treasurer, the Assistant Secretary-Treasurer, all Port Agents and Patrolmen, and all others elected as a result of the balloting held by this Union during November and December of 1952, shall be deemed to have been duly elected in conformity with the provisions of this Constitution. From the date of adoption of this Constitution, they shall execute the powers and functions, and assume the responsibilities, of the said offices and jobs, as set forth in this Constitution. They shall hold office, pursuant hereto, until the expiration date of the terms of office set forth herein. The terms of Article XIII, only insofar as they apply to election of Officials, Port Agents, and Patrolmen, shall take effect the first election year.

SUMMARY of SIU CONSTITUTION



ARTICLE I—Name and General Powers: Designates the name of the union and defines its general powers.

ARTICLE II—Affiliation: Provides for affiliation of the Atlantic and Gulf District with the Seafarers International Union of North America, the American Federation of Labor and other bodies as may be determined by a majority vote of the membership.

ARTICLE III—Membership: Sets forth that new members may be admitted under rules set by a majority vote of the membership—Defines certain eligibility requirements that must be met by candidates for new membership—Provides relief for members who may be unable to pay dues because of incapacity beyond their control—States the Union's oath of obligation—Outlines rules for suspension and dismissal for non-payment of dues and assessments—Rights of membership to expel those who might support dual and hostile groups.

ARTICLE IV—Reinstatement: Gives the membership the right to set rules for reinstatement of dismissed members.

ARTICLE V—Dues and Initiation Fee: Retains the existing dues schedule, initiation fee and method of payment—Provides dues may not be changed except by constitutional amendment—Permits the membership, by majority vote, to waive dues and initiation fees for organizational purposes only.

ARTICLE VI—Retirement from Membership: Defines the procedure by which a Seafarer may retire his book and outlines the method of reinstatement.

ARTICLE VII—System of Organization: Designates the departments of the Union and provides for administrative authority.

ARTICLE VIII—Officers: Designates the following as elective officers: the Secretary-Treasurer, Assistant Secretary-Treasurers and Port Agents and Patrolmen.

ARTICLE IX—Other Elective Jobs: Provides that meeting chairmen, delegates and members of certain committees must be elected by the membership.

ARTICLE X—Duties of Elective Officers: Defines the duties of the Secretary-Treasurer, Assistant Secretary-Treasurers, Port Agents, Patrolmen, Meeting Chairmen, Delegates and members of the Auditing, Trial, Quarterly Financial, Appeals and Negotiating and Strike Committees—Provides procedure for filling vacancies in office—Requires all Port Agents to file weekly financial reports—Establishes membership control over actions and reports of officials and committees.

ARTICLE XI—Wages and Terms of Office: Provides that the Secretary-Treasurer, Assistant Secretary-Treasurers, Port Agents and Patrolmen shall serve for two-year terms and that their wages shall be set by a majority vote of the membership—Provides for hiring and dismissal of other employes and personnel, subject to a majority vote of the membership.

ARTICLE XII—Qualifications for Elective Office: Sets forth that any member has the right to nominate himself for any office—Lists eligibility requirements for the various offices.

ARTICLE XIII—Elections: Describes procedure for nomination to office—Provides for election of a six-member Credentials Committee to inspect the candidates' eligibility according to rules of Constitution—Establishes safeguards for the right of a member to nominate himself to office—Retains the Union's existing balloting procedure—Describes balloting procedures in detail—Provides for election of five-member Polls Committees and six-member Tallying Committees to conduct elections and tabulate results—Sets forth the manner for installation of officers.

ARTICLE XIV—Other Elections: Provides procedure for election of meeting chairmen, delegates and members of the following committees: Auditing, Quarterly Financial, Trial, Appeals, Negotiating and Strike—Defines qualifications for these positions.

ARTICLE XV—Trials and Appeals: Reaffirms the right of every member to a fair trial by an impartial committee of his Union brothers.

Lists in detail the procedure for bringing charges and for presenting charges to the membership—Provides for election of five-member trial committee and defines Committee's procedure and duties—Requires that accused must be confronted by the accuser—Gives accused right to representation by a brother member before the trial committee—Requires presentation of the Committee's findings to the membership for acceptance, rejection or modification by a majority vote of the members—Provides procedure for appeals.

ARTICLE XVI—Offenses and Penalties: Lists in detail the offenses for which a member may be brought to trial—Places limitations on penalties that may be imposed upon members found guilty of such offenses—Gives a member the right to waive trial and accept an automatic penalty for infractions not involving suspension or dismissal from the Union—Provides for trial by meeting acting as committee as a whole for offenses committed during course of meeting.

ARTICLE XVII—Publications: Gives the membership the right to authorize the publication of a newspaper and other literature.

ARTICLE XVIII—Bonds: Provides for bonding of officers and employes of the Union under such conditions as may be determined by the membership.

ARTICLE XIX—Expenditures: Provides that the membership shall determine policies or specific instructions with regard to expenditures.

ARTICLE XX—Income: Defines the Union's sources of income—Sets forth the duty of members to require Union representatives to give them a receipt for any payment of money to the Union—Provides that no assessment may be levied unless approved by a two-thirds majority of the valid ballots cast by the members in a secret election—Gives membership power to set up general rules for assessment balloting—Provides for the Union to derive income from dividends, interest and legitimate business operations.

ARTICLE XXI—Permits: Retains the existing requirement that rules for issuance of permits must be determined by the members.

ARTICLE XXII—Formulation of Shipping Rules: Guarantees, as did the previous Constitution, that shipping rules may not be revised unless approved by membership.

ARTICLE XXIII—Quorums: Provides that the quorum for a special meeting of any port shall be six members and the quorum for a regular Port meeting shall be seven members.

ARTICLE XXIV—Meetings: Sets the time and date for regular meetings at 7 PM on every other Wednesday—Exceptions are noted for holidays and failure to obtain a quorum.

ARTICLE XXV—Agent's Conference: Provides for an annual conference of Port Agents to be called by the Secretary-Treasurer.

ARTICLE XXVI—Definitions: Defines various terms used frequently in the language of the Constitution.

ARTICLE XXVII—Amendments: Details procedure for amendment of the Constitution by the membership.

ARTICLE XXVIII—Transition Clause: Provides for transfer of Union practices and procedures to regulation by proposed Constitution.