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Research Vessel. Seafarer James Spencer, AB, is shown above working over the side of the SIU-contracted research vessel Robert D. Conrad (Maritime Operation), which is taking part in a scientific exploration of the so-called 'Puerto Rican Deep' as part of an investigation of the world's ocean depths called Operation Deepscan. For a picture story on the voyage of another SIU-contracted research vessel, the Anton Bruun (Alpine Geophysical), see page 13.



Bobo Olson. The former world's middle-weight champ, who shipped with the SIU Pacific District, trained at the SIU headquarters gym for his recent Madison Square Garden bout with Johnny Persol. Many Seafarers and neighborhood children turned out regularly to watch him work out. (See Page 9.)

Complete Text Of Constitution **Seafarers International Union**

Atlantic, Gulf, Lakes & Inland Waters District

(See Supplement)

SIU, MTD Urge End Of W'front Commission

NEW YORK—The Seafarers International Union of North America and the AFL-CIO Maritime Trades Department, along with other segments of the organized labor movement, have called for elimination of the Bi-State Waterfront Commission in the Port of New York.

The move to eliminate the Waterfront Commission, or curtail its powers, is being spearheaded by the International Longshoremen's Association headed by President Thomas Gleason, and is being supported by the AFL-CIO, the New York State AFL-CIO, the New York City Central Labor Council, and individual AFL-CIO unions.

The SIU and MTD positions were presented during hearings held here on June 22 by a subcommittee of the New York State Senate, which has pending before it two bills introduced by State Senator Thomas Mackell of Queens. One of these measures would end the practice of having the Waterfront Commission register longshoremen and would close the Commission-operated longshore employment centers. The other measure would terminate the Commission completely.

The SIU and MTD endorsed passage of both measures, but pointed out that they strongly favored completely ending the activities of the Waterfront Commission, which was established by the states of New York and New Jersey in 1953, as a temporary measure, but which has since been constantly seeking to entrench and expand its authority over longshoremen and other waterfront workers in this port.

Testifying before the subcommittee, Paul Hall, president of the SIUNA and MTD, pointed out that the Waterfront Commission, by acting as a police agency, has become a threat to our democratic

SIU Rail Tugmen Elect Officers

G. P. McGinty has been re-elected regional director of the SIU Railway Marine Region. Results of the balloting among SIU railroad tugmen were announced on June 19.

Elected as assistant regional directors were Edward Pulver for the Jersey City regional office, and R. H. Avery, Jr., for the Norfolk regional office.

Also elected were chairmen for the railroads under contract to the SIU Railway Marine Region. The chairman and the railroads whose tugmen they represent are: Howard Brower, Baltimore and Ohio; Ed Simms, Erie-Lackawanna; William Relyea, New Haven; Woodrow Fuller, Bush Terminal; Joseph Fadde, Brooklyn Eastern District Terminal; Edward Pulver, Pennsylvania; Val Albert, New York Central, and James Waters, New York Docks.

Balloting was conducted for two days in each of the RMR offices on the following schedule: Jersey City, June 15-16; Philadelphia, June 16-17; Baltimore, June 18-19, and Norfolk, June 18-19.

The newly elected officers will serve three-year terms.

way of life.

"There is no more convincing evidence of the undemocratic character of the Commission than its arbitrary and crude abuse of longshore workers' rights," Hall asserted. "The loose and broad powers with which the Waterfront Commission is armed enable it to deprive a longshoreman of his right to a livelihood. In any case involving the job rights of a longshore worker, the Commission acts as the complainant, prosecutor, judge and jury, and there is no appeal from the Commission's arbitrary decisions except through long and expensive litigation by the individual, who obviously does not have the means which such a procedure requires."

Hall further noted that the Waterfront Commission is not curbed in its activity by any statute of limitations. Thus longshore workers are deprived of a fundamental right enjoyed by all other American citizens, and may be subjected to continuing harassment by the Commission.

Waterfront Improvements

The SIU and MTD president also pointed out that the Waterfront Commission has been seeking to perpetuate itself as a bureaucratic and parasitic organism despite the vast improvements on the waterfront here during the past 10 years, wrought primarily by the ILA. These, he noted, have included the establishment of a seniority system, the provision of greater welfare benefits, the establishment of medical and dental clinics, the provision of equal employment opportunities for all workers, the institution of educational and training programs, and plans for the functioning of a cooperative credit union to free longshoremen from dependence on loan sharks.

"By the best trade union standards, and by any community standards, the ILA has produced solid evidence that the waterfront of 10 years ago, of five years ago, and even of yesterday, is not the waterfront of today," Hall said.

Labor's point of view was summarized in a letter from AFL-CIO President George Meany, who is now abroad.

"The establishment and maintenance of a system of far-reaching state control over the details of employment in this or any other private industry is not compatible with the concepts of a free society," Meany said. "It can be justified, if at all, only as a temporary expedient."

Other labor spokesmen who supported the measures were Joseph Curran, president of the National Maritime Union; John Bowers, executive vice president of the ILA; Anthony Scotto, president, Local 1814, ILA; Raymond R. Corbett, president, New York State AFL-CIO, and Harry van Arsdale Jr., president, New York Central Labor Council.

SIU-UIW Nips Raid Try, Wins Chicago Vote

CHICAGO—The SIU United Industrial Workers Local 300 turned back an attempted raid at the Cinch Manufacturing Company here in a National Labor Relations Board election held on June 23. The SIU won 290 votes out of the 495 valid ballots cast.

Local 300 has represented the plant workers at Cinch Manufacturing for several years, but an independent union, the United Electrical Workers has been attempting a raid in recent months. The Independent Local was ousted from the plant, and was expelled from the CIO in 1949 for Communist domination.

The election results gave the SIU-UIW Local 290 votes to 200 for the Independent and there were five challenged votes that could not effect the outcome of the election. In addition, there were 11 void ballots.

Although Local 300 won an earlier election on June 4 by a large margin, the tally was just short of a majority of the valid ballots cast. In that election, the SIU affiliate was engaged in a three-way race involving the United Electrical Workers and the company. After the election the NLRB ordered a run-off election in which only Local 300 and the United Electrical Workers were involved. The independent union had filed for an election just prior to the start of contract renewal talks between Local 300 and the company.

In a separate election here, Local 300 won an election at the Industrial Precision Products Company on June 5 by a 3-1 count. In addition, Local 300 won bargaining rights on June 8 for employees at Maher Auto Parking here.

AFL-CIO Hails Senate Passage Of Civil Rights Legislation

WASHINGTON—AFL-CIO President George Meany has hailed Senate passage of the civil rights bill as "a truly historic legislative victory." The Senate had adopted the bill by a 73 to 27 vote on June 19.

Meany extended credit to the leadership of both parties in the Senate, saying that America could be "proud that this was not a partisan victory. But let us recognize that a law is the beginning of justice, not its fulfillment," he said.

"To translate the principles of a civil rights bill into the daily life of the nation more than a law is needed," Meany said.

"There must be from this point on a far more intensive effort, in every phase of community life, to build new bridges of community understanding, so that the law reflects the affirmative will even of those who feared it.

"If this effort is to succeed," Meany continued, "other steps must be taken. We in the AFL-CIO have repeatedly insisted that for equal opportunity to be realized we must have full opportunity. And full opportunity means jobs and good wages for all.

Credit Shared

Meany added that "it seems to me entirely right that the credit be shared by Senators Mansfield and Humphrey, on one side of the aisle, and Senators Dirksen and Kuchel on the other; and not only by them, but by the many others who steadfastly supported them. And while the Senate victory is fresh in our mind, we must never forget the great leadership of Congressman Celler and Congressman McCullough in the House of Representatives who rose above party rivalry

President's Report

By Paul Hall



The Grievance Committee on Cargo Preference Administration, which was set up by the Government as a result of the beef of the SIU, ILA and other maritime unions over the shipments of wheat to Russia, has now held two monthly meetings.

These two meetings have made it evident that the grievance machinery established by the Government falls far short of our understanding of what it would be when the boycott of wheat ship destined for Russia was called off in February.

So far, the committee has considered three grievances. The first grievance was a protest filed by the SIU and ILA, in advance of the May meeting, against approval by the Maritime Administration of an Italian request for waiver of the Public Resolution 17 requirement that one hundred percent of cargoes financed by the Export-Import Bank move in American bottoms.

The other two grievances were brought up at the June meetings by the Pacific American Steamship Association, and consisted of protests over the Agriculture Department's refusal to apply the cargo preference requirements to certain exports of agricultural commodities. The SIU supported the PASA in regard to these two grievances, since it has always been our position the at least half of all exports, in which our Government is involved, must move in American ships.

The Maritime Administration has conditionally approved the Italian waiver, despite the protests of the SIU and ILA.

As the committee operates now, the labor and management representatives are in a position where they can do little more than bring their grievances to the attention of the Government people on the committee. The Government people, on the other hand, have no real authority to commit the departments or agencies they represent to a course of action.

The definitive action must still be taken by one of the Government departments such as Agriculture, Commerce or State. And, as you know, it has been the unwillingness of these departments to press the enforcement of our shipping legislation, particularly our cargo preference legislation, which has been a fundamental cause of the decline of the American merchant fleet.

Last week, after a lapse of four months since the ending of the Russian wheat boycott, President Johnson announced the composition of the 14-man Maritime Advisory Committee to deal with maritime problems at the Cabinet level.

It is to be hoped, of course, the deficiencies apparent in the present grievance committee set up will be remedied, at least to a degree, through the functioning of the Maritime Advisory Committee at a higher level of governmental authority. Further comment on this, however, will have to be reserved pending a more detailed study of the committee's scope and purposes, as well as an opportunity to observe the attitudes of the committee with regard to the American merchant marine.

in order to serve the national interest."

In conclusion, the AFL-CIO President said that "one battle is all but won; the even greater one lies ahead. All of us must enlist for the duration and I pledge to you that the AFL-CIO will never abandon this fight."

In the form in which it was before the Senate for passage, the civil rights bill included these main provisions.

- Registrars are prohibited from giving more difficult literacy tests to Negroes than to whites, or otherwise using discriminatory standards. Voters could not be rejected for minor errors on applications. Anyone with a 6th grade education is presumed literate in the absence of evidence to the contrary. The government is given new power to speed court action on voting cases.

- Virtually all major establishments serving the general public are barred from discriminating against customers because of race or religion. If a state or community has a public accommodations law, federal action can not occur until the local law has had a chance to operate.

- Effective one year after enactment, employers, employment agencies and unions are prohibited from discriminating because of race, sex, religion or national origin in hiring, firing, promotions, job referrals and admittance to union membership or apprenticeship programs. This would initially apply to establishments in inter-

state commerce with 100 or more workers, dropping over three years to cover firms with 25 or more employees. State laws would first be given a chance to function, a federal Equal Employment Commission would seek to bring about voluntary compliance, and then court action could be taken if voluntary methods fail.

Other sections of the bill authorize cutoff of federal funds for state and local programs which discriminate, give the Attorney General power to bring suits to end school segregation, permit an appeal to higher courts if a federal judge refuses to take jurisdiction in a civil rights case removed from state courts, and permit the Attorney General to sue to open city or state facilities to Negroes.

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PAUL HALL, President

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At SIU Headquarters In NY



Unorganized canneries are the subject of discussion between Andrea Gomez, SIUNA International vice president, and head of SIU cannery Workers of the Pacific, SIU members who reside in the island, Keith Terpe, president of the SIU of Puerto Rico, and SIU-CWU business agent Arne Miranda, at Union headquarters in New York. Sister Gomez was in New York prior to leaving for San Juan to continue a survey of the island's unorganized canning plants. In the photo are (seated l-r) Jose A. Torres, Sister Gomez, Ray Alamo and Louis Perez; (standing) Ramon Bonafont, Miranda and Terpe.

SIU Moves To Collect Monies Due To Crewmen

The SIU has taken steps to protect the Seafarers aboard five of the vessels operated by the Georgellis Interests whose allotment checks were returned for insufficient funds as a result of the company's insolvency.

The Union has asked those crewmembers who are involved to execute forms designating the Union as their attorney so that it may prosecute their claims in the various admiralty courts. In order for the Union to represent the crewmen, the law requires that it have their power of attorney to do so.

The SIU is therefore calling on the affected Seafarers to execute the necessary forms which have been made available in all SIU port offices. In addition to making the forms and necessary instructions available in the Union halls, the SIU has forwarded the documents to each of the men involved at their homes.

Affected men who had sailed aboard the five ships involved, but who have since shipped out and are presently aboard other SIU-contracted ships, are urged to communicate immediately with the Legal Department, Seafarers International Union, AGLID, 675 Fourth Avenue, Brooklyn 32, New York, giving a return address where they may be contacted for instructions in filing the necessary power of attorney form.

Following is the list of men to whom this notice applies (those who have already been contacted by the Union and who are in the process of completing the form, need not contact the Legal Department again):

- Ronald Pedrys, Edward F. Costin, Glen Stanford, Constantinos Gavalas, James McDonald, Henry J. Broadus, Bela Szupp, Reginald Newbury, Armando P. Lupari, Alger R. Sawyer.
- Andrew H. Reasko, Jesse J. Mosso, Thomas D. Foster, Isao L. Raborn, Jr., Telesforo Punio, Peter Myers, Vance Reid, Salvatore Messina, Johnnie Green, Curtis McCullum, Miguel Viera.
- Bernard C. Jordan, George Paxonos, William McNeely, Clarence Anderson, Edward Achee, Robert A. Beevers, Walter L. Wicks, Robert D. Eisenbraeher, George Schmidt,

Rafael Caraballo, Hans G. Gottschlich.

Thomas F. Doran, Francis F. Sheehan, Ronald Goralski, John Liston.

The SIU had previously taken action to protect the wages of the crews following announcement of the insolvency of the Georgellis interests. Arrangements were made to return the men to their ports of sign-on, and the SIU advanced funds to the crewmembers pending the payment of wages as determined by the courts. The wages will be paid out of the proceeds of the sale of the company's vessels which is reported to be imminent.

Norfolk Hall Dedication Set

NORFOLK—The SIU hall in Norfolk will be formally dedicated in a ceremony on July 2, beginning at 2 P.M. Harold Boyd, president of the Virginia AFL-CIO state federation, will deliver the dedication address. Congressmen Porter Hardy and Pat Jennings will also speak at the ceremonies which will be attended by SIU members in the area, representatives of the trade union movement including the MTD Hampton Roads port council and the Norfolk Central Labor Council, as well as representatives of the government. All SIU men in the area are invited to be present. The AFL-CIO Maritime Trades Department will hold its Atlantic Coast Conference in the Norfolk hall on June 29.

President Names Hall, 13 Others To Maritime Advisory Committee

WASHINGTON—President Johnson, on June 18, named a 14-man Maritime Advisory Committee, including SIU President Paul Hall, to consider at the Cabinet level matters of policy and administration relating to Federal programs affecting the US maritime industry.

The committee—representing the Government, management, labor and the public — is the outgrowth of an agreement reached last February between President Johnson and AFL-CIO President George Meany. It was on the basis of the understanding reached at that time that American maritime unions agreed to call off their boycott of foreign-flag ships destined to carry US wheat to Russia.

Secretary of Commerce Luther H. Hodges was designated as chairman of the Maritime Advisory Committee, while Secretary of Labor W. Willard Wirtz, was designated as the second Government representative on the committee. Other Government department or agency heads, or their representatives, will attend the committee meetings as observers and advisers.

The four labor representatives named by President Johnson are

Hall, ILA President Thomas W. Gleason, NMU President Joseph Curran and Lane Kirkland, executive assistant to AFL-CIO President Meany.

The management members are Joseph Andreae, manager of the marine department of the Humble Oil Company; H. Lee White, president of Marine Transport Lines; J. Paul St. Sure, president of the Pacific Maritime Association, and William B. Rand, president of United States Lines.

To represent the public at large, the President designated James J. Healy, professor of industrial relations at Harvard University; Lewis A. Lapham, former president of Grace Lines and now president of the executive committee of the Bankers Trust Company in New York; Deane W. Malott, president of Cornell University, and Theodore W. Kheel, New York lawyer and arbitrator.

The SIU and other segments of maritime noted that the nomi-

Grievance Setup Is Ineffective, SIU Maintains

WASHINGTON—The ineffectiveness of the procedures established by the Grievance Committee on Cargo Preference Administration "could lead to the same kind of crisis as that which as that attended the grain shipments to Russia," it was pointed out by the SIU at the June 17 meeting of the committee here.

The Union's position was presented by SIU President Paul Hall, and was supported by the ILA and NMU. The Grievance Committee was established by the Government after American maritime workers had immobilized vessels destined to carry grain to Russia and other communist-bloc countries. The maritime unions charged that the lion's share of these cargoes was being given to foreign-flag ships despite a pledge to the contrary made by the late President Kennedy when the grain sales were announced last October.

The boycott of these vessels was called off in February upon an understanding by the maritime unions involved that adequate machinery for the airing and resolution of their grievances would be established, and that the maritime unions would henceforth be given an opportunity to present their views in those matters affecting the well-being of the maritime industry and the security of their memberships.

Labor Only Advisor

Hall noted that under the Grievance Committee structure, the labor and management representatives are merely advisors, while the Government representatives on the committee have no power to commit the Government departments they represent to any course of action. This, in effect,

makes the labor and management representatives only "advisors to advisors," Hall said.

Significantly, only two days before the June 17 meeting, the Grievance Committee chairman, Maritime Administrator Nicholas Johnson, had announced the "unanimous" decision of the committee to permit Italian-flag ships to carry half of \$200,000,000 worth of cargoes to be purchased by Italy with an Export-Import Bank loan.

SIU Protests

The committee's action was taken despite the fact that the SIU, as well as the International Longshoremen's Association, had vigorously protested the Italian request, on the grounds that our shipping legislation calls for 100% of Export-Import Bank cargoes to move on American-flag ships, and gives the Maritime Administration no legal authority to grant a general waiver of this requirement. The SIU-ILA protest had been submitted to the committee for consideration at the committee's first meeting on May 13.

Hall, during the course of the June 17 committee meeting, noted that the various Government departments and agencies concerned with U.S. shipping, notably the Department of Agriculture, have been continuing "to play the shell-and-pea game" with American maritime workers. Agriculture, Hall noted, has been notorious for its attempts to evade the spirit and intent of the Cargo Preference Act, which provides that at least half of Government-generated cargoes move in American bottoms. These cargoes include the surplus agricultural commodities whose disposition is administered by the Department of Agriculture.

States Beef

During the June 17 meeting, two grievances were presented by the Pacific American Steamship Association. These dealt with the failure of the Agriculture Department to apply the cargo preference requirements to exports under the Commodity Credit Corporation program and to shipments of powdered milk to Japan under the school lunch program. During the life of this six-year program, some 736 million tons of powdered milk has been shipped, almost all of it to Japan, and not a pound has moved in American-flag ships, it was pointed out. The PASA position was supported by the SIU and ILA, which have consistently maintained that there must be at least 50% participation by US flags wherever there is Government involvement in exports.

The Maritime Administrator after the June 17th meeting, said that the only grievances thus far presented to the committee had been the grievance on the Italian waiver and the two PASA grievances. The grievance of the Italian waiver, he said, had been disposed of and the two PASA grievances had been heard and would be dealt with. "We are confident," he stated, "that the committee will be able to function as intended."

SIU Men Recall Sandanger Fire

Talking over the long hours crewmembers of the Penmar (Calmar) spent searching for survivors of the Norwegian freighter Sandanger, John Ford, steward delegate, and John Ciesielski, engine delegate recall how their ship circled the burning vessel for 12 hours on May 19. Ten persons, including the freighter's captain, lost their lives in the fire, while 41 crewmembers were rescued. Seafarers on the Penmar spent the day participating in a fruitless hunt for survivors, but only found an empty life jacket and unoccupied liferaft.



The Penmar served as the communications link between ships in the search party and a Coast Guard plane flying overhead at the scene of the disaster off the coast of Baja California. The ship's radio was the only one on the scene that could operate on the frequencies used by both the ships and aviators.

Although the Penmar was released from the search for survivors on the evening of May 19, the Sandanger continued to burn. She was towed to the Navy amphibious base at Coronado, Calif., where she was grounded after a bad list developed. After the fire was extinguished, Navy firefighters concluded that the fire started in the midships section, probably in the galley.

It was learned that the Norwegian ship was carrying almost \$1 million worth of metals, including \$290,000 of silver ingots, which were recovered. The valuable cargo has since become the subject of a series of legal actions.

Newspaper Delivery Boys Organize For Square Deal

READING, Pa.—Like any group of workers who have to deal with their employers, newspaper boys in this Pennsylvania city have learned the need to organize to get better treatment.

The teenagers are news carriers who distribute the Reading Times and the Reading Eagle,

both published by the same company.

When Ronald Haan, 17-year-old Reading High School junior, was fired from his job as a newsboy, the move for collective bargaining began. No reason for the dismissal—which came at the same time as that of his two younger brothers—was given, but apparently stemmed from Ronald's protest against unfair practices in the paper's circulation department.

Asks AFL-CIO

Through knowledge of unions gained in school, young Haan decided to seek aid in forming a labor movement among the newsboys. He wrote to AFL-CIO President George Meany for advice.

A representative was dispatched to Reading, and Ronald meanwhile had gained the sympathy and help of local trade unionists. The Labor Temple was used for a grievance meeting attended by the paperboys, their parents and by the exclusive board of the Reading & Berks County AFL-CIO and the Reading Building & Construction Trades Council.

Questions concerning low premiums on papers, a high deposit fee, insurance, taking away of routes gained after hard work and fines against the newsboys were raised at this initial meeting.

The group of young leaders have taken their case to their former employer by appearing in the circulation department with signs bearing such slogans as "Printers and Truckers Had to Organize to Get Better Treatment—You Can Too."

Local union leaders have given full support to help the boys learn collective bargaining and settle their grievances. Other community groups also are lending a hand.

Matson Tests New Container For Livestock

SAN FRANCISCO — A prototype steel livestock container is being tested by SIU-Pacific District-contracted Matson Navigation Company in its Pacific Coast-Hawaii freight service.

Measuring the same as the company's standard container—24 feet long, 8 feet wide and 8½ feet high, the new container comfortably houses eight and can easily accommodate 10 cattle.

The first containerized shipment of eight cows went to Honolulu this month aboard the SS Hawaiian Farmer. Ninety other cows were aboard the freighter in conventional wooden stalls, travelling "second class," so to speak.

At present, slatted wooden stalls are constructed on deck to transport dairy cows on conventional freighter voyages. These conventional stalls were found to displace up to 36 of the 98 containers normally carried on deck.

When cattle are "containerized" and properly positioned on deck, however, other containers can be stacked above the livestock carriers.

The experimental container is ventilated, has built-in feed troughs filled with hay, and a water tank with four individual drinking troughs which fill automatically when the animal dips for a drink.

Farm Labor Most Exploited, Needs Help, Experts Agree

The most impoverished and exploited segment of the American labor force, farm labor, continues to toil in the sweatshop of the fields much in the same manner as it did during the Depression.

Although there have been token improvements in living conditions and wages by employers, farm laborers remain victims of a tragic job insecurity without benefit of almost all welfare and labor legislation that permits economic and social stability for the rest of American workers.

"If the war against poverty in the United States is to be waged and won, the desperate plight of those who work for wages on America's farms no longer can be ignored. Their conditions are a national scandal," warns an article in the June issue of AFL-CIO's "The American Federationist."

A Poor Reward

In the United States today there is the greatest abundance of food and other agricultural commodities in the history of men, yet the worker that has contributed most to this wealth find a reward scarcely sufficient to provide even food and lodging for him and his family.

The average hourly wage of all domestic farm laborers in 1963 was less than 90 cents per hour. In the South, where the majority of workers are employed (and also unemployed), the wage was 68 cents per hour. On the Pacific Coast farm workers received \$1.30 per hour.

Poverty and insecurity walk hand-in-hand with the domestic farm worker, particularly with the migrant laborer. About 380,000 of the estimated 3.5 million Ameri-

cans employed in agriculture are migrants.

No Protection

Farm workers are still denied minimum wage coverage provided for in the Fair Labor Standards Act of 1938. When they attempt to organize to improve wages and working conditions through collective bargaining, agricultural laborers are often ruthlessly opposed and defeated because they are denied the protection of the National Labor Relations Act.

Another obstacle is the importation of hundreds of thousands of foreign workers which creates further unemployment and a lowering of wages. In addition, a

growing surplus of domestic farm labor due to technological progress causes other burdens.

The Federationist places a majority of the blame on prosperous, selfish growers and their allies, and public apathy.

Three points are urged by the AFL-CIO journal to enlighten a dark problem: Farm workers must be given equal status with other Americans under the terms of all federal and state social welfare and labor laws. 2.) Migratory farm laborers must be helped to enter the mainstream of American life by enactment of prudent legislation. 3.) All foreign worker import programs must now be terminated.

Your Union Benefits

By Al Kerr, Secretary-Treasurer

Consider SIU Scholarship Now

June is traditionally the time for graduation. Now when Seafarers are making last minute arrangements for the purchase of their children's caps and gowns for the diploma ceremonies, is an excellent time to consider the advantages of the SIU Scholarship Benefit. This is a particularly important financial aid for teenagers who will be applying for college next year, as well as for those college students who need assistance to continue their higher education.

As outlined in previous issues of the LOG, the Scholarship Benefit has been established by the Union and is administered by the Maritime Advancement Program. Seafarers themselves, who are planning to enter college next year are also eligible to compete for the scholarship awards.

It is especially important to consider applying for the Scholarship Benefit at this time since all applicants are required to take the college entrance examination. Since these tests are one of the crucial factors in making the scholarship awards, applicants who feel they need additional studies for them would be wise to spend the summer months making the necessary preparations. Applicants should be reminded that they are responsible for paying their own examination fees.

Seafarers interested in making application for the Scholarship Benefit for themselves or their children, or who seek further information about the program should write to the Seafarers International Union, 675 Fourth Avenue, Brooklyn, 32, N.Y.

The SIU scholarship plan has been in operation for the past 11 years, benefiting the children of 36 Seafarers and 22 Union mem-

bers. The awards are each worth \$8,000 for four years of study at any college or university in the US or its possessions in the academic field of the winner's choice.

The Scholarship program is just one of the benefits available to Seafarers and their families under the Maritime Advancement Program.

Any SIU member who feels there is an unnecessary delay in the processing of any welfare or pension claims should immediately call this to the attention of the Secretary-Treasurer at headquarters, by certified mail, return receipt requested. Any delay in the processing of a claim is usually due to the absence of necessary information or documents which are required before a claim can be processed.

Coast Boxship Premiers

SEATTLE—The SIU West Coast-contracted containership Nadina (Alaska Steamship) has sailed on her first voyage as a containership since her conversion which began in March.

The Nadina has been put on the Seattle-Alaska Railbelt run. She is the second Alaska Steamship Company containership on the run, along with the Tonsina. Together they provide a containership sailing from Seattle each Tuesday for Whittier, Alaska.

The Alaska Steam freighters, Fortuna and Iliamna, each with capacities for 90 vans as well as conventional cargo, are also assigned this route. One sails from Seattle each Friday.

With the second containership in service, Alaska Steam now has the capacity to handle more than 137,700 containers annually to the Anchorage-Fairbanks region.

Home berth for the Alaska containerships is Pier 46, Seattle, where is cargo is lifted on and off by 50-ton capacity cranes that have been installed especially for this operation.

When the first containership began to take shape, the unique deck cells with bright yellow and black touch plates led spectators to dub the Tonsina the "lollipop ship." Now there are two that rate this quip.

SIU Welfare, Vacation Plans

Cash Benefits Paid — March, 1964

	CLAIMS	AMOUNT PAID
Hospital Benefits	9,475	\$ 82,521.67
Death Benefits	22	59,450.00
Pension-Disability Benefits	564	84,500.00
Maternity Benefits	69	13,532.95
Dependent Benefits	803	108,401.88
Optical Benefits	549	7,609.03
Out-Patient Benefits	6,786	45,631.12
Vacation Benefits	1,446	462,133.45
TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD...	19,714	863,780.10

Monthly Membership Meeting At New York



Seafarers were filled in on Union business which transpired during the past month at the regular monthly membership meeting at New York headquarters. Above is a shot of the membership listening to discussion of good and welfare.

No Changes Being Planned In Shipping Act, FMC Says

WASHINGTON—The Federal Maritime Commission does not plan to recommend any changes in the 1916 Shipping Act when it reports to the House Merchant Marine and Fisheries Committee on July 21, John Harlee, chairman of the FMC, told maritime lawyers here recently.

The reason for the decision, he told the group, is that the important 1961 amendments to that law—which legalizes dual rate systems in ocean steamship conferences with additional shipper safeguards—have not yet been "fully implemented."

"We believe there should be further experience before we get into a position of talking about changing it," he told the body representing various steamship interests, foreign and US-flag.

Some shipping interests have been convinced that once House Committee Chairman Rep. Herbert C. Bonner (Dem.-NC) held hearings on the progress of FMC that he would propose changes, but Rep. Bonner has given no indication that he plans to press for changes this year.

"As far as we're concerned," Mr. Harlee reassured the group, "the law seems good to us so far."

The reasons for holding off on any changes, he said, are:

- New dual rate contracts with their protective features and terms have not yet been put into effect.
- The commission and the conferences have not begun working out details of conference self-polling, such as "neutral bodies."
- The entire matter of the form

and procedure for rate filings also is incomplete.

Both US and foreign maritime circles have been hoping for a new look at the dual rate amendments to the 1916 Shipping Act which were enacted into law by Congress in 1961. The FMC announced the form that dual rate contracts were to take to be used in US foreign trade in April this year and immediately elicited an outcry from 10 leading European maritime nations and Japan, all members of steamship conferences.

A steamship conference is a voluntary association made up of American and foreign lines serving on the same trade route and interested in maintaining the same rates and practices.

Still Not Happy

A meeting here in mid-May between Commission Chairman John Harlee and foreign shipping attaches resulted in a compromise of sorts in which the FMC agreed to remove "jurisdictional" language from the contracts which was objectionable to the foreign nations.

The foreigners are still far from satisfied, seeing US dual rate regulations as yet another attempt of the FMC unilaterally to police in-

ternational ocean shipping. The foreign shipping officials hope that Bonner's hearing will give them a chance to go on record against such US policies.

The countries involved are Belgium, Holland, the United Kingdom, Italy, Sweden, Norway, Denmark, West Germany, France, Greece and Japan.

Because not all shippers are conference members, a dual system of rates exists and it is these dual rates on which the FMC is attempting to fix its regulatory eye.

Harlee left for Paris on June 19 to confer with the representatives of the 11 maritime nations in an effort to establish boundaries of FMC jurisdiction that will be acceptable to European rate-making conferences.

Japan Passes Own Version Of Cargo Preference Act

WASHINGTON—Doing an about face worthy of the most precise Marine Corps drill sergeant, the Japanese government has ordered that its own ship lines will carry 100 percent of the freight Japan is financing for Thailand under a war reparation grant signed in 1962.

The announcement represents a classic turnabout for the Japanese, who have been among the most vociferous in protesting the 50-50 cargo preference policies in U.S.-financed Foreign Aid programs.

Helps Own Flag

What may be good for the American goose, however, doesn't appear to be so good for the Japanese gander, and that country has now embarked on the same kind of policy to help its national flag line: which it loudly opposed when applied by the U.S.

Until as late as last month, the Japanese, along with other foreign shipowners were hollering about Federal Maritime Commission efforts to establish equitable shipping conference arrangements by requiring foreign lines to furnish shipping documents explaining their rate structures and other details covering only vessels in American trade. At the same time, these same countries, including Japan, have been calling "Ship American" proposals interference with the freedom of the seas.

"Ship Japanese"

With the Japanese apparently beginning a "Ship Japanese" program however, the "flag discrimination" shoe is on the other foot.

Actually, some of the most active overseas critics of U.S. shipping policies are benefiting from the same type of governmental aid programs they complain about to the U.S. The Japanese government, for instance, recently announced plans to begin a subsidized freighter service between New York and Japan.



By Cal Tanner, Executive Vice-President

Foreign Nations Croon New Tune

Those of us who are continuously fighting to increase the job opportunities for the American seaman, finally had a good chance for a horse laugh last week. We would have been glad to enjoy the occasion, if it hadn't been for the irony of witnessing a government which has been persistently critical of US shipping policies get tangled up in its own hypocrisy.

The country performing this ironical flip-flop was Japan, which has screamed "discrimination" every time the US Government has attempted to shore up its sagging merchant fleet. The Japanese been sharply critical about such limited measures as stronger enforcement of the 50-50 cargo legislation and the Ship American program.

Last week, however, Japan went out of its way to prove once again that what was wrong for America was right in Tokyo and vice versa. After suddenly deciding that a healthy national fleet is a definite asset to national security, the Japanese government decreed that from this point on, only its own ships would be permitted to carry cargo that Japan was sending to Thailand. The shipowners are being financed under a war reparation agreement signed in 1962.

Japan's sudden determination to protect the position of its merchant fleet is definitely ironical when her bitter attacks on Washington's decisions to expand and upgrade American-flag shipping are considered. Her sudden policy reversal can only be taken to implicitly acknowledge the wisdom of our own Government's desire to improve the US merchant fleet, thus providing more jobs for US seamen.

This isn't the only time when the Japanese talked out of both sides of their mouths when it wanted to insure the position of its own fleet. Last month Tokyo popped up right on schedule to criticize efforts of the Federal Maritime Commission to set up equitable shipping conference arrangements. At issue was an FMC request asking foreign lines to hand over information explaining their rate structures and other data covering ships used in trade with the US.

Two years ago the National Diet, the country's governing body, ordered a five-year moratorium on all

interest payments for shipping companies participating in the government-sponsored construction-program. This plan was designed to defray the interest charges on half the ship operators' debts to the Japanese Development Bank.

We should all remember that Japan isn't the only foreign critic of our shipping policies that has shown an amazing ability to reverse itself when it came time for action to protect its own fleet. For instance, Italy, which only recently secured a bitterly contested shipping waiver on an Export-Import Bank cargo, has a strong government program of assistance to develop its national fleet.

Among the legislative help Italian shipping interests have received from their government in the past has been grants totaling well over 104 billion lire and shipbuilding credits which would provide financing of \$320 million worth of new vessels.

Four SIU Oldtimers Retire On Pensions

NEW YORK—The names of four more SIU oldtimers have been added to the growing list of Union members who have been able to end their sailing careers secure in the knowledge that they will be supported

by a regular \$150 monthly pension check for the rest of their lives. The action by the joint Union-shipowner trustees panel brings to a total of 34 the number of Seafarers who have retired on pension this year.

The pensioners are Patrick



Ibardolasa



D'Amico

Vieria, 50; Leon Gordon, 53; Pedro Ibaroasa, 45; Angelo D'Amico, 51.

Vieria has been a member of the SIU since he joined in New York. He has had many years of experience in the steward department and ended his sailing days with a voyage on the Elizabethport (Sea-Land). A native of the British West Indies, he now lives in the Bronx, NY with his wife, Cecilia, and their three children.

Gordon is a veteran member of the steward department who became a member of the Union when he joined in New Orleans. He made his last trip as a Seafarer on the National Defender (National Transport).

Ibardolasa sailed with a chief cook's rating in the steward department. He joined the SIU when he filled out his first membership card in New York. Ibaroasa was born in the Philippine Islands and now makes his home in New York City. His last ship was the Steel Advocate (Isthmian).

D'Amico is a veteran Seafarer with many years of experiences in the deck department. A member of



Vieria



Gordon

the Union since World War II when he joined in Tampa, he ended his sailing career with a voyage on the Alcoa Planter (Alcoa).

Long Range Medicos Aid Ailing Mate

OMAHA, Neb.—All of us have heard stories of the old "Doc Brown" in someone's home town who was so good he could diagnose what ailed you just by looking at you. Well here's a story about a couple of modern day doctors who go him one better.

Radio Call

The mate aboard an unidentified tanker somewhere off the coast of Chile fell ill, and the ship's radio operator sent out a distress call. The call was intercepted by the emergency radio station of a Nebraska chapter of the Red Cross, and "patched" into the phone line of a local doctor. From the information given him the doctor was able to diagnose the mate's ailment as an allergy reaction from cleaning chemical tanks a few days before.

Consultation

While the doctor was listening to the symptoms, another Omaha doctor, a ham radio operator, happened upon the conversation and tuned in. The two then held a consultation over the airwaves and decided on what medication to recommend.

A short-wave call the next day to check on their patient's progress confirmed the soundness of the doctors' diagnosis and treatment.

All's well that ends well. But how do you send a bill by short wave?



SEAFARERS ROTARY SHIPPING BOARD



(Figures On This Page Cover Deep Sea Shipping Only In the SIU Atlantic, Gulf, Lakes and Inland Waters District.)

June 6 - June 19, 1964

SIU men found a steadily improving job situation in the past two weeks as total shipping jumped to 1,505, a new record for 1964. The total for the previous reporting period was 1,211. The increased shipping activity was especially apparent in Philadelphia, Jacksonville, New Orleans and Seattle, with Houston showing the most impressive gain over the previous two weeks.

Jobs calls continued to rise in New York and Baltimore, although Boston and Norfolk experienced a slight dip in shipping activity. The job situation in the Gulf area improved considerably with every port with the exception of Mobile registering gains. Shipping fell off in both Wilmington and San Francisco during the reporting period.

Registration figures continued to fall as the shipping picture improved. Total registration stood at 1,324, compared to 1,340 for the previous reporting period.

The deck department was the only one to show a rise, while the engine and steward departments showed a decrease in registration. As the total number of jobs dispatched continued to increase, the number of men registered on the beach dropped to 1,324 from the previous period's total of 1,340.

Shipping activity (see right) fell off slightly from the previous reporting period, indicating a higher rate of turnover. Payoffs and sign-ons declined slightly, while the number of in-transit visits took a more significant drop.

Statistics reflecting the seniority situation show that the total of Class A men shipping rose a percentage point to 51 percent from the previous two weeks. Class B men had a smaller share of the total number shipped with 33 percent, and the percentage of Class C men rose to 16 percent from the previous figure of 14 percent.

Ship Activity

	Pay Offs	Sign On	In Trans.	TOTAL
Boston	0	0	4	4
New York	10	3	15	28
Philadelphia	6	4	7	17
Baltimore	5	5	12	22
Norfolk	4	2	8	14
Jacksonville	2	1	8	11
Tampa	0	0	6	6
Mobile	4	3	6	13
New Orleans	8	9	14	31
Houston	13	7	33	53
Wilmington	1	1	5	7
San Francisco	3	2	8	13
Seattle	3	4	4	11
TOTALS	59	41	130	230

DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	3	6	1	10	1	2	1	4	2	0	2	4	0	0	0	0	0	0	0	0	4	0	0	4	5	21	6	32	2	3	6	11
New York	22	53	14	89	5	18	21	44	14	38	7	59	4	15	13	32	0	11	5	16	59	32	16	107	79	119	24	222	7	48	75	130
Philadelphia	4	4	0	8	0	2	3	5	2	5	1	8	0	0	4	4	0	2	1	3	8	4	3	15	13	16	3	32	2	5	13	20
Baltimore	13	18	1	32	1	3	7	11	13	35	4	52	0	2	11	13	3	5	1	9	52	13	9	74	28	54	5	87	1	4	17	22
Norfolk	4	7	2	13	1	1	2	4	5	8	1	14	0	1	3	4	0	3	3	6	14	4	6	24	15	11	2	28	1	3	6	10
Jacksonville	3	4	1	8	1	3	1	5	3	2	1	6	3	5	2	10	0	0	1	1	6	10	1	17	7	15	1	23	2	4	6	12
Tampa	3	4	0	7	0	0	1	1	2	1	0	3	0	0	2	2	1	1	2	4	3	2	4	9	4	10	2	16	0	2	1	3
Mobile	8	9	0	17	0	5	8	13	5	11	1	17	1	3	2	6	1	4	2	7	17	6	7	30	30	30	4	64	1	2	21	24
New Orleans	16	37	4	57	2	17	19	38	26	36	5	67	1	15	17	33	0	4	1	5	67	33	5	105	72	77	11	160	1	40	103	144
Houston	27	27	6	60	3	17	14	34	19	33	4	56	10	20	20	50	1	15	5	21	56	50	21	127	49	70	18	137	3	31	33	67
Wilmington	2	5	3	10	1	1	4	6	0	1	1	2	0	2	2	4	0	1	1	2	2	4	2	8	12	18	4	34	0	9	7	16
San Francisco	9	10	3	22	2	5	3	10	5	13	4	22	0	5	4	9	0	8	3	11	22	9	11	42	22	25	5	52	2	21	18	41
Seattle	8	9	1	18	0	5	6	11	9	10	0	19	2	6	8	16	0	1	0	1	19	16	1	36	27	15	5	47	4	18	11	33
TOTALS	122	193	36	351	17	79	90	186	105	193	31	329	21	74	88	183	6	55	25	86	329	183	86	598	363	481	90	934	26	190	317	533

ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	0	5	2	7	0	1	2	3	1	0	1	2	0	0	0	0	0	0	0	2	0	0	2	3	11	4	18	1	4	7	12	
New York	11	39	4	54	8	31	17	56	11	37	6	54	7	23	12	42	1	3	8	12	54	42	12	108	38	108	9	155	19	51	58	128
Philadelphia	2	4	0	6	0	2	8	10	1	8	1	10	0	4	9	13	0	3	1	4	10	13	4	27	2	18	3	23	0	9	10	19
Baltimore	1	19	2	22	1	3	4	8	7	23	6	36	1	9	5	15	1	3	4	8	36	15	8	59	6	44	7	57	2	10	10	22
Norfolk	0	2	0	2	0	2	1	3	1	4	0	5	0	3	2	5	0	4	3	7	5	5	7	17	3	10	3	16	2	7	7	16
Jacksonville	1	6	1	8	0	4	4	8	0	2	0	2	0	6	0	6	0	2	2	4	2	6	4	12	2	11	1	14	2	8	6	16
Tampa	0	4	0	4	0	2	1	3	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	1	6	0	7	0	3	2	5
Mobile	3	11	4	18	1	4	4	9	4	8	1	13	1	1	5	7	0	1	0	1	13	7	1	21	9	23	2	34	0	12	10	22
New Orleans	8	24	3	35	3	21	11	35	12	31	2	45	3	17	14	34	2	2	8	12	45	34	12	91	19	66	15	100	3	54	61	118
Houston	7	33	0	40	2	22	15	39	7	33	2	42	4	23	19	46	0	6	4	10	42	46	10	98	15	42	5	62	3	22	41	66
Wilmington	5	3	1	9	0	3	1	4	3	1	1	5	1	2	1	4	1	3	1	5	5	4	5	14	13	11	4	28	2	4	6	12
San Francisco	5	14	3	22	1	2	4	7	0	6	1	7	1	3	2	6	2	5	1	8	7	6	8	21	15	40	5	60	2	10	10	22
Seattle	0	17	0	17	1	6	3	10	2	12	2	16	0	9	8	17	0	5	2	7	16	17	7	40	9	23	2	34	2	12	6	20
TOTALS	43	181	20	244	17	103	75	195	49	165	23	237	18	100	77	195	7	37	35	79	237	195	79	511	135	413	60	608	38	206	234	478

STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B						
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP						
	1-s	1	2	3	ALL	1	2	3	ALL	1-s	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1-s	1	2	3	ALL	1	2	3	ALL
Bos	1	1	0	2	4	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	2	5	1	4	12	0	1	3	4	
NY	8	17	12	16	53	2	5	17	24	4	17	4	16	41	2	1	10	13	0	3	15	18	41	13	18	72	26	57	37	76	196	4	10	51	65
Phil	1	4	2	4	11	0	0	4	4	1	2	3	4	10	0	0	5	5	1	0	3	4	10	5	4	19	3	10	3	11	27	1	2	9	12
Bal	3	8	5	6	22	0	0	6	6	4	9	4	11	28	0	0	15	15	0	0	11	11	28	15	11	54	8	19	11	20	58	3	0	10	13
Nor	0	1	1	0	2	0	0	6	6	0	1	1	0	2	0	1	2	3	0	0	6	6	2	3	6	11	4	6	3	5	18	0	1	15	16
Jac	1	2	2	1	6	0	1	1	2	1	1	1	1	1	1	0	3	4	0	0	3	3	4	4	3	11	2	3	2	1	8	0	1	3	4
Tam	0	1	0	3	4	0	0	0	0	0	1	1	0	2	0	0	0	0	0	1	3	4	2	0	4	6	0	1	2	6	9	1	0	0	1
Mob	2	2	0	10	14	1	2	12	15	0	3	1	6	10	1	1	8	10	0	0	2	2	10	10	2	22	6	18	5	18	47	1	2	12	15
NO	6	9	7	20	42	1	0	30	31	7	11	5	25	48	3	1	17	21	0	1	6	7	48	21	7	76	17	31	19	63	130	4	3	132	139
Hou	2	5	5	8	20	3	1	21	25	4	7	4	6	21	1	3	20	24	0	0	21	21	24	21	66	11	23	13	21	68	6	5	27	38	
Wil	1	1	1	2	5	0	0	3	3	0	1	2	1	4	0	0	0	0	0	0	2	2	4	0	2	6	3	2	4	5	14	3	1	6	10
SF	1	7	2	8	18	0	1	4	5	2	3	0	5	10	0	0	3	3	0	0	5	5	10	3	5	18	9	20	10	27	66	0	2	13	15
Sea	2	2	4	5	13	2	1	7	10	3	3	2	8	16	2</																				

The Atlantic Coast



By Earl (Bull) Shepard, Vice-President, Atlantic N.Y. Shipping Sets Fast Pace

Shipping has been very good here in New York during the last month. From all indications this optimistic outlook will continue throughout the next several weeks.

On the beach here in New York is Patrick Ryan who last sailed as chief electrician aboard the *Steel Rover* and is waiting around the New York Hall for a Far East run. Otho Babb is also on the beach in New York waiting for a Isthmian or Robin Line run and Anthony Malello, who last sailed as chief cook on the *Mt. Washington*, says he's ready to ship out right away.

Summer boats should be calling for their crews soon, putting a little life into Boston shipping that has been very slow. We expect a few payoffs during the next period. Charles Berkeley, who has been sailing SIU ships for 20 years, is registered and waiting for a foreign run. His last ship was the *Cantigny*. Charles says he is glad to be back home and is going to spend some time with his family and make an occasional trip to the racetrack. John Chermesino, who's been with SIU for 25 years, is just in from a voyage to Russia on the *Transeastern*. John, too, is glad to be home, and plans to take his family to the World's Fair, relax awhile and then get a foreign run.

Lawrence Melanson, a 23-year SIU man, is in from India. Lawrence registered and then went to Canada to visit his family and to get in some of that good fishing time. Robert Bennett, who has helped to man SIU ships for the past 25 years, is off the *Washington* for awhile. Bob says that he is sorry that he had to get off this floating hotel. He is now on the run to Nantucket from Woods Hole for the summer, and will try to make it back to his former ship.

Shipping has been slow in Philadelphia during the last period, but is expected to pick up during the next couple of weeks. Three payoffs are scheduled. The port reported six payoffs, four sign-ons and six intrants during the past period. Alfred Fry, who has been sailing SIU since 1943, is aboard the *Columbia* at present. He tells of a rather lengthy stay in the Philadelphia area and the many changes noticed in Boone Street. Alfred is anxious to shove off again for the West Coast.

George Fargo is enthusiastic about shipping possibilities in New York. When he was in the port recently he visited the hall and said he was tempted to ship out of here.

Television and Radio Broadcasting Studio Employees Local 804 has expressed thanks for the hand lent to them during the days of their strike. SIU men were quick to offer their services on the picketline for Local 804.

Things are looking good down in Baltimore. Shipping has been very good during the past period and the next couple of weeks shapes up as good also. The British freighter *Tulsa Hill* left this port recently for the Bahamas after standing idle for 137 days while longshoremen refused to work on the Cuban blacklisted ship. The departure of the *Tulsa Hill* followed a ruling by a Federal Court last month upholding the right of International Longshoremen's Association Local 1355 here, to refuse to work on the vessel.

A major item of interest to Seafarers in Norfolk will be the dedication of the new hiring hall, July 1. In the nick of time, too, since shipping has been tremendous in this port. We are short of rated men in all departments and the boom looks like it will continue.

The Penn Trader, *Henry. Globe Progress* and *Globe Carrier* all paid off, and there were three sign ons — the Penn Trader, *Henry* and *Globe Carrier*. In all, 15 ships were in transit. Charles Demers, who has been shipping out of Houston for the past couple of years, is looking for a Bosun's job. His last ship was the *Taddel Victory*. A short vacation

is in store for Vernon Hopkins just coming off the *DeSoto*. Vernon says he will look for another Far East run after the rest. Vernon Porter, a SIU man for 20 years, is going to take the summer off and go home. His last ship was the *DeSoto*, recently returned from the Orient.

Bert Winfield, last aboard the *National Defender* as 3rd Cook, plans to make the trip to New York to see some friends and then ship out again on a Far Eastern trip. Bert spent nine months on the *Defender*.

Seafarers in Norfolk are now very much involved in assisting COPE in its efforts to elect city, state and federal officials sympathetic to union needs. A breakthrough in negotiations with the Old Dominion Marine Railway has been made after the company had steadily refused to make a satisfactory wage offer or go along with the SIU United Industrial Worker's Welfare Plan. After five months of negotiations, however, Old Dominion has offered satisfactory wage rates and has agreed to contribute to the UIW Welfare Plan. We are almost certain that this contract will be ratified by the employees.

Puerto Rico is having lots of action on the labor front, while shipping activity is proceeding along at a normal pace.

Julio Solis, after a long stay on the beach, finally got his O.S. job on the *Azalea City*. Isaac Brown decided he had had enough beach time and shipped Ordinary Seaman on the *Clairborne*. Danny Mejias just arrived back in town after a three-month trip through the Mediterranean and Persian Gulf. Danny has fine praise for his shipmates who made the voyage on the *Alcoa Master*. Now that he's had his vacation, Roberto Escobar is all set to ship out again. Roberto spent four months on the Puerto Rico Division-contracted dredge *Crest*.

The American Lead Products Company has been ordered by the Public Service Commission to stop transporting strikebreakers to and from their jobs in a closed van. Disaster loans for small businesses affected by the current drought are available from the Small Business Administration. 4,000 tons of cattle feed have begun moving into the dry, stricken south coast area.

An eight-inch thick nylon mooring snapped on the tug *Puerto Nuevo* of the Puerto Rico Lighterage Company, June 16, while undocking the French passenger ship *Antilles*. Two of the *Puerto Nuevo's* crewmembers were killed

(Continued on page 14)



SIU-Railway Marine Region member William Minkler receives the best wishes of RMR director G. P. McGinty as he receives his first pension check at N.Y. headquarters. Minkler sailed on New York Central tugs for 38 years and is now looking forward to a retirement of ease.

Come Claim Lost Property

The following Seafarers are notified that they have lost property being held for them at the Records Section of New York Headquarters. Seafarers appearing on this list are urged to contact the Records Section to claim their property as soon as possible.

- Ackroyd, Phillip F.
- Allen, R. H.
- Barclay, P.
- Bentley, F. D.
- Carey, Riley
- Desmond, Robert
- Dever, E.
- Dolys, Edward P.
- Duffy, James W.
- Duron, M.
- Forte, Ferdinand
- Garnett, C.
- Garrigues, Dale
- Glanico, F.
- Goins, Mike (Deceased)
- Gordy, H. S.
- Gorman, Jas, Joseph
- Hassan, R.
- Higgins, Jas.
- Lillard, F. E.
- Maxey, J. H.
- McGuinn, Eugene
- Mones, J. H.
- Morillo, B.
- Ottowski, Edward J.
- Pasinovsky, J.
- Purcell, Thos.
- Shaffer, E.C.
- Simonds, T.
- Smith, F. C.
- Solomon, Wm.
- Springer, J. L.
- Stover, C. V.
- Trost, John
- Vega, A.
- Walrath, V.
- Weaver, G.
- Wilson, Herbert C.
- Wiseman, R.



Rail Tug Trio On Pension Roster

NEW YORK—Three railtug veterans who are members of the SIU Railway Marine Region have been awarded lifetime pensions which will assure them \$150 per month. The action by the Pension plan trustees permits the three rail tugman to retire without fear of financial consequences which would normally hit them if they were forced to stop working without the protection of a pension.

The three new pensioners bring to a total of 15 the number of RMR members who have retired on pension this year. The number of rail tugmen who have been able to collect pensions since the plan was started now stands at 63.

The three rail tug veterans are William Minkler, 58; Metro Palubniak, 42; and George Bly, 65. All three are retiring on disability pensions which pay \$150 per month.

Minkler is a railtug veteran with more than 38 years of experience with the New York Central Railroad. A member of the SIU-RMR since 1960, he sailed as a deckhand. His last tug was New York Central No. 8. Minkler lives in Cliffside Park, NJ

with his wife, Katherine. They plan to retire to the Catskill Mountains in New York state where they intend to purchase a home.

Bly is also a New York Central veteran who became a RMR member in 1960. He went to work for the Central in 1925 and sailed as a deckhand. His last tug was New York Central No. 32. Before he tried his hand at railtugs, Bly shipped deep-sea from Gulf ports.

Bly is a resident of Weehawken, NJ. He plans to "take it easy" for the next few months, and then looks forward to traveling in Mexico.

Palubniak sailed on Pennsylvania railtugs since 1948. He became a member of the RMR in 1960. He ended his career on railtugs when he took his last trip on the New York as a deckhand. He makes his home in Ridgewood, NJ where he plans to spend his retirement with his wife, Ann and their three children.



It's smiles all around as two veteran rail tugmen accept their first pension checks from SIU Railway Marine Region director G. P. McGinty. Standing (l-r) are George Bly, who sailed for the New York Central Railroad, McGinty, and Metro Palubniak, who is retiring from the Pennsylvania Railroad. After putting in many years of active service, both will be receiving their \$150 pension benefits by mail every month from now on.

Port Of New York Hits Record Low In Cargoes

NEW YORK—The Port of New York slipped to a new and record low last year in its share of the national total of general cargo exports and imports handled over its piers and wharves, according to S. Sloan Colt, chairman of the Port of New York Authority here.

Analysis of Federal Bureau of Census compilations shows that while the national volume of general cargo foreign trade increased from 61.5 million long tons in 1962 to 68.3 million tons in 1963, the New York Harbor volume declined from 13.9 million tons in 1962 to 13.4 million tons in 1963, Mr. Colt said.

The Port of New York had 2.9 per cent less ocean-borne general cargo moving through it last year, compared with 1962, and the port's share of national volume of general cargo dipped 2.8 per cent below the 1962 level.

Although last year's general cargo movement for the port was 3.9 per cent above 1961, its share of the national total has declined progressively since 1963, the report indicates.

The New York-New Jersey Harbor traditionally has been a general cargoport. A century ago it handled 75 per cent of the nation's general cargo trade. In World War II it almost equaled this figure, but following the war a decline set in.

The survey points out that the decline in the area's share of the national total is due largely to the growth of semi-manufactured and raw materials shipped through competitor ports, increased promotional and development activities of Atlantic, Gulf and Great Lakes ports and the rapid growth of industry in the southern and western sections of the nation.

Three More IBU Tugmen On Pension

NEW YORK—The joint Union-employer trustee panel of the SIU pension plan has awarded three veteran members of the SIU-Inland Boatmen's Union life-time pensions which will pay \$150 per month. The three IBU old-timers have all been awarded disability pensions, and can look forward to a comfortable retirement supported by regular pension checks after a life of hard work.

Two of the pensioners, Fred J. Valusek, 65; and Mayo Brasseaux, 62, hail from the Gulf area, while the third, Frank Novak, 62, sailed out of Baltimore.

Valusek became a Union member in 1960 when he signed up in Galveston. He was an employee of Galveston Wharves, Inc. since 1929 where he worked as a chief weigher. Valusek makes his home in Galveston where he lives with his wife, Alice.

Brasseaux has been an IBU member since 1963 when he received his first membership card in Port Arthur. Sailing as a cook for the Sabine Towing and Trans-



Valusek



Brasseaux

portation Company since 1942, his last tug was the Vulcan. Brasseaux lives in Port Arthur with his wife, Letha.

Novak is a veteran tugman who held membership in the IBU since 1957 when he joined in Baltimore. He was employed by the Baltimore Towing and Lighterage Company and sailed in the deck department. He is a resident of Glen Burnie, Md.

An IBU Baby Picture



SIU Inland Boatmen's Union member Forrest Finch is shown here with his wife Betty and daughter Jeannine at home in St. Louis, Mo. Jeannine, now four months old, is an IBU baby and received a \$25 bond from the Union, both commemorating her birth and giving her future a little boost. Finch works for IBU-contracted Bernhardt Bros., which operates tugs out of St. Louis.

New Law Guarantees Women Equal Pay

WASHINGTON—President Johnson hailed the nation's first federal equal pay for women bill as a landmark in "America's progress toward a society of decency."

The law, passed last year, went into effect June 11 and several hundred persons took part in an all-day conference of the National Committee for Equal Pay before assembling at the White House to hear the President.

Johnson told the group that America has been made "stronger—not softer as we have laid aside, gradually one by one, the old biases and ancient prejudices against the equality of women."

The new law, which applies to employers and workers covered by the Fair Labor Standards Act, requires that men and women performing equal work be paid equal wages. It prohibits lowering salaries for men in order to equalize rates.

President James A. Suffridge of the Retail Clerks served as a member of a panel discussion on administration of the new law, which followed an address to the conference by Wage and Hour Adminis-

trator Clarence T. Lundquist, whose staff has the responsibility for enforcing the statute.

Earlier Rep. Edith Green (D-Ore.), a principal sponsor of the equal pay bill, called for extension of the Fair Labor Standards Act, with both its minimum wage and equal pay provisions, to additional groups of workers "so it will have meaning for those women who are on the lowest rung of the economic ladder."

Noting that fewer than one out of three working women are currently covered by the law, she called for action to help "the millions of women who make 70 and 80 cents an hour working in laundries, department stores and domestic work."

Lundquist assured the group that the new law will be administered vigorously and he urged women whose employers do not adhere to the law to report the violation to the Labor Dept.

The Gulf Coast



By Lindsey Williams, Vice-President, Gulf Area

SIU Tugs to Haul Floating Monument

Soon, Mobile will have its own floating monument to rival the battleship Texas now resting at the San Jacinto Monument near Houston.

The USS Alabama, one of the last of the United States Navy's super-dreadnaughts will be towed from Puget Sound, through the Panama Canal and to a final dock site in Mobile Bay. The towing, to begin as soon as the ship is fitted out for the operation, will be done by IBU-SIU men aboard tugs of the Mobile Towing and Wrecking Co. Money for establishment of the monument was raised largely by public subscription prompted in the beginning by coins pitched in by Alabama school children.

The Alabama is expected to start moving toward her final destination in about 30 days.

Things have been lively on the labor front in New Orleans since our last report. Two unions, both affiliates of the Maritime Council of Greater New Orleans and vicinity, MTD, AFL-CIO, won beefs involved in contract negotiations after brief strikes. The first involved a strike of a brewery workers local against a local brewery. The second ended in victory for Grain Workers Local 157A whose members picketed the giant Bunge elevator in a successful effort to conclude a contract with the Des-trehan, La., Board of Trade after months of fruitless contract negotiations.

The maritime labor movement has been making steady progress in the Gulf as a result of the splendid cooperation that exists between the organizations affiliated with the various port councils of the Maritime Trades Department.

Shipping continued to boom during the last two weeks and the outlook for the immediate future continues to be bright.

Problem

There seemed to be a tendency on the part of rated men in all departments to hang back waiting for the choice runs rather than to throw in for the many available jobs. All hands should bear in mind that the Union has an important responsibility to man its contracted ships. One of the greatest safeguards we have for protecting our job opportunities and our many economic benefits is through manning the available jobs, promptly and efficiently.

During the New Orleans meeting we noted some real oldtimers on hand to assist in conducting the Union's business. Among them were such familiar faces as Baldy Bollinger, Dick Birmingham, Scotty Clark and Sam Hurst. Joe Cave is on the beach and expects to ship toward the end of the summer vacation. He paid off the bosun's job on the Tamara Guilden in order to be on hand to vacation with his family while Joe Jr. is out of school. Joe Vigo is taking it easy while waiting for a Delta Line passenger ship. Vincent Iacono is another one on the vacation list.

New Yorkers will remember Do L. Chen who has been shipping out of Houston for the last couple of years and now is registered in the steward department. Some of the others on the beach in Houston include Fred N. Mitchell who is looking for a pumpman's job on a T-2 after paying off the Cities Service in Norfolk. He says he has had enough of the big supers for awhile. Paul Prokopuk, registered in Group 2, Deck Department, filled a needed vacancy for a rated man for an outside trip on the G & H Towing Co. tug Grampus.

Roscoe T. Milton, who has been shipping in the deck department since 1939, was injured in an accident ashore and at present is collecting out patient benefits. He expects to be fit for duty soon and says he will grab the first thing moving. Jose M. Montalvo went home for a vacation at Robstown,

Texas, after registering in the engine department. He hopes to make a Reynolds ore carrier, which will enable him to get home more often. Ray Perry has been sweating out a place on the top of the list in hopes he can make a chief steward's job.

One of the real oldtimers enjoying a vacation with his family after registering in Mobile is Oscar Stevens who has been sailing from the Gulf area since 1934. He was one of those who took part in American Coal beef. J. C. Trosclair got off in Mobile for a rest with his family after staying on the Achilles for about a year. J. C. Stewart is getting ready to move into a new house. He paid off the Steel Surveyor and is registered for an electrician's job.

Ethan M. Mercer is ready to take the first available electrician's job. His last ship was the Neva West. E. J. Riviere, who makes his home in Mississippi, is recuperating from a minor illness. Darius L. Knapp who last sailed as night cook and baker on the Monarch of the Seas is looking for another job on the Puerto Rican run.

New Mobile Facility To Double Up

MOBILE—Construction has begun here on a new bulk-liquid handling facility which will allow vessels to load liquids simultaneously while loading and unloading general cargo.

The new facility, which will be located at shipside in one of the general cargo piers of the Alabama State Docks, will accommodate shipside storage of vegetable oils as well as drumming or direct loading of bulk liquids.

Bulk liquid cargo previously could be pumped directly into a ship's deep tanks from tank cars on dockside rail tracks or from trucks, the director explained, but added that "shippers seldom took the chance of the tank cars and vessels arriving at the same time."

The facility will consist of four storage tanks with a capacity of more than 5.4 million gallons, he said. It also will be able to pump liquid cargo, such as soybean oil and peanut oil from barges, tank cars or trucks, to the storage tanks, the drumming plant, or directly into the deep tanks of ships.

AFL-CIO Highlights Automation Problems

'Misery' Lurks In Progress

WASHINGTON—Progress can mean "misery" for millions of workers, the AFL-CIO stressed in House testimony urging establishment of a National Commission on Automation and Technological progress.

Legislative Director Andrew J. Biemiller said that rapid technological change, instead of bringing "a golden age of undreamed of abundance," has contributed to persistent, high unemployment.

"Men have been displaced by machines, skills acquired over a lifetime have become obsolete, entire communities have been turned into islands of depression reminiscent of the 1930s and the frustrations of the Negro people and the youth and the poor of all races have grown in intensity," Biemiller said.

His statement to a House Labor subcommittee urged quick approval of the automation commission bill sponsored by Representative Elmer J. Holland (D-Pa.), chairman of the subcommittee.

The proposed 14-member com-

mission, Biemiller said, should be a broadly representative group, specifically including persons from both labor and management. In addition to the commission, made up of persons outside the government, a federal inter-agency committee would be established by the bill to provide technical assistance and advisory services.

Both groups are needed, Biemiller said, and would lend encouragement to the hope "that the nation will soon begin to meet the enormous social problems created by the revolution in technology with the same zeal which has marked our pioneering efforts in the physical sciences." Much of the problem of adjustment to automation, Biemiller declared has resulted from "a fundamental imbalance in American policy during the past decade."

Until recently, he said, there has been "an almost single-minded concern for the advancement of technology and productive efficiency" with "little attention to the serious human problems created by rapid technological change."

Biemiller cited investment credits and accelerated depreciation allowances "to subsidize the spread of automation . . . while little was done to aid in the development of adequate adjustment of people and communities to radical technological change."

He contrasted the modest funds available to the Dept. of Labor for its research programs on automation's social impact with "the expenditure by the federal government of billions of dollars on research and development in the physical sciences."



Bobo Olson, who shipped with the SIU Pacific District, had some questions about the SIU Lifeboat School which is lodged in the SIU headquarters at New York. Shown in the photo above are (l-r) SIU rep. Dan Butts, Olson, Robert Ducote, Rudolph Odom and Jimmy Summerall. Plenty of questions were fired at Olson in return.



Seafarers check out Bobo's footwork as he shadowboxes during his training session at the headquarters gym. Every seat was packed as SIU men turned out to see the former middleweight champ of the world get in some really heavy training for his recent fight with Johnny Persol at Madison Square Garden. Olson lost a split decision.

Former Middleweight Champ

Bobo Olson Trains At SIU Gymnasium

Former middleweight champ Bobo Olson, hard upon the comeback trail, utilized the facilities of the SIU headquarters gym to train for his fight with Johnny Persol last week at New York's Madison Square Garden.

Olson, who shipped with the SUP as an AB in the days before he won the middleweight crown from Randy Turpin, lost a hard-fought split-decision squeaker at the Garden.

Going into the light heavyweight match with Persol, Olson had a string of eight straight victories going for him in his come-

back bid for a shot at the light heavyweight crown, worn right now by Willie Pastrano. The close loss to Persol came in Olson's 103rd fight as a professional. His lifetime record shows an impressive 87 wins, 14 losses and two draws.

His workouts at the SIU

gym were a big draw for Seafarers around headquarters and for neighborhood kids, who turned out to see the former champ, who has fought such names as 'Sugar' Ray Robinson, Archie Moore, Walter Cartier, Joey Maxim, Rocky Castellani, Joey Giambra and Pierre Langoir.



Bobo Olson shows the proper method of throwing a power punch to Rudolph Odom during a break.



Neighborhood kids flocked to the gym in droves as soon as word leaked out that Olson was there. During a breather from his rigorous training sessions Olson patiently signed autographs for all askers—and there were plenty.

Synthetic Lines For Mooring And Towing

Synthetic lines are made of nylon, Dacron, Esterlon, polypropylene, polyethylene, Polyplus or other combinations of synthetic fibers. Their advantages over manila include lighter weight, greater flexibility, durability, toughness, longer life, lower cost and—indisputably most important—greater strength.

Because synthetic lines are stronger than manila, small-diameter synthetic lines can be used for many applications instead of larger-diameter manila, particularly on heavy-duty assignments such as mooring and towing.

Small-diameter lines are, of course, lighter and easier to handle than large-diameter lines, and most synthetic lines also are lighter in density than manila, which further makes them easier to handle.

Because of the comparatively greater tensile strength of synthetics, smaller sizes of various synthetic lines may be substituted for large manila lines, as recommended by the ABS.

Rule Of Thumb

According to the ABS formula, a rule of thumb may be used to approximate manila lines of a three-inch circumference and larger: nylon—75 per cent; Dacron—80 per cent; Esterlon, poly-

propylene, polyethylene and Polyplus—85 per cent of manila.

In other words, if a manila line with a three-inch circumference has a tensile strength of 100 per cent, then tensile strength of synthetic lines of the same size would be: Polyethylene—160 per cent; Polypropylene—175 per cent; Esterlon—180 per cent; Polyplus—185 per cent; Dacron—220 per cent; and nylon—290 per cent.

For lines of less than a three-inch circumference, however, it is recommended that equal-size synthetic lines be substituted for manila for ease of handling and to provide reserve capacity, as smaller-size lines exhibit a greater loss of breaking strength as the result of fractures, cuts and other abrasive action.

In addition, larger synthetic sizes provide more working area and result in less concentration of bearing pressure when in contact with stationary fittings or moving capstans. This larger area minimizes wear from abrasion and creates less frictional heat. Hence, the added longevity and extra safety factor gained by using equal-size synthetics for manila in the smaller sizes more than justify their use.

Highly Elastic

Synthetic lines also possess a higher degree of plasticity under

Because they offer numerous advantages over manila lines, the use of synthetic lines for mooring purposes has been approved for U.S.-flag vessels, with studies now being prepared on the use of such lines for towing. With much of the SIU membership vitally interested in this innovation, especially members of the deck department, the Log has gathered pertinent information on the characteristics of these synthetic lines, which it is printing here as a service to the membership.

load than manila and exhibit remarkable elastic recovery; hence they can be stretched repeatedly without fracturing component filaments.

Other peculiar characteristics of synthetics are that they exhibit a permanent elongation (the increase in length gained after the first loading) and a working elongation (the recoverable stretch that can be expected from broken-in lines). Because of this exceptional extensibility, synthetic lines recover with sudden force when they part, and men handling them should exercise utmost caution.

Under severe weather conditions, for example, when the elongation of synthetic mooring lines proves excessive, it is advisable to double up the lines, and extreme care should be exercised when easing out the lines from around bitts, cleats or other holding devices under stress.

Also, due to its high degree of stretch under load, rapid recovery upon release of the load and a low coefficient of friction, synthetic lines may slip suddenly and become hazardous to the line handler. To best control a line while easing out, two or three round turns should be taken on the bitt before figure-eighting the line, and the line handler should always stand clear of the bitts.

Nylon and polypropylene are the worst offenders of stick-slip when easing out under stress. Polyethylene, on the other hand, may require two or three extra turns because of its extreme lubricity and low amount of friction.

When nylon, polypropylene or Polyplus lines are used on capstans for heavy towing or impact loading, it is advisable to take six turns on the capstans plus two turns overlaying the last four turns. This reduces the hazard of sudden surges when rendering out. There are several other ways in

which manila and synthetic lines greatly differ.

Chemical Resistance

Whereas manila has poor chemical resistance, is subject to mildew attack unless treated, requires more attention and must be dried before storage, all synthetic lines have excellent chemical resistance to acids and alkalis and are inherently rot and mildew resistant.

In addition, manila guy and mooring lines must be loosened in wet weather due to shrinkage, but synthetic lines are not affected by moisture and require little attention due to weather changes. Some, in fact, are impervious to water, hence they will not freeze.

Synthetic lines under heavy strain may develop glazed areas on the surface where they have been worked against bitts, chocks or cleats. This condition may be caused by either fusing of surface fibers or removal of paint from metal surfaces, but the effect on line strength is negligible.

Surface yarns of some synthetics, particularly nylons and polyesters, become fuzzy as a result of chafing and abrasive action. This fuzziness is natural and acts as a cushion to retard additional abrasion, and unless the wear has penetrated well into the line structure, the loss in tensile strength, here too, is negligible.

RR Rate Cutting Called A Drag On Whole Economy

WASHINGTON—The railroad industry, through its policy of discriminatory rate cutting, has erected "regional trade barriers which retard the free flow of interstate commerce and distort the economic development of the country," the regulated water carrier industry charged here last month.

The charge was contained in the Common Carrier Conference of Domestic Water Carriers' new publication described as a "catalog of typical current rate comparisons."

In a lengthy analysis of alleged rail freight rate discriminations throughout the US, the water carriers declared that railroads maintain inordinately low rates on water competitive services and unduly high ones on identical services to interior, noncompetitive points.

Dispute Continues

This was the latest volley fired off by the water carriers in the two-year-old controversy between the railroads, which have Administration support for rate de-regulatory legislation, and water carriers which oppose such a move.

The regulated water carriers, representing barge lines which operate under Interstate Commerce Commission jurisdiction, have called instead for increased ICC controls of unsupervised water and truck operations in the bulk and agricultural commodities areas.

A similar bill sought by the railroads was defeated in April by the House Rules Committee. Although the Administration subsequently has been attempting to write new and hopefully noncon-

troversial legislation in this area, so far it has not been able to accomplish its goal.

Called Most Secretive Commission In Washington

FMC Promises To End Past Policy Of Secrecy

WASHINGTON—The Federal Maritime Commission has adopted a "more liberal" policy on disclosure of information concerning its operations, John Harlee, chairman of the agency, which regulates oceangoing shipping, has announced.

Speaking before the Maritime Administrative Bar Association June 12, the chair-

man stressed the commission's new policy of full disclosure, saying:

"Open Windows"

"We view our Office of Information Service and our public room as open windows. Their purpose is to assure full access by the general public, the press and all parties doing business with the agency to all pertinent material regarding our work."

In his remarks, Mr. Harlee told the admiralty lawyers that there would be "no iron curtain or subtle silken veil" on the activities of the commission.

He was referring to charges made last year that the commission was "the most secretive in Washington." The allegation was part of testimony given to a Senate Judiciary subcommittee in October by Mark P. Schlefer, an admiralty lawyer here.

"But," Mr. Harlee added, the commission would "refuse to consider" for public disclosure "any matter which is not contained in the official record." He said the only reason for withholding such information was that disclosure "would only confuse the public or misrepresent the commission's action."

Important Role

The commission's regulatory role is one of great magnitude, extending to about 400 common carriers using US ports, of which 335 are foreign-flag operators representing all the major maritime nations. Foreign commerce in the US represents about 25 per cent—or about

\$39 billion—of the total world trade, which, in turn, generates freight revenues of about \$5 billion a year, according to the commission.

As a result of Mr. Schlefer's allegations of secrecy, an anti-secrecy bill designed to limit the government's authority to withhold information from the public was approved by the Judiciary subcommittee and is now before the full committee.

Because of widespread publicity on the measure, the full five-man Federal Maritime Commission studied the charges and authorized Mr. Harlee to take corrective action. Early this year, he chose Richard W. Kurrus, a practicing admiralty lawyer here, to form a committee on public disclosure of information.

The committee, a 13-man group made up of eight journalists and five admiralty lawyers, met with Mr. Harlee on May 20. In a letter reviewing the discussion held at the meeting, Mr. Harlee said the commission had studied the charges and recommendations of the group and agreed to the dissemination of circular letters disclosing the commission's legal opinions and policy positions.

Ironically, Mr. Harlee's remarks to the MABA almost were kept off the record. Maritime lawyer Warren W. Gardner, chairman of the group, protested he thought the meeting was to have been off the record.

A spokesman for the commission said, however, he had cleared the presence of newsmen, only one of whom was present. The reporter was allowed to stay.

Lifeboat Class III Qualifies



Members of Lifeboat Class III have good reason to be satisfied after completing the Coast Guard course at New York headquarters. Graduates of the class, all of whom have received their lifeboat tickets, are, (l-r) Curtis Jorgensen and Harry Ormiston; middle row, Richard Behan, Conrad Gauthier, Charlie Hanscom, Chen Yu; rear, Steve Kelly, Bob Byrnes, Audry Fleming, Robert Krolak and instructor Arni Bjornsson.

YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

By SIDNEY MARGOLIUS

July Is Month For Good Buys

July is one of the best months for shopping, with many sales and clearances offering you an opportunity to save 10-30 per cent on important family needs.

Among the sales this month are standard brands and styles of shoes for all members of the family; women's dresses and sportswear; men's shirts and other furnishings; refrigerators; curtains and drapes; and, late in the month, the annual furniture sales. Used cars take their traditional drop right after July 4. This month, fuel dealers also offer special concessions to fill your tank or bin, and storm window installers, now between seasons, offer low quotations.

Here are tips to help you take advantage of this month's buying opportunities:

USED CARS: Prices of used cars have been higher than usual this year, averaging \$866 compared to \$832 last year and \$302 the year before, according to the National Automobile Dealers Association. But with more price concessions expected in July, a good used car is still an excellent investment if it is thoughtfully selected and financed.

A late model used car avoids the big first year depreciation of 30 per cent and sometimes more, which can amount to \$600-\$750 on moderate price cars. But used cars do need to be bought with care. In general, it is usually safer to put your money into a smaller, late model car than a larger, older one. Most frequent mistake of used car buyers is to buy without a test drive. Second mistake is to concentrate on the price rather than the condition of the car. (Make sure the dealer has an adequate service department to back up his claims of reconditioning and guaranty). A third mistake is to overpay for the financing.

The fact is, auto finance companies usually charge more for financing used cars than new ones. You may get a reasonable price on a car itself but pay \$100-\$200 more than necessary for the financing. Credit unions and banks have a clear advantage here. They usually charge no more, or sometimes very little more, for financing used cars than new ones. A credit union or bank rate generally is never more than \$6 per \$100 and sometimes less. But various state law permit rates ranging from \$10 per \$100 for cars less than two years old, to \$13 per \$100 for older cars, and sometimes more. This is equivalent of almost 20-26 per cent per annum. In the Southern States that have regulatory laws, lenders and finance companies are permitted to charge effective per annum rates of 25-30 per cent on older cars.

Especially beware of high pressure dealers who advertise such offers as "\$1 Down," "\$5 Down," "No Money Down," "We finance anyone," etc. The St. Louis Better Business Bureau reports that a survey found that almost never was the customer actually given such terms but often was compelled to negotiate a side loan to make up the substantial down payment finance companies actually require.

It is to the discredit of the daily newspapers that they permit such advertising. In a similar racket reported from Canada, some used car dealers got buyers to sign agreements to purchase without any written reference to financing, but gave the buyers the verbal impression that financing would be available. But when finance companies refused to accept some of the purchasers, they had to produce the rest of the purchase price themselves or forfeit their deposits.

CLOTHING CLEARANCES: You get most for your money in separates, which can be mixed, or matched, and market reports by Research Director Lazare Teper of the Ladies Garment Workers Union, indicate that wage earners nowadays are buying wisely. Women are tending to select the more versatile suits and separate blouses and skirts, and when they buy dresses, are choosing better quality ones.

UPHOLSTERED FURNITURE: The quality of upholstered furniture fabrics has developed into a major source of conflict between consumers and retailers, according to Home Furnishings Daily. The retailers in turn blame the manufacturers, and report that even expensive fabrics sometimes don't live up to consumers' expectations. The chief complaints are premature wear, fading and staining.

We have several times recommended buying upholstered furniture treated with soil-resistant and liquid-repelling finishes such as Scotchgard and Syl-Mer. They are worth the extra cost, often \$10-\$20, for furniture that will get hard use in a large family.

However, these finishes merely protect against soil and some stains (not all). They will not add durability to a thinly woven fabric, even though they are offered on some low quality furniture coverings. Salesmen may become over enthusiastic about such finishes, and may make greater claims than warranted even for their stain-resistance.

FOOD BUYING CALENDAR: Some meats are going up in price, especially pork and lamb, but beef remains relatively reasonable for July, and there are other low cost alternatives to help keep down family good bills this summer. Both broilers and oven ready turkeys currently are excellent values (useful for lunch boxes and salads too). Canned tuna fish is so cheap it is not only the buy of the month but the buy of the year. Canned pink salmon also is in heavy supply and relatively reasonable, due to good catches and large stocks.

Lakes Iron Rail Rate Cuts Rapped

DETROIT—Great Lakes shippers last week launched an all-out offensive in an attempt to frustrate the continuation of reduced multiple-car rail rates on scrap iron and steel moving from seven Michigan origin points to consuming areas in West Virginia, Pennsylvania and Ohio.

The Great Lakes Ship Owners Association has appealed to the Interstate Commerce Commission not to continue the rates, which approximate \$7 per ton, to be continued September 15 of this year.

A pending railroad tariff would enable the extension, which would be the third continuation of the reduced rates since they were put into effect last year on a "temporary" basis.

According to the association's argument, which the ICC so far has ignored, the Great Lakes water lines have "lost all of these tonnages" of scrap iron and steel since the rates took effect.

The rates are a "cancer which has spread and brought down the entire rate structure and has destroyed the dock at Saginaw (Mich.) as well as the vessel tonnage from that point," the association told the ICC.

SPAD

**Seafarers
Political Activity
Report**



POLITICAL EDUCATION. A special fund for political education has been created as the result of an increase in per capita tax by the Pennsylvania AFL-CIO, the first move of its kind by a northern industrial state federation. The tax will increase from four to seven cents per month for each member beginning July 1. The fund will be used for voter registration of all union members and their families and other citizens in the community; get-out-the-vote activity and a continuing campaign on issues. State legislative action that riddled a jobless pay program and the "right-to-work" threat were some of the reasons for the Pennsylvania decision to create the fund. The action was unanimously approved at the recent state AFL-CIO convention.



VOTE EQUALITY. Four states have acted to carry out the Supreme Court's February decision that reduces the disproportionate voting power of rural citizens at the expense of voters in populous areas. Georgia, Connecticut, Colorado and Michigan have all reapportioned congressional districts on the "one man, one vote" doctrine. Present population of congressional districts runs from a low of 177,431 in Michigan's 12th District to a high of 951,527 in Texas' Fifth. As a result of the High Court's ruling, Georgia legislators consolidated two rural districts and created a second from an Atlanta district that had a population of 824,000. Connecticut created six districts with more equal population. Some gerrymandering by Republican legislatures in Colorado and Michigan nearly equalized districts, but either placed more GOP voters into Democratic districts or put Democrat Representatives into the same district. Federal courts in Texas, Maryland, Kansas and Alabama have ordered reapportionment after the 1964 elections and court suits are pending in a number of other states.



NATIONAL MANPOWER POLICY. President Johnson urges establishment of a national manpower policy through cooperation of labor, management and government. The President told the annual convention of the Communications Workers of America (AFL-CIO) that a coordinated policy is needed because the economy of the US faces "vast and troubling changes" in the forthcoming years. Automation, the decline in jobs for the unskilled and the growth of the national labor force were three reasons given for the formulation of the manpower policy. A recently appointed Cabinet committee and existing labor-management committees will help to put the program into motion.

LABOR ROUND-UP

In an emotion-filled meeting at Suffolk, Va., 1,600 members of Retail, Wholesale & Department Store Local 26 ratified a new two-year contract with the Planters Peanut Co., to end their week-long strike against the firm. The union won its chief demand, a \$1.50 hourly minimum for the lowest pay category of workers. This means a 17-cent an hour wage increase for 900 women workers, while the other plant employees won 8 cents an hour each year.



Equity, the actors' union, has elected Frederick O'Neal as its new president to replace Ralph Bellamy, retiring after 12 years service. O'Neal, an officer and Equity council member for 14 of his 20 years as an actor, is the union's first Negro president. He was elected in a membership referendum after several years as first vice president. O'Neal had listed union objectives as contract improvement, particularly the soon-to-be-negotiated production contract; extension of employment opportunities, merger study, consolidation of pension and welfare funds, pay TV and others.



Packinghouse Workers in Minnesota scored a clear victory in a four-year-old battle to win union representation in plants of the Tony Downs Food Company, June 10, when employees voted 189 to 168 to form a bargaining unit. In 1960 the UPWA launched the organizing campaign in plants at St. James and Madella, Minn., but was rejected. Two other votes,

amidst charges of unfair practice, were unsuccessful. The third election saw the union defeated 216 to 188, but the National Labor Relations Board set the result aside on UPWA protests. On the fourth vote the union emerged as victor.



Backpay for wages lost in a strike 10 years ago was ordered for 166 employes of a New Orleans clothing manufacturer by a National Labor Relations Board aide. Workers of the J. H. Rutter-Rex Mfg. Co., Inc., are entitled to collect \$160,849 in backpay, averaging \$969 per employe. Execution of the order, however, may be delayed by appeals to the board and the courts. The strike by Clothing Workers ended officially in 1955, and the backpay claim has been under study since 1957.



Talented young rising instrumentalists from throughout the US and Canada are now participating in the sixth annual Congress of Strings summer school. The 100 finalists selected through community audiences are receiving instruction from noted conductors at the school sponsored by the American Federation of Musicians of Michigan State University, June 21 through August 15. The conductors are Mishel Piastro, Alfred Wallenstein, Richard Burgin and Victor Allesandro. The union pays all expenses of the students, who will appear in a series of public concerts.

'You Have Nothing To Fear As Long As I'm Around'



Two bills have been introduced into the New York State Senate whose early passage is vital to the health of the New York waterfront and maritime labor. They are Intro. 1967, which would abolish the Waterfront Commission, and Intro. 1968, which would amend the Waterfront Commission Act and provide for the closing of the longshoremen's register and the termination of the Commission employment centers.

The Waterfront Commission was never intended to be anything but a temporary apparatus. It has, however, determined that it shall be a permanent agency. We have seen continued effort by the Commission, some of it successful, to perpetuate and expand its powers and jurisdiction on the waterfront. Unfortunately, with few exceptions, only the organized labor movement has called attention to the dangers of this police agency and the threat it poses to our democratic institutions.

There is no more convincing evidence of the undemocratic character of the Commission than its arbitrary and crude abuse of longshore workers' rights. The loose and broad powers with which the Waterfront Commission is armed enable it to deprive a longshoreman of his rights to a livelihood. In any case involving the job rights of a longshore worker, the Commission acts as the complainant, prosecutor, judge and jury, and there is no appeal from the Commission's arbitrary decisions except through long and expensive litigation by the individual, who obviously does not have the means which such a procedure requires.

The existence and activities of the Waterfront Commission point up a most interesting paradox. As the International Longshoremen's Association continues its steady improvement of conditions on the waterfront and of its effectiveness as a trade un-

ion, the Waterfront Commission goes merrily on its way, building a bigger and bigger bureaucracy and seeking greater and greater powers.

The Waterfront Commission has been on the back of the longshore industry now for 10 years. Yet in all that time, with all of the obvious improvements which are the result of the ILA's efforts, as well as those which may be attributed to the Commission itself, not once has the Commission given any hint that the time is near to begin withdrawing and liquidating its functions—as the law intended. It is becoming ever more clear that in spite of the obvious changes which the New York Waterfront has undergone in the past 10 years, the Waterfront Commission will not admit that the conditions which led to its implementation no longer exist.

The Waterfront Commission will never say that its job is done. This is why it is up to the New York State Legislature, which created it, to conclude the work of this police agency. The Legislature, as one of the important guardians of the democratic way of life, has a responsibility to make certain that no police agency with arbitrary powers, and inconsistent with our democratic process, is retained a moment longer than is necessary. As far as the Waterfront Commission is concerned, that moment is long past. The need for it no longer exists and it must be legislated out of existence.

Both bills presently before the New York State Legislature are good bills. Of the two however, it is Intro. 1967 which is far and away more deserving of passage. This bill would abolish the Waterfront Commission entirely and completely eliminate the dangers inherent in such a self-perpetuating, police agency. This bill, at one stroke, would eliminate countless abuses of Waterfront labor, eliminate a constantly growing burden to the taxpaying public, and safeguard the spirit and practice of democracy and democratic principles in America.



Beef Box

By Robert A. Matthews,

Vice-President, Contracts, & Bill Hall, Headquarters Rep.

Penalty Meal Hour Interpretation

Several interesting questions have been sent in by Seafarers. One, concerning penalty meal hour, was sent in by James Lee, who sails on the Hudson.

Question: Will you please get us straight on the 12 to 4 watch. We are topping booms and we are half finished. The man going to the wheel is getting on for lunch at 11 AM, but they want the other two men to work until 12 o'clock and take to 1 PM for lunch. Is there a penalty meal hour involved or not? Or, do the two men just work till 12 and take lunch till 1 PM and start at 1:00 again?

Answer: Based on the information contained in your letter, and assuming vessel is at sea, the following would apply: There appears to be no violation of the Agreement.

Interpretation: The contract provides that the dinner hour is from 11:30 AM to 12:30 PM. It provides further that the 12-4 watch on sailing day is to be knocked off at 11:00 AM and to be ready to go on watch at 12 noon. It provides still further that the meal hour may not be changed in excess of one hour either way, provided that one unbroken hour shall be given or an hour's overtime shall be paid in lieu thereof.

The change of meal hour for the two men involved was not in excess of one hour. They were given a full, unbroken hour for dinner so they are not entitled to a penalty meal hour.

Reference: Standard Freights Agreement, Article II, Section 44. MEAL HOURS. Relieving for Meals. The meal hours for the unlicensed personnel employed in the deck and engine departments shall be as follows:

Breakfast— 7:30 AM to 8:30 AM

Dinner— 11:30 AM to 12:30 PM

Supper— 5:00 PM to 6:00 PM

(a) At sea the 4 to 8 watch shall relieve itself for supper.

(b) 12 to 4 watch on sailing days is to be knocked off at 11 AM in order to eat at 11:30 AM and to be ready to go on watch at 12 noon.

(c) These hours may be varied, but such variations shall not exceed one hour either way provided that one unbroken hour shall be allowed at all times for dinner and supper when vessel is in port. When watches are broken, if one unbroken hour is not given, the man involved shall receive one hour's overtime in lieu thereof. This penalty hour shall be in addition to the actual overtime worked during the meal hours.

(d) When the watch below or men off duty are working on overtime at sea or in port, they shall be allowed one unbroken meal hour. If one unbroken meal hour is not given, the men involved shall receive one hour's overtime in lieu thereof. This penalty hour shall be in addition to the actual overtime worked during the meal hour. The provisions in this section shall be applicable at all times at sea or in port to men on day work.

Question: What is the rate for cleaning holds? The Mate contends it is 50c, and I believe it is 52c per hour.

Answer: The correct hold cleaning rate is 52c per hour.

F. L. David, sailing aboard the Transhudson, sent in the following question asking for clarification of oiler watches.

Question: We arrived here at Bombay yesterday, Sunday May 17. We got F.W.E. at 10:42. We assumed that we were to continue on as before, with port watches for the Oilers to be maintained as in the past voyages. But, the Chief Engineer says 'NO,' due to the fact that the port is congested with ships and we may be several weeks before we go to a berth to start unloading our cargo of grain where he, the Chief Engineer, says that we shall resume standing our port watches. In the meantime, while at anchors in this roadstead, he wants us to be on day work.

Answer: The breaking and set-

ting of watches is at the option of the Chief Engineer. However, Headquarters has contacted the Company and notified them that they are to instruct the Chief Engineer to be consistent in the future: Either stand watches in all ports, or day work in all ports. In the event you have any further difficulty, please let us know.

Reference: Article IV, Section 7: BREAKING WATCHES—When a vessel is in port as defined in Article II, Section 34, and is scheduled to remain in port twenty-four (24) hours or longer, sea watches shall be broken. When scheduled stay of vessel is less than twenty-four hours, sea watches shall be maintained. If sea watches are to be broken, they shall be broken when "Finished with Engine" bell rung.

When vessel arrives in port and is to depart prior to midnight of the following day, sea watches for those men who are to stand donkey watches shall be broken at midnight on day of arrival.

On day of arrival any part of a sea watch from midnight until 8 a.m. shall constitute a complete watch. This shall not apply to men who are to stand donkey watch. When such arrival occurs on a Saturday, Sunday or Holiday, overtime shall only be paid for hours actually worked on such watch. When watches are not broken in port and vessel's stay exceeds 24 hours in port overtime shall be paid for all watches stood after 5 p.m. and before 8 a.m. after 24 hours. If watches are broken in a port after having been maintained for a period of time, overtime shall be paid for all watches stood between time of arrival and breaking watches. This shall not apply when the crew is being paid overtime for standing watches. This excludes men standing donkey watches. —and—

Section 18 (g) OILERS ON SEA WATCHES (STEAM) — In port when sea watches are maintained and cargo is being worked after 5 p.m. and before 8 a.m. Monday through Friday, the Oiler on watch shall be paid overtime in accordance with ARTICLE IV, Section 29, of the Agreement. —and—

Section 29. WORKING CARGO. —(a) The Watertender, Fireman-Watertender, or Fire-tube Fireman detailed to look after the plant shall receive overtime while cargo is being worked with ship's winches between the hours of 5 p.m. and before 8 a.m. Monday through Friday.

(b) When cranes or other shore equipment is employed exclu-

(Continued on page 17)

Senate Committee Ok's Ship Building Subsidies

WASHINGTON—A two-year extension of federal subsidies for construction and reconstruction of American-flag cargo and passenger ships has been approved by the Senate Commerce Committee.

Already passed by the House, the measure continues subsidies of up to 55 percent on new cargo ships and 60 per cent for reconstruction of passenger vessels.

The legislation, which extends

the program two years beyond June 30, is intended to offset the higher labor and construction costs in this country compared with foreign shipping yards. The amount of subsidy on each ship is determined by the Maritime Administration and then authorized by the Secretary of Commerce.

Subsidies to date have been running about \$250 million a year.

Shipbuilders and operators, who had appealed to the Senate for the extension, claim that had it not been approved it would cost them from \$500,000 to \$600,000 more per ship.

In the meantime, the Maritime Subsidy Board has proposed stiffer requirements for the sale or transfer of ships by subsidized operators. It plans to determine whether the prospective buyer has the experience and money to operate a ship before it approves a sale and releases the seller from any of his obligations under the construction subsidy contract.

New Cost System

The MA also has proposed a new system for comparing US and foreign costs for subsidy purposes. It proposes to stop using the single lowest cost foreign yard as a means for comparison.

Instead, it would use the average cost of five foreign shipyards to compute the subsidy. This would make the US and foreign shipbuilding costs closer together and reduce the subsidy outlay to the government.

A final decision on the new cost scheme is expected within two months.

Davy Jones Still Keeps A Secret

SAINT JOHN, New Brunswick —Treasures raised from a sunken, 18th century ship which was only discovered last January in the Bay of Fundy off this city's coast, were unveiled last week in an exhibit at the museum here.

The 150-foot wreck was discovered by skin diver Reginald Richardson, Jr., of nearby Deer Island. It has resulted in a series of explorations to recover a variety of items which have been carefully examined, authenticated and catalogued by personnel of the New Brunswick Museum.

But the real secret — who she was, where she was bound to and what type of mission she was slated for—is still hidden in the deep recesses of the sea which has washed around her for two centuries. The vessel is, to a large extent, obscured by silt and clay.

Documentation of objects salvaged from the floor of the Bay of Fundy pinpoints the ship's date as the latter part of the 18th century.

Further exploration was authorized by the Minister of Education of New Brunswick, and was sponsored by the museum.

Diver Richardson and several assistants have returned to the sunken vessel repeatedly, in search of more treasures and for possible clues as to what ship she was.

The INQUIRING SEAFARER

QUESTION: Has the Surgeon General's report on the harmful effects of cigarette smoking affected your smoking habits?

Regino Vasquez: The Government report doesn't affect me

since I only smoke one cigarette a day. I started smoking 13 years ago, but it's a rare day when I have more than one cigarette. I think that heavy smokers better pay attention to what's in that report. Since it doesn't apply to me, I haven't paid too much attention to it.

James B. Shamburger: The report hasn't made me do anything

to change my smoking habits. Why on earth should I? I can't quit and I can't find anything to make me stop lighting up. The effect of the report is mostly mental. When people read it, they start worrying. I once sailed with an 84-year old fireman who smoked all his life. Believe me, he wasn't worrying about cancer.

Jerry Miller: Before they issued that report, I was a two or three pack-a-day man.

Once I heard what could happen to you, I cut down to a pack a day. I'd cut it out altogether, but I'm afraid I'd gain too much weight. I once quit smoking for eight hours, but I almost slipped in the process. My wife is real proud of my eight-hour record.

Anthony Roberts: The Government report made me cut down

to a pack a day. I used to smoke about two packs; in fact, I've been smoking for most of my life. I believe what they said in the report since anything could be true. I quit smoking for a day or two a few times, but it didn't take long to get me started again.

Steve Bergeria: I mostly smoke cigars and a pipe, so the Surgeon

General's report doesn't affect me that much. I only take a cigarette once in a while. I'd probably smoke more of them, but the burning paper bothers me. When I'm reading, I usually enjoy a good pipe. I'm not short-winded or anything like that. I know because I work out in the gym regularly.





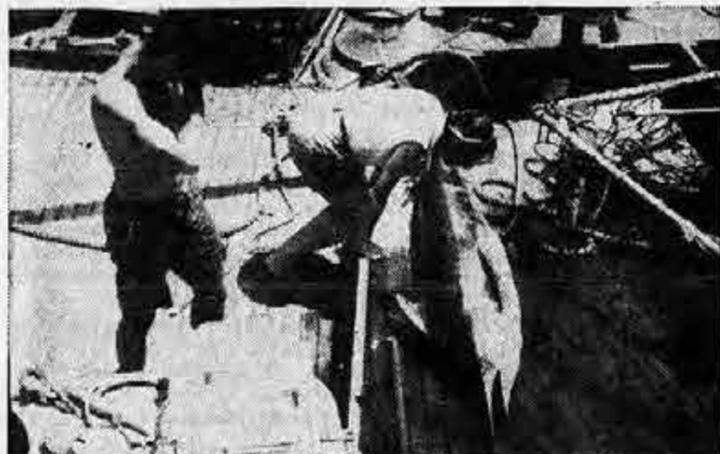
Seafarers and scientists watch a big one being landed. An average day's catch might include six hundred pound swordfish, marlin, sailfish, shark, albacore, yellowfin tuna, moonfish, leporus, and many other beasts of the deep, taken with special lines.



Far out at sea, the Anton Bruun had a visitor in this baby whale, which popped out of the water unexpectedly and played alongside the ship. Scientists on board estimated its weight at about 15 tons. No attempt was made to catch it.



Bosun Ed Cwynos (left) teamed up with chief scientist Shomura in landing a shark. The deep sea killer was hauled aboard in the Indian Ocean in April for study by the fish specialists on board, who are unlocking the secrets of fish activity.



Hoisted aboard and weighed, this swordfish tipped the scales at a cool six hundred pounds. Cruise #5 of the SIU-contracted research vessel carried eleven scientists from all over the world, one weatherman and seven professional Hawaiian fishermen in addition to technicians and crew.



At the first port of call, the Hawaiian fishermen threw a 'Luau' for everyone aboard. Here the main dish, a pig, is being prepared. This is a bit of play, but a normal day's work aboard the ship included intensive data gathering by the biologists, oceanographers, and other scientists aboard.



Enjoying the refreshments at the 'Luau' are (l-r) an unidentified scientist and Seafarers DeQuartel, AB, and Leight, BR. The photos on this page were taken and forwarded to the LOG by chief steward 'Saki' Jack Dolan, who reports that all hands enjoyed the beach party immensely.

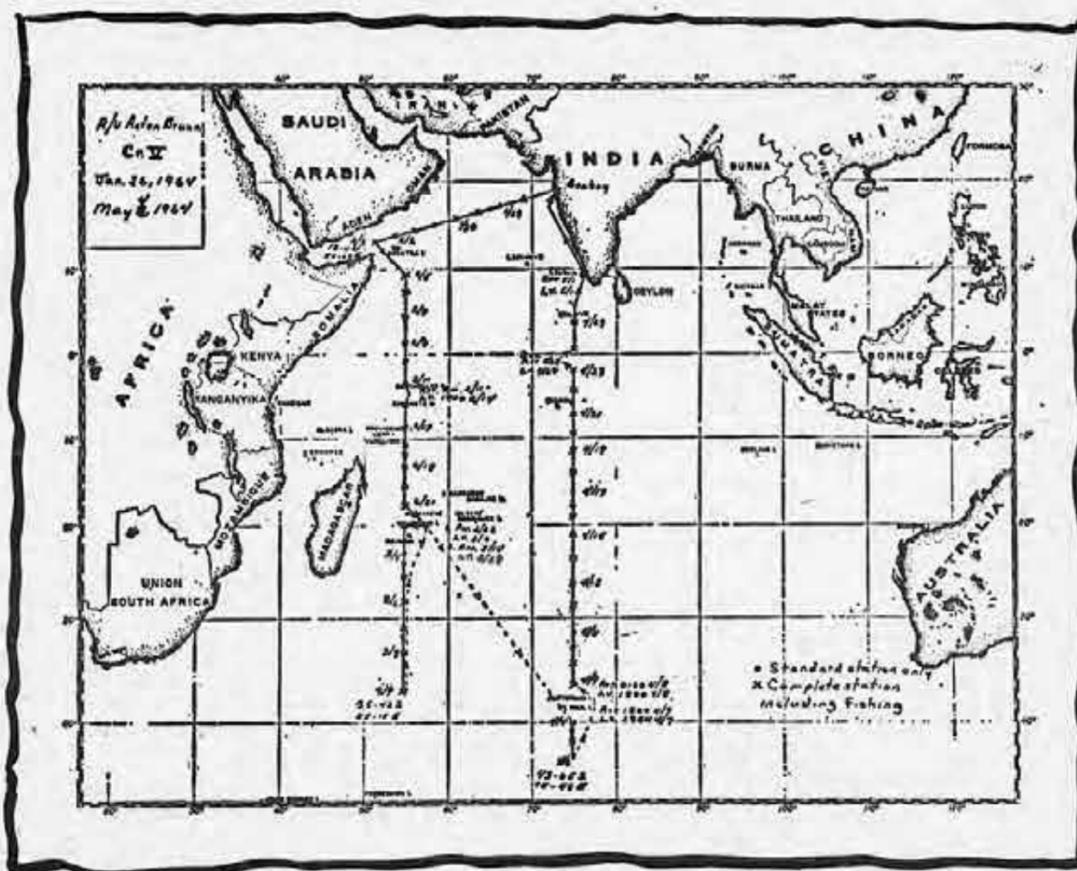
OCEANOGRAPHERS EXPLORE INDIAN OCEAN



Chief steward 'Saki' Jack Dolan, who made with the camera and pencil to make this LOG report possible.

SEAFARERS MAN THE R/V ANTON BRUUN

The map below shows the route of the SIU-contracted research vessel Anton Bruun's cruise No. 5, which is reported here in photos forwarded to the LOG by chief steward 'Saki' Jack Dolan. The major ports of call included the Seychell Islands; Port Louis, Mauritius; Amsterdam Island; St. Paul Island; Gan Island; Diego Garcia in the Chagos Islands; Cochin and then back to Bombay over a four month period. The vessel's full complement of scientists from all over the world were studying the sea and the life it supports.



Mariner Types On Way

APL Buys Matson Ship To Fill Temporary Gap

SAN FRANCISCO—SIU Pacific District-contracted American President Lines has announced its purchase of the freighter Hawaiian Educator from Matson Navigation Company, also an SIU Pacific District-contracted company.

The purchase is subject to the approval of the Maritime Subsidy Board and the Maritime Administration.

The C-3-type ship will be used on an interim basis in APL's Trade Route 29 service, the company said. Purchase price of the vessel was not disclosed.

A spokesman for APL said the company plans to survey the ship and lay the groundwork for manning her, and when government approval of the purchase comes

through, which is expected, the vessel, which probably will be renamed the President Harding, will be integrated into APL's sailing schedule this month.

American President Lines also began construction last month on one of three new Master Mariner cargo liners with the keel-laying of the SS President Monroe at National Steel and Shipbuilding Company's shipyard in San Diego.

The President Monroe is scheduled to be launched in February and delivered to APL in August next year. A keel for the third Master Mariner, the President Harrison, will be laid in November this year, at which time the first vessel, the President Polk, will be launched. All three liners will be in APL's trans-Pacific service by early 1966, the company said.

The 23,000-ton APL freighters will not be ordinary cargo freighters, the company said. Special innovations and design features will be built into the ships, and the three vessels will rank among the largest, fastest, and most highly-automated cargo liners in the American merchant marine.

The new freighters, under construction at a cost of more than \$37 million, are part of APL's fleet replacement program, and will bring to 13 the number of cargo liners that have entered service with the company in the last decade, APL reports.

Probe Legality Of Agriculture News Service

WASHINGTON — An amendment to the National Food Commission resolution has been passed by the House, which will permit the commission to study the Department of Agriculture's new market news wire. The resolution was passed on a voice vote here last week.

The amendment, which calls for a thorough investigation of the constitutionality of the USDA wire, follows on the heels of a blast against Agriculture by Rep. Paul Findley on the house floor.

Findley said the market news wire service was an attempt to disseminate news in competition with private wire services for the first time in history.

Calling on President Johnson to put an end to the government sponsored news service, Findley declared in a speech that inauguration of the service "strikes at the heart of our constitutional system."

The market news service, Findley continued, "could weaken the press freedom guaranteed under the first amendment."

The resolution, made by Republican H. Allen Smith, now goes to the Senate-House Conference to iron out differences between the two bodies on the amount of time and funds to be used by the commission in making its study.

The California congressman proposed that the "dissemination of market news" be included among the government services and regulatory activities which the resolution says shall be studied and appraised by the commission.

Smith told the House that his amendment would permit the commission to look into this particular aspect of government services involving the food industry if the commission wishes to do so.

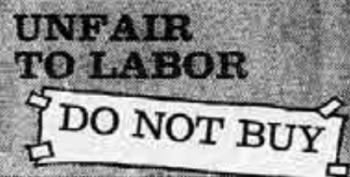
The National Food Commission, which is designed to study the food industry from farmer to consumer, would be comprised of five members of the House, five from the Senate and an additional five to be appointed by the President from outside Congress.

The Department of Agriculture has undergone severe criticism in recent months when it started competing against a private ferry line between Orient Point on Long Island, NY and its Plum Island laboratory.

Spinner



Operating the control panel of a telephone wire spinning machine above, at the SIU United Industrial Workers-contracted British Ropes Ltd. in New Jersey, is SIU-UIW member Joseph Korecky. Korecky is a deft hand at operating the rig, which is one of the most advanced in use today.



Action in the marketplace offers a method for trade unionists to assist each other in their campaign for decent wages and better conditions.

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

"Lee" brand tires
(United Rubber, Cork, Linoleum & Plastic Workers)

⚡ ⚡ ⚡

Eastern Air Lines
(Flight Engineers)

⚡ ⚡ ⚡

H. I. Siegel

"HIS" brand men's clothes
(Amalgamated Clothing Workers)

⚡ ⚡ ⚡

"Judy Bond" Blouses
(Int'l Ladies Garment Workers)

⚡ ⚡ ⚡

Sears, Roebuck Company
Retail stores & products
(Retail Clerks)

⚡ ⚡ ⚡

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

⚡ ⚡ ⚡

J. R. Simplot Potato Co.
Frozen potato products
(Grain Millers)

⚡ ⚡ ⚡

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

⚡ ⚡ ⚡

Jamestown Sterling Corp.
Southern Furniture Mfg. Co.
Furniture and Bedding
(United Furniture Workers)



By E. B. McAuley, West Coast Representative

S.F. Labor Advocates Anti-Scab Bill

The San Francisco Labor Council is pushing for passage of a bill in the California State Legislature that would prohibit the importing of strikebreakers from other states. Action stems from a nine-month-old strike involving San Francisco Typographical Union #21, in which scab labor imported from Florida, Colorado, Massachusetts, Louisiana, Texas and other states is being used.

This maneuver by printing plant management has the appearance of anti-union conspiracy and SFTU #21 is ready to prove the existence of out-of-state scabs. Any legislation to stop importation will be opposed—so the move will be a testy and cautious one.

Shipping on the West Coast looks very good, with the possible exception of Wilmington, where the outlook for the next couple of weeks is slow and no payoffs in sight. Both Seattle and San Francisco ports have a rosy shipping outlook for the near future.

An increase of 50 transits over April through the Golden Gate during May points to a good shipping outlook for San Francisco. In general, a decline in foreign-flag shipping activity over May, 1963, was noted. The 397 vessel arrivals last month were 15 fewer than 1963, but the ships' net registered tonnage was up some 124,000 tons over the same period last year.

Arrivals

We have had above average number of arrivals, 225 of the 397 being American vessels. In all, 21 different nations came into port. Japanese ship arrivals were below normal, part of a trend of declining ship activity from that nation to Bay and River ports this year. Coastwise shipping activity was moderately up.

Political talk on the Coast has quieted down since Pierre Salinger upset the appellation in the Democratic primary. The Pollsters really flopped when they picked Alan Cranston, the State Controller who was Gov. Pat Brown's personal choice. Goldwater's win in the Republican primary was also slightly miscalculated.

Over in the Sacramento delta and valley areas, where a large amount of the nation's rice and other grain is produced, there will be a new rice storage and loading facility and rehabilitation of old grain storage facilities. At a recent meeting of the Port of Sacramento Commission, a contract was awarded for the expansion, totalling \$2 million. The grain storage addition is to be completed within six months and the rice facility within nine. Rice, meanwhile, will continue to move by the temporary method now in use.

Slow is the word for Wilmington, which had four ships in transit during the last period and paid off only the Eagle Voyager. The Voyager then signed on six-month tramp type article to pay off again on the West Coast when they expired. Don Bartlett has been on the beach here for the past six months. He was taken off the Orion Hunter not fit for duty and remained in that condition for about two months. He is anxious to ship now and would like to make a bosun's job on a tanker.

New Book

Don Gilbo just received his book a few weeks ago after completing the upgrading program in New York. He has nothing but praise for the manner in which the program is being run, and feels that it was an exceptional experience to see how the union and welfare services operate. In sickbay at the US Public Health Service Hospital in San Francisco is Lester Wolfe, who was just repatriated from the Penn Challenger because of a broken wrist. He still keeps in touch with the hall here through his wife, Nellie. She says that he will be home soon and sends his regards to all his shipments on the beach.

We're running short of black gang men here in San Francisco,

and in the last period paid off the Wild Ranger. The Massmar, Eagle Voyager, Steel Artisan, Monticello Victory, Robin Hood, Montpelier Victory, San Francisco, Steel Navigator, Flomar and Northwestern Victory all were in transit. Walter Cousins, after being on the beach several weeks from the National Seafarer (a run job of 92 days), shipped on the Steel Navigator and hopes that his luck will run better this time. Phil Livingston, who sails as 3rd Cook and is a regular go-getter, is starting to get itchy feet while waiting for a ship to the Far East. Phil figures he has taken his vacation and it's time to get back to work.

Our old-timer, Walter Reedy, who is the dispatcher in San Francisco Hall, has been laid up for four days in the hospital here. Walter has a huge, ingrown carbuncle on his back, near the lower part of the ribs. He must take penicillin every day and heat treatment for several hours. Walter claims the therapy isn't hurting, but only very inconvenient.

The National Seafarer, Jefferson City Victory, Transhartford and the Mobile have all paid off up in Seattle. Expected payoffs are the Transeastern, Transhatteras, New Orleans and the Longview Victory. Demetrios Calogeros, bos'n off the Chlore, has decided to end his stay on the beach here and is registered and ready to go to work again. And W. Christianson is going to do just the opposite — stay on the beach in Seattle and get in a little fishing and sun.

American Mail Gets New Ship

SAN DIEGO—The 14,800-ton cargo ship Canada Mail was launched May 30, 1964, at the yards of the National Steel and Shipbuilding Company here.

Built at a cost of \$11,346,000, the vessel is the first of two sister ships under construction at the yard for the American Mail Line of Seattle, Wash., an SIU-Pacific District-contracted company.

The 563-foot, 20.5 knot steamship is the fourth new vessel to be launched for the company as part of a long-range, eight-vessel replacement program under a federal operating subsidy contract.

The line maintains scheduled service from the West Coast to the Far East and Southeast Asia.

SIU-Contracted Seatrail Line Begins New Puerto Rico Service

EDGEWATER, NJ—Twice-a-week rail car service to Puerto Rico began June 19 when the SIU-contracted Seatrail Lines made its first run to the island.

The service, part of a two-phase program, opened the U.S. Territory to rail service for the first time. Seatrail's specialized vessels now carry rail cars as well as highway containers.

Working with the Puerto Rico Economic Development Administration and the Puerto Rico Ports Authority, the Edgewater-based company last year began a weekly trailer service to San Juan.

Seatrail's six specially designed ships have been carrying 40-foot Flexi-Van dry trailers, Fruit Growers Express refrigerator trailers and the firm's own Seamobile Highway containers.

Terminal Operating

A \$1 million railroad car and trailer facility at Isla Grande, whose construction began in 1963, is now in regular operation.

The beginning of the new rail car service to Puerto Rico comes at the same time Seatrail will discontinue sailings between New Orleans and New York.

A recent announcement by company officials said that the sailings were cancelled because of recent heavy losses suffered from discriminatory rate-cutting by the railroads.

Seatrail's action in dropping the New Orleans runs parallels steps taken several years ago by SIU-contracted Sea-Land Service, which at that time was the only other general cargo coastwise service.

Floating Offshore Terminals Aid Supertanker Unloading

A floating tanker terminal that can be used for the loading and discharging of large tankers in the class of the SIU-manned supertanker Manhattan, has been put into use in many ports around the world.

Developed by a Swedish marine construction company, Imodeco International Ltd., the floating terminal is especially useful at harbors with restricted channel depths or at coastwise points with no port facilities whatsoever. The Imodeco Company was recently acquired by American interests.

Basically, the floating terminal is a large circular buoy-sized vessel, firmly secured to the sea bottom by a rotating mooring arm connected to a mooring ring, allows ships to moor quickly and safely and to swing completely around the terminal.

Rotating Unit

A multi-product distribution unit holds a rotating cargo manifold from which the hoses are passed to the tanker. The unit has the capacity to handle several different cargoes simultaneously through parallel lines.

The buoy-like terminals vary in size, the largest being about 45 ft. in diameter. The weight of the 45 ft. terminal is approximately 14 tons. The buoy is compartmented and contains equipment to operate fog signals, lights, and compressed air apparatus to raise and lower the float-sink hoses where used.

Several terminals are already operational in the waters of the Spanish Sahara, Sicily, Spanish Guinea, Italy, Japan and South Korea. At the terminal in Ulsan, Korea, tankers can discharge at a rate of about 3,000 tons per hour through two 12 inch hoses. The cargo hoses are continuously floating lines, each 800 feet in length. Another floating terminal at Iita, Japan can accommodate tankers up to 100,000 dwt. The terminal is fitted with two 12 inch, float-sink cargo hoses.

Disappearing Act

Special floats on the hoses maintain them at almost neutral buoyancy. The hoses rest on the bottom of the sea when filled with

sea water, and will float on the surface as the water is blown out by compressed air through an air hose contained within the cargo hose.

In this way an area is kept free of floating hoses when the terminal is not in use and therefore does not interfere with local shipping and consequently there is less wear and tear on the cargo hoses. Only 20 minutes is required to float two 755-foot lengths of 12-inch hose.

With an increasing trend toward the construction of mammoth size tankers and a worldwide lack to harbor facilities capable of handling them, the floating tanker terminal could be a practical and economical solution to a pressing problem in the maritime industry.

Big City Bans Barge-Borne Billboard Ads

NEW YORK—Brightly illuminated auto agency billboard ads which have been towed by barges around Manhattan Island for the past several months have been banned by the City Planning Commission here, although it may have a legal battle on its hands.

Allied Waterways Spectaculars, the only firm now using the barge-borne ads, has questioned the right of the city to regulate activities on navigable waterways, usually the concern of the federal government, and has received a one-year grace period.

House flags and other marine insignia were exempted from the amendment to the zoning code, which becomes law in 60 days if approved by the Board of Estimate.

The Planning Board contends its ban is based on the need to maintain highway safety and the value of waterfront property.

Motorists on waterfront highways had complained that the multicolored barge display was a distraction, and real estate interests complained it threatened property values, the Board said.

Cite 50 Percent Tonnage Increase

U.S.-Canadian Authorities Nix Seaway Toll Hike Plan

DETROIT—Based on a 50 per cent rise in cargo tonnage handled during the first two months of this year, United States and Canadian St. Lawrence Seaway Authorities have recommended to their respective governments that there be no toll increases on the new international waterway for the next five years.

It is now up to the governments of both countries to make the final decision. Should the two governments go along with the recommendations, it would mark a victory for the U.S. agency, which has held out for a status quo on the tolls against a reported proposal by the Canadian entity that they be hiked by as much as 10 per cent.

The increase in cargo tonnage handled on the waterway thus far this year has encouraged both U.S. and Canadian seaway groups to forecast a 35 million ton cargo handling this year.

The seaway, in fact, celebrated its fifth anniversary by breaking all tonnage records, according to Joseph H. McCann, administrator of the St. Lawrence Seaway Corporation. Tonnage figures indicate that the waterway topped the five-million-ton mark for the first time in its history and increased its lead over last year's record pace by more than two million tons, he said.

Should this tonnage pace continue, both Seaway groups would be able to wipe out much of the financial problems that have left them in the position of being unable to make their financial agreements with their respective governments hold up.

Pay Off Pledge

Under international agreement, both U.S. and Canada Seaway authorities are pledged to pay off the multimillion-dollar indebtedness for the construction of the waterway within a 50-year period.

The agreement also called for a review of the tolls structure at the end of the first four-year period to determine if tolls were sufficient to meet the financial agreement. Any change in tolls was to have become effective with the opening of the 1965 shipping season.

While nothing official has come from the Commerce Department in Washington, it is believed likely that the U.S. Government will go along with the no-tolls recommendations.

Consensus has it that every

month the Seaway, by increasing the cargo flow, has been able to wipe out much of the earlier deficit in cargo which put the tolls return far below the anticipated level.

While it generally was agreed that a tolls hike was necessary to meet the joint debt, it also was felt that to increase tolls by even as much as 10 per cent would not only discourage use of the Seaway by shipping lines, but would wipe out some of the advantages Seaway backers claim the waterway has over deepsea ports.

An encouraging sign, Seaway officials said, is a 10 per cent rise in general cargo which up to now

has lagged far behind estimated forecasts.

The Canadian Government this year reimposed tolls on the Welland Canal, the all-Canadian link in the Seaway between Lake Ontario and Lake Erie, after a year's lapse. The government presently is working on twinning the locks to speed up the handling of shipping via this one-time bottleneck which hampered vessel movement.

Final ruling on the tolls is expected by July 1, 1964, but it has been agreed that any change made would not become effective until the beginning of the 1965 season on the Great Lakes.



By Al Tanner, Vice President and Fred Farnen, Secretary-Treasurer, Great Lakes

Lakes Job Outlook Optimistic

The shipping picture for the Great Lakes continues to be bright and clear as most ports report the job situation is holding steady. Shipping in Chicago is reported to be exceptionally good, while Duluth and Buffalo also send word that the job situation remains at a good level. Detroit and Alpena also report that shipping remains at a good, even keel.

The big news in the Lakes area was the decisive 3-2 margin the SIU-Transportation Services and Allied Workers rolled up among the Checker Cab drivers in Detroit on June 8-9. The SIU-TSAW vote was especially significant since the vote represented a definite setback for the Teamsters, right in Jimmy Hoffa's backyard.

However, there were 312 challenged votes, which will be settled in the near future.

The NLRB election was the climax of a campaign which began two years ago when a group of Checker drivers came to the SIU-TSAW for help in establishing a union.

The company used almost every device in the book in its attempt to repulse the organizing drive. It only accepted an NLRB decision for an election after a supreme court decision rejected its claim that multi-ownership of the cabs barred the drivers from coverage by the Taft-Hartley Act.

Another bright spot on the labor front was the news that we finally received certification from the NLRB in the Pringle Barge election. A proposed contract has been prepared and will be submitted to the company shortly. The Pringle Barge Line operates two tugs and two barges, employing about 40 unlicensed seamen.

SIU men on the beach in Alpena had bright smiles recently when they learned that the John W. Boardman, a cement carrier, wouldn't be laid up, as previously reported, because of a shortage of cement. The vessel is expected to fit out again within the next 10 days.

Several Seafarers are aboard the new car ferry Tustumena, according to a report from Frankfort. They will be making the long, 10,000-mile voyage through the St. Lawrence Seaway, via the Atlantic Coast, through the Panama Canal and on up to Seattle, Wash.

Shipping has slowed down a bit in Cleveland during the past few weeks, but book men are still signing on without having to wait for long periods of time. George Koelher, former porter on Reiss Line ships, and Dominic Oliver, who recently left the El Ford, are both on the beach, enjoying a well-earned rest.

The excellent job situation in Chicago has meant that several "regulars" around the hall have

shipped out. Al Morgan recently signed on the Milwaukee Clipper as a lookout. Al has shipped on the Clipper in previous seasons, and we're sure the gang there will be happy to see him return. He has developed quite a reputation for the concerts he gives with his concertina on balmy evenings when everyone is sitting around the fan-tail. Paul Provo is also another steady who has returned to the Milwaukee Clipper. After being in dry-dock for a year-and-a-half with a broken leg, he is really happy to get back to work. As he puts it, "It'll really be good to get some fresh air back in my lungs." Jimmy Hamilton has found a job on the barge Marquis Roen. Jimmy was really sorry to ship out, but he came around the hall recently to tell everyone that he has found a new home.

According to St. Lawrence Seaway authorities cargo traffic during the first quarter of 1964 was 74 percent higher than April, 1963. The increase was attributed to the heavy grain movement and the early opening of the canal. The Montreal-Lake Ontario section of the seaway carried 2.9 million tons during April, compared with 1.6 million tons a year ago. The Welland Canal handled 3.4 million tons of cargo, which was a healthy rise from the 1.96 million tons which moved during the same period in 1963.

Elbow-On View



From the crook of his elbow, shipmates may be able to recognize SIU Inland Boatmen's Union member Thomas Breslin. As relief cook aboard the IBU-contracted McAllister tug Theresa, operating out of Philadelphia, he's poured many a cup of hot java in his day.

CHANGING ADDRESS ON LOG MAILING LIST?

INCLUDE POSTAL ZONE NUMBER



TO SPEED DELIVERY

Union 'Don't Buy' Campaign Makes Boss See The Light

NEW YORK—A company which felt the pinch of a nationwide consumer boycott abandoned its union-busting campaign and agreed to a contract with the Hatters providing substantial gains for nearly 800 workers in Corsicana, Tex.

Hatters Pres. Alex Rose credited the turnabout by the management of Texas-Miller Products, Inc., to the "solidarity" of union members across the country who insisted on the union label and refused to buy Adam hats, the company's biggest-selling brand.

Express Gratitude

"We are deeply grateful," Rose said, "to every union and central body which helped publicize the dispute and to union members who protested the sale of the hats in stores in their communities."

Working for nine months without a contract, after the company had refused to agree to any improvements, union members in Corsicana pinned their hopes on the success of the union label campaign. The union lost a decertification vote by a narrow margin, but the National Labor Relations Board last month set aside the vote after testimony that company officials had threatened to close down the plant rather than "submit" to union demands.

Meanwhile labor support for the Corsicana workers grew, expressed

in resolutions, in articles in union newspapers, in volunteer help in passing out leaflets at plant gates and at entrances to stores selling Texas-Miller brands. Pickets at major retail outlets carried consumer oriented appeals.

The company saw the handwriting on its balance sheets. It acknowledged the effectiveness of the boycott and asked the union to resume negotiations. Company Pres. Benjamin Parill called together the workers in the Corsicana plant, emphasized the need for the union label for the success of his company's hats and stressed the importance of union-management harmony.

Reach Agreement

In New York, negotiations moved rapidly. Agreement was reached on a four-year contract including:

- A retirement program financed by employer contributions of 3 per cent of payroll.
- Wage increases ranging from 32.5 cents to 44 cents an hour.
- An additional paid holiday.
- Permission for the company to

use the Hatters union label when 97 percent of the workers are members of the union. (Texas law prohibits union shop contracts.)

In addition to Adam hats, the company's brands include Ashley, Bianchi, Bonar Phelps, Dorsey Jay, Hampshire Club, Repell-X and Leo Spray.



Your SIU Clinic




By Joseph B. Logue, MD, Medical Director

Health And Safety Go Together

The swimming, boating and vacation season is here again, and with it comes the reminder from Today's Health that you can do a lot to protect your health and safety this summer by keeping in mind a few simple tips.

Artificial Respiration

You can help save a life if you know when and how to give artificial respiration. When breathing has stopped, don't wait to call for help. Begin artificial respiration at once. Don't stop to loosen the victim's clothing or to look for a blanket. There are two methods of artificial respiration now in use, the manual method and mouth-to-mouth breathing. Any recent first aid manual will tell you how to apply them. In mouth-to-mouth artificial respiration, the rescuer simply breathes air into the lungs of the victim. Clear the victim's throat, tilt his head back, hold the chin forward, pinch his nose, take a deep breath and breathe into his mouth. Repeat fifteen times per minute and keep it up until the victim starts breathing again.

Pool Safety

The backyard swimming pool has become commonplace in many neighborhoods. If you swim in a private pool, a few precautions should be observed. The pool should be fenced to prevent wandering toddlers, and someone who knows the technique of lifesaving should always be present. Never swim alone. Require that your pool users know how to swim. Make sure your pool and water are clean and sanitary. Enjoy it in safety!

Vacation Travel

Planning a trip this summer in the family auto? When traveling, eat lighter than usual and avoid highly seasoned or heavy foods. Be prepared with suitable clothing for possible changes in weather. Go to bed early and cover the miles in the morning to avoid the heat of day. Stop often during the afternoon to let the kids stretch. If you need a physician in a strange community, phone the nearest hospital or the County Medical Society.

Sun Safety

That first day in the summer sunshine can be a lot of fun. But don't spend all the next week recovering from a sunburn. Here are some ideas that may save you a painful burn. If you're going fishing or boating, wear a hat and light protective clothing. Cover exposed skin with a good suntan preparation. If you're going out for your first sun bath, limit your first full exposure to 15 minutes. Then increase exposure by 10 or 15 minutes every day. People who burn easily, can sun bathe in the late afternoon. After 4 P.M. the sun's rays no longer beat straight down. Exposed skin should always be covered with a good suntan oil or cream. Give extra protection to the face, legs and the skin in front of the elbows—areas especially sensitive to the sun's rays.

Poison Ivy

Poison ivy and other poisonous plants grow along fences, paths and roadways. Know them and avoid them. Symptoms of poisoning are itching and burning of the skin within a day after contact, followed by a rash, swelling and blisters. If you touch a poisonous plant, wash five or six times with soap and hot water.

Insect Bites

Got a mosquito bite? Don't scratch it. Insect bites can become infected after scratching breaks the skin. Itching of minor bites can be relieved by sponging them with alcohol and applying them with alcohol and applying a soothing lotion.

A lifeboat which took crewmembers from the Brazilian-owned, Liberian-flag Pomona after she caught fire at sea, is visible above, riding alongside the rust-encrusted hull of the vessel.

Liberian-Flag 'Murder Ship' Burns At Sea

HONOLULU — The Liberian "death ship" Pomona, whose crew lived in terror for more than three weeks last month after the ax-murder of their captain on the high seas, caught fire and was abandoned by most of her crew 65 miles southwest of here June 10.

Coast Guard planes and cutters rushed to the scene when they received the vessel's terse SOS saying that fire had broken out and the 33 officers and men were taking to the lifeboats. The blaze, whose origin was unknown, apparently broke out in the engine room.

Three men were reported to have remained aboard the ship to fight the blaze, and hours later another Liberian-registered ship, the Rio Manamo, reported the blaze under control and all 33 of the Pomona's company accounted for and uninjured.

Blood-Soaked Cabin

The Pomona, dubbed "death ship" and "hell ship" by her horrified crew, reached Honolulu May 18 with the axe-hacked body of Capt. Jacob Natvig still lying in his blood-soaked cabin.

The body was found May 15 by First Mate Alf Olsen. Terror-stricken, Mr. Olsen locked the cabin to conceal the heinous deed and preserve some shreds of discipline aboard and then headed for Honolulu. Here, the ship lay docked with an unknown murderer aboard, in an atmosphere thick with fear, until her departure June 9.

Twenty-five Chinese seamen from Hong Kong were flown in to replace the original brawling crew of Norwegians, Finns, Spaniards and West Indians who had pulled knives on officers during the cruise. The eight Norwegian officers agreed to stay aboard the grim ship only long enough to deliver her cargo to Formosa. Mr. Olson was in command.

US authorities refused to accept jurisdiction in the murder, as it had occurred on the high seas.

Rides On Cushion Of Air

New-Fangled Craft Classified As A Ship

WASHINGTON—A strange hybrid transportation vehicle that had federal regulatory agencies up in arms because they couldn't quite put a finger on its species has been classified as a seagoing vessel subject to marine laws.

As a result of the ruling, an airline company which had intended to put its new craft into service on passenger hauls in the San Francisco Bay area was denied permission to operate the vehicle because it is manufactured by a foreign company. Under marine laws no foreign-built ship is permitted to carry passengers between United States ports.

What Is It?

The craft in question is a "ground effects machine" or "hovercraft," so called by the British firm which manufactures it. The vehicle travels over land

or water on a cushion of air forced beneath it by large blowers.

A recent joint meeting of the Civil Aeronautics Board, the Federal Maritime Commission and the Interstate Commerce Commission, with the Federal Aviation Agency, Treasury Department, Coast Guard and the Bureau of Customs sitting in, raised these questions to determine its identity:

Is it a boat because it travels over the water? Is it a truck because it travels just as well over land? Is it an airplane because it travels above both ground and water, if only at a height of 12 to 18 inches?

The hovercraft is now technically a marine vessel and the legal thought is that the applicant, San Francisco and Oakland Helicopter Airlines, would have no trouble with regulatory bodies if the experimental service was started with US-built equipment. Bell Aero-systems Company of Buffalo, N.Y., has done considerable research with the vehicle, although British engineers are the leaders in the field.

50-60 M.P.H.

Cruising at 50 to 60 miles an hour at 12 to 18 inches off the surface, the 20-passenger craft would be able to clear waves three-feet high, take advantage of direct routes regardless of tides or shallow water, and cut turn-around time because it can load and unload on land with no difficulty.

Interest in the vehicle as a mass-transit carrier is high. The Port of Oakland Authority has applied to the Federal government for a \$1 million grant to be added to \$500,000 in city funds in setting up a pilot project to demonstrate the mass transit potential of such air-cushion craft.

London Banks Losing Out To Local Bookies

Betting is big business in Britain. So much so, in fact, that the banks in London are crying the blues over the loss of their highly trained clerks to better paying clerking positions with local bookmaking joints. Youths of 19 who earn about 9 pound a week (one pound is \$2.81) are being offered 12 to 15 pounds a week as starting salary with the bookies, with bonuses. And experienced senior bank clerks have received offers of up to 25 pounds a week. That's a good bet when it is considered that a salary of 1,150 pound a year is reasonable in London. Bookmaking, of course, is all legal and above board in England, and a guy has to make a buck—quick or not—some way.

SIU Clinic Exams—All Ports

EXAMS THIS PERIOD: March 1 - March 31, 1964

Port	Seamen	Wives	Children	TOTAL
Baltimore.....	153	34	24	211
Houston.....	176	10	11	197
Mobile.....	71	11	7	89
New Orleans.....	339	17	7	363
New York.....	514	35	26	575
Philadelphia.....	182	24	26	232
San Juan*.....	22	18	13	53
TOTAL.....	1,457	149	114	1,720

*3/21/64 to 4/20/64

American Exports Up

Europe Using More Coal

WASHINGTON—An increased consumption of coal in Europe, the Far East and Latin America is being interpreted by exporters here as an indication of a rising tide in coal exports in the years ahead.

In addition, such factors as a depletion of mines in Europe, along with rising labor costs and a scarcity of labor in European countries to work the mines is working in the favor of increased coal exports from the U.S.

European nations, in an effort to meet the expanding needs of industry, will become more dependent on coal as a fuel.

Other factors signifying a rising trend in coal exports over the next several years include:

- An increase in coal demand in Japan and a corresponding increase in the import of US coal.

- A growing demand for coal in Latin America and other developing areas to meet increased consumption resulting from stepped-up industrialization.

- The relatively low price and high quality of American coal compared to coal mined in many other countries.

- Reasonable ocean freight rates which are not expected to rise unduly in the near future.

Total US exports of bituminous coal to Europe and Japan rose precipitously in the first quarter of 1964, but exporters expect a leveling off in the next few months because of stockpiles of heating materials, including coal, that have been built up in these countries.

The US government has been actively engaged in a program to step up the export of anthracite coal in this country due to the beneficial effects such trade could have on the US balance of payments problem. Secretary of the Interior Stewart Udall recently named a coal export coordinator and three special committees recently to help carry out a joint

government-industry program to stimulate the trade.

Although the anthracite export drive is not formally tied to the administration's anti-poverty drive, it is considered definitely related because the hard coal region of the US is one of the worst of the depressed areas of the country and has a high priority for federal help.

To increase exports of hard coal two immediate problems must be overcome, among others. These are the frequent insistence by foreign buyers of precise size and quality specifications and the need to coordinate rail and ship move-

ments of large volumes of hard coal to achieve maximum economy.

Stimulating hard coal exports would be worth a great effort, a combined union and trade association group in Pennsylvania has agreed, because not only would it aid the economically depressed hard coal mining regions, but would contribute toward improvement in the US balance of payments. The group agreed that there was adequate skilled labor and enormous reserves of anthracite, and that production and transport problems should be eliminated by a strong cooperative effort.

Bill Aiding Hospitals Called One Of Finest

WASHINGTON—Rep. John B. Bennett (R-Mich.) termed the Hill-Burton hospital construction act, "one of the finest federal aid programs in my many years of experience here" as he urged enactment of House-adopted legislation to extend and improve the act.

Bennett was interviewed on Washington Reports to the People, AFL-CIO public service program heard on 700 radio stations, with Rep. John E. Moss (D-Calif.), who said that the Hill-Burton act already has increased the proportion of hospital beds from 50 percent of the nation's needs to 85 percent. Bennett added that the legislation has provided "much needed hospital facilities for communities that otherwise wouldn't have them."

Wide Scope

The amendment passed by the House, Moss reported would provide \$250 million a year in assistance for modernization, continue federal participation in underwriting costs of hospitals, increase the authorization for long-term care facilities from \$40 million a year to \$70 million, aid in establishment of rehabilitation, diagnostic and treatment centers.

Moss said he hoped the Senate would improve the amendment by making modernization funds available in 1965 instead of 1966 and by setting up a formula to aid in long-term financing of non-profit hospitals.

Bennett pointed out that areas get funds on the basis of need, with each state surveying its needs and submitting requests to the U.S. Public Health Service, which determines priorities. He described the measure as non-partisan, noting that the act was initiated by a Democrat, Sen. Lister Hill (Ala.) and a Republican, former Sen. Harold Burton (Ohio), later an associate justice of the Supreme Court.

Needs Have Changed

During the early years of the act, Moss said the need was to provide and develop hospital facilities in remote areas. Now, he said, the need could reduce hospital costs to communities.

"Another means of reducing costs," he said, "would be to improve methods of financing the portion of the cost not met by federal or state grants," perhaps through long-term loans at low interest rates. Modernization, in Bennett's opinion, would include

expansion, where needed, to permit hospitals such as the 40-bed facility in his hometown on Michigan's northern peninsula to provide greater service.

Long-term care facilities, such as nursing homes, will be of increasing importance, Moss said, because of the growing proportion of persons in the higher-age brackets.

Beef Box

(Continued from page 12)

sively in the handling of cargo, and if ship's gear and deck machinery is not being used, no overtime will be paid to men on watch Monday through Friday.

(c) When cranes or other shore equipment is employed for the handling of cargo and the ship's gear and deck machinery is used to trim cargo, conveyors, etc., and ship's steam furnishes the power for such operations, the water-tender, Fireman-Watertender or Fire-tube Fireman on watch shall receive overtime after 5 p.m. and before 8 a.m. Monday through Friday.

In submitting questions and work situations for clarification, delegates and crews are reminded once again to provide as much detail as possible setting forth the circumstances of any dispute. Besides those mentioned, some of the members who were sent clarifications on various subjects during the past few days included the following: John Rupekia, Port Reading, N.J.; Ira K. Coats, ship's delegate, Penn Challenger; Jasper R. Thompson, ship's delegate, Alice Brown; Tony Wasilok, ship's delegate, Robert D. Conrad; Mike J. McCormick, deck delegate; Sacramento; John P. Chambers, ship's delegate, Mt. Vernon Victory; Arthur C. Harrison, Tadel Village and Richard G. Harris, engine delegate, Midland.



Skipboard



By Fred Stewart & Ed Mooney
Headquarters Representatives

Shipboard Morale Important Factor

"The qualities of mind and body that were needed in the seamen of the earliest times are yet needed—and there can be no real seaman where these qualities are not."

These are the words of Andrew Furuseth, and what he is talking about is morale.

High morale aboard ship is essential to promote efficiency and performance of duties. It is the factor that makes the difference between an organization that merely operates and one that cooperates to do the best possible job in everything it undertakes.

The morale aboard SIU ships is high. This fact is attested to every day in letters from the membership expressing the appreciation of them and their families for the many benefits Seafarers and their families receive by belonging to a strong union which has their welfare as its prime concern.

Many factors are involved in the development and continuance of high morale among Seafarers. Some of these morale-building factors are:

- **Good physical health.** The Union protects and maintains the health of Seafarers and their families through the system of SIU clinics operating in the major ports, providing modern facilities for diagnostic medicine to prevent illness and to catch incipient illness while it will still respond to treatment.

- **Good mental health.** Worry is the prime cause of poor mental health with the low morale that goes along with it. Through the many benefits the Union makes available to Seafarers and their families many of the nagging worries which haunted the working man in the past have been removed. The Seafarer has job security, strong contracts, good working conditions, a secure future, and the knowledge that he and his family will be provided for in the event that he is unable to continue working for any reason.

- **Effective seamanship.** A man who knows his job thoroughly and takes pride in his work is almost automatically a good worker with high morale. Through the many programs available to the membership through the Union, such as the upgrading program, education program, informational meetings, etc., Seafarers are kept abreast of the latest developments in their chosen line of work and are secure in the knowledge that their abilities will be recognized, developed to their highest potential, and that they will be able to keep progressing toward their highest capabilities.

- **Pride in impressive traditions.** Seafarers know they are part of a strong, militant union which has played a key role in improving the standards of all American workers. From the time of the organization of the union through the early strikes which established it as a force to be reckoned with to the present day, the SIU has maintained a tradition of leadership in the labor movement of which every Seafarer can be proud.

- **A sense of fair treatment.** Fair treatment is guaranteed to Seafarers through the Standard Freightship Agreement in which his duties and responsibilities are defined in black and white, the SIU Contract Department which will interpret and safeguard the rights of Seafarers in the event that a beef arises and the SIU Constitution, which assures the democratic operation of the Union and is reprinted periodically in the LOG so that Seafarers can keep informed on their rights within the Union.

- **A sense of brotherhood.** Brotherhood is a reality in the SIU and not just a word. The Union will not tolerate discrimination of any sort and promotes the Brotherhood of the Sea in everything it does. All Seafarers are guaranteed fair and equal treatment by the Union's contracts with the operators, by the SIU Constitution, and by the system of regular membership meetings at which any Seafarer can get up and air his views before the entire membership.

This is just a partial list of the factors which make for high morale. Also included are a knowledge of the results of each individual's and the whole group's progress, the knowledge that good performance will be recognized, participation in the results of the efforts of the Union, confidence in the success of the Union's undertakings, conscious assumption of responsibility by every member, the support of favorable home and community conditions, and many others.

Interest in his job is not enough to promote morale. Each worker can be interested in his own job, and morale still be poor. It is only if he is also interested in his relation to the entire organization that morale begins to develop. A good shipmate, who does his work efficiently, honestly, with pride and fairness, is the best morale-builder in the world.

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

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Text of President's Pre-Balloting Report

The President's pre-balloting report, submitted in advance of this year's union elections in accordance with the requirement of the SIU Constitution, is in the process of submission to the membership for its action at the July regular membership meetings in all constitutional ports. The report, which specifies the number of union officers that are to appear on the ballot, the requirements for candidate eligibility and other balloting details, was adopted at the headquarters meeting of June 8, as recommended in the Secretary-Treasurer's report below. The report will be submitted and acted on at the other regular membership meetings to be held this month.

The text of the report follows:

PRESIDENT'S PRE-BALLOTING REPORT

Under the Constitution of our Union, the Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters District, Article X, Section 1 (e), the President shall submit a pre-balloting report at the regular meeting in July of every election year. The Constitution of our Union also calls for seven (7) Constitutional ports of the Union, which are: New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston and Detroit.

As your President, in consultation along with the Executive Board of the Union, a careful appraisal has been made as to what we feel will be the needs of the organization in all the Constitutional ports, including the port of New York and Headquarters, for the coming term of office of the officers and other elected representatives of our Union. Since the Constitution provides for seven (7) Constitutional Ports it was felt that it was advisable to place on the ballot the elective jobs of those ports. Where necessary, the personnel for other than the Constitutional Ports may be assigned as needed from those Constitutional Ports, where possible. As the membership is aware, it is necessary for the Union to keep abreast of the changes in the shifting of the job requirements of the companies with whom we have contracts, as well as in being prepared to meet the opportunities for expansion through the means of organizing. This will enable the Union to maintain maximum services to the membership, and to meet the needs of the organization resulting from the changing character of the industry.

As a result of the foregoing, it is the recommendation of your President, in this, the Pre-Balloting Report, re-

quired under Article X, Section 1 (e) of our Constitution, that the following offices be placed on the next referendum ballot of the Union for the election of the officers and other elected representatives of the Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters Districts.

HEADQUARTERS:

- 1 President
- 1 Executive Vice-President
- 1 Secretary-Treasurer
- 1 Vice-President in Charge of Contracts and Contract Enforcement
- 1 Vice-President in Charge of the Atlantic Coast
- 1 Vice-President in Charge of the Gulf Coast
- 1 Vice-President in Charge of the Lakes and Inland Waters
- 3 Headquarters Representatives

NEW YORK:

- 1 Agent
- 10 Joint Patrolmen

PHILADELPHIA:

- 1 Agent
- 2 Joint Patrolmen

BALTIMORE:

- 1 Agent
- 4 Joint Patrolmen

MOBILE:

- 1 Agent
- 4 Joint Patrolmen

NEW ORLEANS:

- 1 Agent
- 4 Joint Patrolmen

HOUSTON:

- 1 Agent
- 4 Joint Patrolmen

DETROIT:

- 1 Agent

Your President also recommends, pursuant to Article X, Section 1 (e) and Article XIII, Section 4 (e) of the Union's Constitution, the depository to which the Polls Committee's shall deliver, or mail, by certified or registered mail, the ballots after the close of each days voting in the coming Union election, be as follows:

Mr. Harold Bach, Chairman of the Board
The Royal National Bank of New York
20 W. 48 St.
N.Y., N.Y.

It will be the function of the depository to receive all the envelopes delivered, or mailed in, as aforesaid, to safeguard them properly, in the bank, and to surrender them only to the duly authorized Union Tallying Committee in accordance with Article XIII, Section 5 (d), of our Union Constitution, on or about the first business day in January, 1965. Proof of authorization shall be a certification by the Vice-President in charge of the Minutes, Robert Matthews. The Union Tallying Committee shall be authorized to sign a receipt for the said envelopes. The depository shall be requested to certify that all the envelopes received by the depository have been properly safeguarded, have been surrendered only to the said Tallying Committee, and that no one, other than appropriate bank personnel have had access to them.

The Polls Committee is especially urged to insure that, whether delivered or mailed, the envelopes are properly addressed, properly stamped if mailed, and certified as per the Constitution.

It is the further recommendation of your President that, in addition to the regular Constitutional requirements, each candidate for office be requested to furnish a regulation passport picture of recent taking as well as a statement of not more than one hundred (100) words, giving a brief summary of his Union record and activities, such picture and statement to be run in the Seafarers Log just prior to the commencement of voting. This is to be done in accordance with previous membership action to familiarize the membership with the names, faces, and records of all candidates for office.

As provided for in Article XIII, Section 1, nominations open on July 15th, 1964 and close August 15th, 1964. All documents required for eligibility of candidates for Union office must reach Headquarters no earlier than July 15th, 1964 and no later than August 15th, 1964.

Your President wishes to point out that this Pre-Balloting Report provides for one of the largest number of elective posts to be placed on the ballot since the inception of the Union. It is strongly recommended that the maximum number of qualified members, who feel they can be of assistance to the Union in an official capacity, should submit their credentials. In this connection, the membership is reminded that the Secretary-Treasurer, Al Kerr, is available to assist them in properly filing their credentials for nomination to Union office, if they desire such assistance.

Fraternally submitted, Paul Hall

Secretary-Treasurer's Report To The Membership:

FORTHCOMING ELECTION OF OFFICERS-ADDITIONS TO VOTING PROCEDURES

(The following is the text of an excerpt from the Secretary-Treasurer's report to the regular membership meeting at SIU headquarters on April 6 and again on May 4 entitled, "Forthcoming Election Of Officers—Additions To Voting Procedures." The report was also forwarded to other constitutional ports for action at their meetings in April and May. The report was concurred in at all meetings.)

Article XIII, Section 7 of our constitution reads as follows:

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

Therefore, in accordance with the above-mentioned section and after consulting with and being advised by counsel, it is found that additions to our voting procedures for the election of officers are required by law. Therefore, under the powers delegated to me by our constitution, in the aforementioned section, I am setting up the following additions in our balloting procedure for officers.

President's Pre-Balloting Report.

Article X, Section 1, "The President," Sub-Section (e), provides that the President's Pre-Balloting Report shall be submitted to the membership at the regular meeting in July of every election year. It is recommended to the membership in this connection that such Pre-Balloting Report be made both at the June and July meetings so as to give more than adequate notice to any prospective nominee for office.

Provision for Nomination by Others.

Article XIII, Section 1, "Nominations," provides for self-nomination to office. In order to square any ambiguity as to the meaning of this section, it is recommended that a member may place his name in nomination or have his name placed in nomination by any other member and further, that in either event, such member nominated must comply with the provisions of the constitution, as they are set forth, relating to the submission of credentials. This change is an amplification of the existing provisions of the constitution and should not be construed to be an alteration of same.

Absentee Ballot.

Article XIII, Sections 3 and 4, "Balloting Procedures" and "Polls Committee," of the constitution, provide that balloting shall be manual in nature. It is now recommended that the following absentee ballot procedure be presented to the membership upon advice of counsel as an amplification of such provisions:

Full book members may request an absentee ballot under the following circumstances, only. While such member is employed on an American-flag merchant vessel which vessel's schedule does not provide for it to touch a port in which voting is to take place during the voting period provided in Section 3 (g) of our constitution, in that event, the member shall make a request for an absentee ballot by Registered or Certified Mail or the equivalent mailing device at the location from which such request is made, if such be the case. Such request must contain a designation as to the address to which such member wishes his absentee ballot returned. Such request shall be received no later than 12:00 PM on the fifteenth day of November of the election year and shall be directed to the Secretary-

Treasurer at 675 Fourth Avenue, Brooklyn 32, New York. Upon receipt of such request, the procedures as established in Section 3 (d) of our constitution, shall not apply.

The Secretary-Treasurer shall be responsible for determining whether such member is a member in good standing and further whether such member has, in fact, voted previously. He shall send the processed ballot by Registered Mail-Return Receipt Requested to the address designated by such member in his absentee ballot request. The Secretary-Treasurer shall send to such member with his ballot, instructions for returning the ballot, which instructions must be complied with exactly. The Secretary-Treasurer shall further maintain a record showing the name, book number of the member, his ballot number and the date upon which such ballot was sent, which information shall be turned over to the Union Tallying Committee, when elected, in accordance with Article XIII, Section 5 (c) of the constitution. The member, after voting, shall return his absentee ballot by Registered or Certified Mail, or the equivalent mailing device at the location from which such absentee ballot is returned, if such be the case, to the depository named in the President's Pre-Balloting Report.

These absentee ballots must be post-marked prior to midnight of December 31, 1964, and must be received by the depository named in the President's Pre-Balloting Report, prior to January 10, 1965, regardless of when post-marked, for them to be counted as eligible votes. Such ballots will be maintained separately by such depository and shall then be turned over to the Union Tallying Committee, as provided in Section 5 (d) of Article XIII of the constitution.

Tanning Session



Getting a good tan while relaxing in the sun on the deck of the Penmar (Calmar) are (l-r) "Puff Puff" Korsak, Tony Nix and Brother Keenan. The photo was taken on a recent intercoastal run to New York.

From the Ships at Sea

In the past few weeks there have been several accounts of what Seafarers have seen when the grain ships they were working landed in Russia. While reactions to the world's top Communist power differed from man to man, not one SIU member reported that he had found the Soviet Union to be a "worker's paradise."

The feeling of the crewmembers on the Council Grove (Citiles Service) seem to be typical of many of the SIU crews that made the grain runs to Russia. Robert Gannon, ship's delegate, reports that the two weeks crewmembers spent in the Soviet Union can be summed up by an incident which occurred as the Council Grove headed home. As the vessel passed through the Russian sub net into the Bosphorus from the Black Sea, a happy Seafarer in the crew was seen chalking the word "free" on the ship's bulletin board.

A suggestion made during the

good and welfare section of a ship's meeting on the Penn Trader (Penn Shipping) carries a word of advice that should be heeded by everyone. A crewmember request-



Gannon



Hodge

ed that trash collected after the holds were cleaned out as well as all other garbage on the ship should be taken aft while the vessel was in port and not dumped on the deck near the foc'sle ports, according to John W. Butler, ship's delegate.

With the onset of warm weather, members of the 12-4 deck watch on the Madaket (Waterman) have developed a real heat beef. They report that the inboard bulkhead of their foc'sle is excessively hot because of an uninsulated steam pipe that runs behind it. J. E. McGrane, meeting chairman, writes that the ship's delegate has promised to see the captain about getting the pipe insulated before the men get dehydrated.

A report from Edward Contoral on the Hastings (Waterman) says that everything on the ship seems to be in order. He sends assurances that the Hastings is in the hands of good delegates who include F. C. Tatum, deck; Leo Bruce, steward, and Lew Warner, engine. Contoral says that the ship is heading for Karachi with stops on the Mediterranean and everybody is looking forward to a smooth trip.

The crew on the Monticello Victory (Victory Carriers) has decided that they want the sharpest looking ship afloat. Two motions passed at a recent ship's meeting call for curtains for the crew's port-holes and a big effort to sougee the mess-hall, pantry as well as all door knobs, reports Oliver Hodge, ship's delegate.

While most Seafarers are becoming accustomed to the warm days of late spring, a report from the Hudson (Victory Transport), dated May 17th, complains about cold weather. The Hudson is on its way to Calcutta with a load of grain from Galveston.

Speaking of warm weather, there are some days when a seaman would like to have a water fountain at his elbow while he's on watch. Seafarers on the Chatham (Waterman) will settle for a drink-

ing fountain in the passageway. O. H. Mainfold, meeting chairman, writes that if this isn't possible, some of the crewmembers want each man given his own water jug.

Crewmembers on the Alcoa Mariner (Alcoa) recognize fine galley work, especially when it's produced under difficult conditions. A recent resolution praised the steward for the good service his department was rendering the crew, writes Oscar B. Smith, meeting chairman. The gang on the St. Christopher (Destiny Carriers) also have publicly voiced their thanks to the ship's steward for making a donation of milk to a children's home in Southampton, England, according to Frank Pasaluk, ship's delegate.

Crews that have honored their steward departments for fine chow prepared in true SIU tradition include the Neva West (Bloomfield), Pennmar (Calmar), Cathy (Sea-Tramp), John B. Waterman (Waterman), Elizabethport (Sea-Land),



Pasaluk



Manifold

De Soto (Waterman), Volusia (Suwanee), St. Christopher (Destiny Carriers), Walter Rice (Reynolds Metals), Globe Carrier (Maritime Overseas), Puerto Rico (Motor Ships of Puerto Rico), Tamara Gulden (Transport Commercial) and Losmar (Calmar).

Speaking of traditional standards when it comes to chow time, the crew aboard the Andrew Jackson (Waterman) feels pretty strongly about how a seaman should be dressed when he goes to the mess-hall, whether on duty or off. At a recent ship's meeting they strongly voiced their support for a request that anybody going to the pantry at night should have their clothes on, according to James E. George, meeting chairman.

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 assures speedy transmission on all messages and faster service for the men involved.

LOG-A-RHYTHM:

Spend Now

By J. Goodsell

Don't save dollars,
Don't save dimes;
Thrift was all right in olden times,
But thrift is out of style today;
Extravagance is A-okay,
Hoarding cash
Is a big mistake.
Throw it around for your country's sake —
'Cause if we spend it,
What'll we get?
We'll get another tax cut yet!

Forget Ben Franklin's
Warning words.
Saving money is for the birds.
Don't let it sit, collecting dust
In coffee cans, in banks, in trust.
We've got to go
On a spending spree
For the sake of the country's economy.
In contradiction
To what you've learned,
A tax cut spent is a tax cut earned.

So throw it around
Like a drunken lord.
Extravagance is its own reward.
Hey nonny nonny! Off we go,
Scattering money to and fro.
Pooh to stew meat!
Let's buy steak!
Bread is cheaper, so let's eat cake!
Spend your tax cut
Fast and loose
Or else you'll kill the golden goose!

Type Minutes When Possible

In order to assure accurate digests of shipboard meetings in the LOG, it is desirable that the reports of shipboard meetings be typed if at all possible.

ANJI (Pacific Seafarers), April 10—Chairman, Salvatore Messina; Secretary, John E. Ross. Brother Wheeler resigned as ship's delegate and a vote of thanks was extended to him. Brother A. Reid was elected to serve in his place. No beefs were reported and all is running smoothly.

TRANSLOBE (Hudson Waterways), May 3—Chairman, W. Razalski; Secretary, A. Caram. No beefs were reported. Some disputed OT in engine department to be taken up with patrolman on arrival. One oiler was injured while working below and was taken to the Army Hospital, then was put back aboard ship for the journey home. Motion was made to have a stretcher placed outside of hospital. Motion made to have rails installed on the wings of the

DIGEST of SIU SHIP MEETINGS

bridge when ship goes to shipyard. Vote of thanks to the steward department.

NORTHWESTERN VICTORY (Victory Carriers), March 15—Chairman, Herd Ehmson; Secretary, Al Pioneer. Ship's delegate reported that the baker was injured and taken off ship in Midway Island, one fireman was left in Baltimore, one AB missed ship, two firemen hospitalized in Los Angeles, and one BR was hospitalized in Yokohama. \$4.76 in ship's fund. Vote of thanks extended to the steward department for a job well done.

PENN TRADER (Penn Shipping), March 29—Chairman, H. E. Rosecrans; Secretary, D. E. Edwards. \$4.45 in ship's fund. No beefs reported by department delegates. Delegate to see engineer about having larger than 25 watt light bulbs in passageways and living quarters. Vote of thanks to steward department for good job.

DEL NORTE (Delta), May 3—Chairman, James L. Tucker; Secretary, Bill Keiser. No beefs reported by department delegates. \$86.06 in ship's fund and \$217.70 in movie fund. Motion made that the clinics in all SIU halls give men their medical cards the same day they go through the clinic. Brother James L. Tucker was elected to serve as ship's delegate. Crew requested not to throw garbage, boxes, papers etc. out of port holes and windows.

MADAKET (Waterman), April 5—Chairman, C. DeJesus; Secretary, A. M. Kinsella. \$11.50 in ship's fund. One oiler missed ship in Norfolk, Virginia. No beefs reported by department delegates. Vote of thanks to the steward department.

ALCOA ROAMER (Alcoa), March 19—Chairman, E. Kelly; Secretary, J. E. Hannon. No beefs reported by department delegates. Discussion on putting door from topside to crew quarters from saloon deck to main deck. Also to see if rollers can be acquired for taking stores in Mobile. Vote of thanks to the steward department.

THE CABINS (Texas City Refining), April 7—Chairman, Anderson Johns; Secretary, Thomas Cummings. Letter was sent to headquarters requesting some clarifications concerning the pumpmen and sougeeing of passageways. Ship's delegate contacted patrolman in Puerto Rico regarding launch service and was told that there was no launch service in that port. Also contacted the patrolman in Boston asking him to meet the ship. Deck delegate reported that the gear of the man who missed the ship in Texas is still aboard but he will endeavor to put it ashore when ship returns to Texas. Men asked to donate to the ship's fund. Vote of thanks extended to the steward department.

OLGA (Marine Managers), April 25—Chairman, M. Klieber; Secretary, C. Quinn. Ship's delegate reported that considering the length of this trip, everything seems to be running smoothly. The draw at Saigon will be in American money and will be put out on time, for a change.

MOBILE (Sea-Land), April 4—Chairman, P. L. Miranda; Secretary, Allen P. Raymond. No beefs reported by department delegates. Vote of thanks extended to the messman for a job well done. Discussion held on milk being sour.

ST. CHRISTOPHER (Destiny), March 31—Chairman, F. Pasaluk; Secretary, John Chaplinsky. Ship's delegate reported all is well with only a few minor beefs. Matter of oiler doing engine utility work will be brought to attention of patrolman.

FANWOOD (Waterman), April 6—Chairman, Lawrence P. Centilicor; Secretary, Richard R. Makarawicz. Ship badly in need of fumigation for rats. Captain intends to have ship fumigated upon arrival. Some disputed OT in engine department.

NEW ORLEANS (Sea-Land), April 12—Chairman, J. Maylum; Secretary, J. Maytum. No beefs reported by department delegates. \$20 in TV fund turned over to the steward for purchase of TV antenna. Discussion on securing TV speaker in messhall before arriving in port. Crew requested to turn in all extra linen to steward.

HENRY (Progressive), March 21—Chairman, Vernon Douglas; Secretary, Ray L. Cuthrell. Expected pay-off in Norfolk, Virginia, March 22nd. Brother Joe Wallace was elected to serve as ship's delegate. Suggestion made to see patrolman about paying off each trip or keep money on board for draws.



Seafarer Finds Value In Minute of Silence

Worthwhile customs are too often observed in a routine manner with little care or thought. For instance, at the conclusion of every Union meeting, whether on sea or land, Seafarers traditionally rise for a minute of silence in memory of their departed brothers.

The traditional minute of silence has particular meaning for oldtime Seafarers who have been shipping for years. It gives them a chance to cherish the memory of their departed friends and acquaintances who have sailed on life's final voyage.

However, younger SIU men, who have only recently joined the Union, are in a more difficult position, since they are less likely to have been acquainted with their brothers who passed on.

These are some of the thoughts which have caused Milton J. Phelps, ship's delegate on the Omnium Freighter (Suwanee), to describe what the time-honored minute of silence means to him. Phelps has been a member of the SIU since 1954 and sails in the steward department.

His remarks on this traditional SIU custom follow: "Why should I stand one minute in silence for our departed Brothers, when I have not personally known anyone of them?" This question was put to me by an obvious newcomer to our way of life.

"At first this query annoyed me, but after a while it caused me to start evaluating it for my own satisfaction, especially since it happens to be one of these things that we Seafarers take for granted.

"I cannot answer for everyone else, however, I'm inclined to believe their thoughts ran parallel to, if not exactly like my own.

"During this moment of meditation, I beseech our Maker to keep calm the seas of the other world, that all our brothers departed may at last know peace. I also recollect fond memories of my own shipmates of the past who are no longer with us.

"This simple, yet significant act helps point out the dignity attained by men who are dedicated to their profession. Men, who by their unity, have made tremendous strides through their sacrifice and determination in the past few score years.

"And it goes without saying that, with the same determination and leadership as then, we will continue to progress. We will go forward until no one has a doubt that in addition to Brotherhood, we contribute a most important commodity to this world that we sail over, for we are the backbone of world commerce."



Phelps

Compliments



Walter Brown, chief cook on the Arizpa (Waterman) is all smiles as he listens to the compliments thrown his way by Freddie Hunter, ship's delegate. Hunter believes that there is nothing like a little praise to keep a steward department turning out chow in fine SIU style.

Notify Union On LOG Mail

As Seafarers know, copies of each issue of the SEAFARERS LOG are mailed every two weeks to all SIU ships as well as to numerous clubs, bars and other overseas spots where Seafarers congregate ashore. The procedure for mailing the LOG involves calling all SIU steamship companies for the itineraries of their ships. On the basis of the information supplied by the ship operator, four copies of the LOG, the headquarters report and minutes forms are then airmailed to the agent in the next port.

Similarly, the seamen's clubs get various quantities of LOGs at every mailing. The LOG is sent to any club when a Seafarer requests it by notifying the LOG office that Seafarers congregate there.

As always the Union would like to hear promptly from SIU ships whenever the LOG and ship's mail is not delivered so that the Union can maintain a day-to-day check on the accuracy of its mailing lists.

Ship's Delegate Relates Experiences In Odessa

Chester Hughart, ship's delegate on the Globe Explorer (Maritime Overseas), has joined the growing ranks of Seafarer correspondents who have written the LOG of their experiences when they visited Russia as part of the US grain shipments program.

After staying in the port of Odessa, USSR for a week, Hughart reports that his visit was one of the nicest he enjoyed in any foreign country. He writes that arrangements for sightseeing

tours in the city were made by a representative of the Odessa International Seaman's Club who visited the ship.



Hughart

The Seaman's Club official also arranged for tickets to opera and ballet performances for crewmembers who were interested.

The Globe Explorer crew soon found out that the Russians had arranged a busy round of activities, most of them on a group basis. Members of the crew toured Odessa on a Saturday afternoon, and then attended a ballet performance in the evening. The next day the Seaman's Club featured a concert which was followed by a jazz band for a lighter change of pace in the evening.

Later in the week the Seafarers had the opportunity to attend a presentation by the city's opera company. Two days later a special tour of a Soviet ship was arranged.

Similar Experiences

Hughart's description of his experiences in Odessa are similar to those of other Seafarer correspondents. After reading them, it becomes obvious that while the Russians are eager to display their local sights to group tours, an individual Seafarer will have to go to considerable effort to strike out on his own. This arrangement has the effect of cutting down individual contacts with local citizens to a minimum.

Despite the organized nature of their tours, Hughart reports that the crew had the freedom of the city to come and go as they pleased. The only exception to this situation was that foreign seamen must be back on board their ships by the 12:00 PM curfew. He also reports that he was very impressed with the friendliness of the citizens of Odessa.

Widow Praises Welfare Action

To the Editor: This letter is to gratefully acknowledge the check that my family received from the Seafarers Welfare Plan following the death of my husband, Theodore E. Lee. Our entire family

Their unsurpassed generosity helped considerably to lift the heavy weights in our hearts. Since appropriate words of thanks fail, perhaps the only way to express our gratitude is to try to imitate your spirit and deeds when tragedy strikes. We all know that we could certainly never duplicate what you did for us.

What we do know and can say is that our brother, George McCartney, is most fortunate in having such great friends and associates. We also know that our dear mother, who is now in heaven must be both pleased and happy for George, her youngest son.

The McCartney Family



SIU Brother's Death Mourned

To the Editor: On Easter Sunday, March 29, 1964, Sidney E. Thensted, one of the finest brothers with whom I ever sailed, passed away at the age of 65 years. Brother Thensted is survived by his daughter, Mrs. Audrey Chetta of New Orleans.

During the last war he sailed out of New Orleans on Mississippi Company vessels as a chief steward.

His unfortunate passing recalls to mind these lines by Samuel Elliot Morison: "The ocean knows no favorites. Her bounty is reserved for those who have the wit to learn her secrets, the courage to bear her buffets and the will to persist, through good fortune and all, in her rugged service."

A. A. Lopez

LETTERS To The Editor

All letters to the editor for publication in the SEAFARERS LOG must be signed by the writer. Names will be withheld upon request.

would like to extend its thanks for the cooperation of everyone involved in this act of kindness.

We also would like to express our sincere thanks for the beautiful floral arrangement that was sent in sympathy on this unhappy occasion.

After receiving these heartfelt acts of kindness from the mgn my husband sailed with, I'll always be proud to say that he was a member of finest maritime union in the world.

Mrs. Myrtle Lee



Can't Duplicate SIU Kindness

To the Editor: At a time of truly great grief for the tremendous loss of our beloved mother, we would like to thank our dear SIU friends for their countless kindnesses.

HENRY (Progressive), Feb. 9 — Chairman, Vernon Douglas; Secretary, James Davis. Letter was received from Company stating that new fans are on the way. Brother Ted Densmore was elected to serve as new ship's delegate. Vote of thanks extended to resigning ship's delegate, John Fiharty.

TADDEI VICTORY (Consolidated Mariners), March 1—Chairman, C. C. Gates; Secretary, Chuck Demers. No beefs and no disputed OT. Motion was made to put new water fountain on board as old one is totally gone. Ship to be fumigated.

TOPA TOPA (Waterman), March 12 —Chairman, A. H. Duggan; Secretary, C. G. Brissett, Sr. Brother A. H. Duggan was elected to serve as ship's delegate. No beefs reported by department delegates. It was reported that there was no hot water in crew quarters.

FLORIDIAN (South Atlantic & Caribbean), April 28—Chairman, P. Dunphy; Secretary, A. Aronica. One other missed ship at San Juan, Puerto Rico.

DIGEST of SIU SHIP MEETINGS

HASTINGS (Waterman), May 3 — Chairman, Ed Contoral; Secretary, J. Wells. Brother Ed Contoral was elected to serve as ship's delegate. Motion made to write letter to headquarters in regards to the water situation, \$3.89 in ship's fund. Vote of thanks extended to the steward department for a job well done.

HUDSON (Victory Transport), May 17—Chairman, Jimmy Lee; Secretary, E. J. Berg. Brother A. H. Schwartz was elected to serve as ship's delegate. No beefs were reported by department delegates. Everything is running smoothly.

STEEL KING (Isthmian), May 20 —Chairman, C. Parker; Secretary, E. J. Lynch. Few minor beefs and some disputed OT to be taken up with patrolman. Discussion on having the Union to try and get a better quality of food and fruits on board.

SANTA EMILIA (Liberty Navigation), May 4—Chairman, Hans Petersen; Secretary, George Mair. Brother Hans Petersen was elected to serve as ship's delegate. It was reported that the ship may tie up, and if so, transportation will be paid to crew. No beefs were reported by department delegates. Everything is running smoothly. Vote of thanks to the steward department. Special vote of thanks to crew messman, Ralph Alexander, for a fine job serving the crew.

STEEL DIRECTOR (Isthmian), May 10 — Chairman, Radich; Secretary, Alf Ibrahim. No beefs were reported by department delegates. Motion was made to get better food and menus, and fresh stores when available in foreign ports.

SEATRIN LOUISIANA (Seatrains), May 18—Chairman, James M. Glenn, Jr.; Secretary, Herbert C. Justice. No beefs reported. Ship is running smoothly. \$8.67 in ship's fund. Some disputed OT in each department.

OCEAN EVELYN (Maritime Overseas), May 22—Chairman, Joseph Sanfilippi; Secretary, R. Spanover. No beefs were reported by department delegates. \$10 in ship's fund. Vote of thanks was extended to the steward department for a job well done.

STEEL SURVEYOR (Isthmian), May 18—Chairman, Joseph Duffy; Secretary, Francis Napoli. Some delayed sailing is disputed and will be turned over to the patrolman at payoff, \$10.46 in ship's fund.

ELDORADO (American Asia), May 24—Chairman, Leo Paradise; Secretary, Cyril A. Scott. Disputed OT in deck and steward department to be taken up with patrolman upon arrival in Baltimore. Captain sent letter to the Company regarding water problem. Held discussion on safety and suggestions were submitted to the ship's delegate.

COMMANDER (Marine Carriers), May 31—Chairman, Roy Alston; Secretary, Raymond R. Ghidini. \$8 in ship's fund. Motion made that the ship's delegate see the captain about ordering better grade of toilet tissue. No beefs reported by department delegates.

WHITEHALL (Whitehall Navigation), May 28—Chairman, J. Baudoin; Secretary, W. Fisher. Motion made that crew will not pay-off until payroll is prepared under new tax scale. Discussion was held on various subject. One man was hospitalized in Suez. Some disputed OT in deck and engine departments.

FLOMAR (Calmar), May 31—Chairman, John Nash; Secretary, James Barnette. \$4.60 in ship's fund. No beefs reported by department delegates. Crew requested to take better care of washing machine and to keep noise to a minimum.



SEA PIONEER (Pioneer Tanker), June 2—Chairman, Alfred Hirsch; Secretary, None. Brother O. J. Gibson was elected to serve as ship's delegate. Ship broke down coming out of Port Arthur and had to be towed back into port. No beefs were reported by department delegates. Ship will store for foreign voyage at Norfolk, Virginia.

MADAKET (Waterman), April 24—Chairman, J. E. McGrane; Secretary, None. Brother J. Hisman was elected to serve as ship's delegate. Discussion on muddy and greasy wash water. To see patrolman about same. \$4 in ship's fund. Disputed OT in engine and steward departments to be taken up with patrolman.

DEL AIRES (Delta), May 10—Chairman, W. H. Simmons; Secretary, Francis J. Connolly. Brother William E. Swilley was elected to serve as

hospital in Bremerhaven, Germany. Will have patrolman check on delayed sailing in Norfolk. Disputed OT in deck and steward department. Discussion on having boarding patrolman board ship before payon to meet on various and many beefs aboard this ship, involving disputed OT and working conditions.

FLORIDA STATE (Everglades), May 21—Chairman, A. Gonzalez; Secretary, J. O. Vilasis. \$10.95 in ship's fund. Brother G. Knowles was elected to serve as ship's delegate. No beefs reported by department delegates. Everything is running smoothly.

DEL VALLE (Delta), May 10—Chairman, McGuffey; Secretary, Z. Y. Ching. Few hours disputed OT in deck and engine departments. Motion was made to discontinue the use of yellow soap for cleaning pots and dishes on all SIU-contracted ships. Ship needs to be fumigated for roaches.

DEL VALLE (Delta), March 21—Chairman, Frank B. Rowell; Secretary, Zee Y. Ching. Brother Joseph N. McLaren was elected to serve as new ship's delegate. All hands requested to keep all screen doors locked in foreign ports. No beefs reported by department delegates.

ELIZABETHPORT (Sea-Land), May 10—Chairman, Gene T. Bacon; Secretary, W. W. Bickford. Ship's delegate reported that everything is running smoothly. Brother Deoley was elected to serve as new ship's delegate. Vote of thanks to the steward department.

STEEL DESIGNER (Isthmian), May 9—Chairman, G. Mulholland; Secretary, J. Gillian. It was reported that the wash water is rusty. One man was hospitalized in Alicante, Spain. Some disputed OT in deck department. \$16.50 in ship's fund.

PENN CHALLENGER (Penn Shipping), May 3—Chairman, R. J. McConnell; Secretary, I. K. Costa. \$15 in ship's fund. No beefs were reported by department delegates.

AMES VICTORY (Victory Carriers), May 3—Chairman, Wm. Hightower; Secretary, D. M. Woods. No beefs reported by department delegates.

ROBIN HOOD (Robin), May 2—Chairman, R. L. O'Brien; Secretary, L. E. Meyers. Everything is running smoothly. Brother R. L. O'Brien was elected to serve as ship's delegate. Vote of thanks extended to the steward department.

STEEL VENDOR (Isthmian), April 24—Chairman, Joseph Gouda; Secretary, Fred Shala. Few minor beefs aboard which will be taken up with patrolman. Otherwise, everything has been O.K. \$29.20 in ship's fund. Motion was made to discontinue travelers checks and issue American money in all foreign ports. Motion made to raise the price of extra meals to \$1. Motion made to supply liquid soap or some other hard water soap for doing a better dishwashing job. Motion to ask companies to allow draws on good OT, such as weekends. The steward thanked the entire crew for the concern and care they showed him while he was sick. Brother Frank Travis thanked the crew for the help that was shown to him when his father passed away. Vote of thanks to the steward department.

DIGEST of SIU SHIP MEETINGS

new ship's delegate. Some disputed OT in the deck department. Vote of thanks extended to the steward department for a job well done. Steward then thanked all members of the crew for a fine trip and fine cooperation from all. \$20 in ship's fund was turned over to the captain when ship was laid up.

CATHY (Sea Tramp), April 26—Chairman, J. P. Gavin; Secretary, R. E. Kiedinger. Some disputed OT in deck and engine departments. New washing machine to be ordered. Safe gangway condition to be taken up with patrolman. Medical supplies to be checked. Request that ship be fumigated for roaches. Vote of thanks to the steward department for a job well done.

CLAIBORNE (Waterman), Feb. 12—Chairman, Homer Starling; Secretary, James Pursell. Ship's delegate reported everything is running smoothly. Motion was made to have two hours minimum OT after 5 PM or before 8 AM, or anytime in port, for deck department, included in new contract. Vote of thanks to the steward department.

SEATRAN LOUISIANA (Seatrains), May 16—Chairman, James M. Glenn, Jr.; Secretary, Herbert C. Justice. No beefs reported. Ship is running smoothly. \$8.67 in ship's fund. Some disputed OT in deck department.

STEEL SCIENTIST (Isthmian), May 19—Chairman, Angel Maldonado; Secretary, John J. Reinoso. No beefs reported by department delegates. \$12.50 in ship's fund. Brother A. H. Perez was elected to serve as ship's delegate. Motion was made to have food plan representative visit ship, about brands of pams, marmalade etc.

CITY OF ALMA (Waterman), May 16—Chairman, E. Bates; Secretary, H. R. Hallman. Ship's delegate reported that two men were left in



Aussie Shrimpton, chief steward on the *Josefina* (Liberty Navigation), claims that all he does these days is sit back and say "thank you" for all the compliments that his department garners from grateful crewmembers. Members of his department are (front row, l-r) Hollis Huff, Ernie Newhall, Eddie Edinger, Ray Ramos and Shrimpton. In the rear are Victor Garcia, Sixto Charenco and John Corley.

Nothing Afloat Can Equal Josefina's Steward Dept.

By A. Pete Waters and Earl E. Minard

There is nothing that can get a Seafarer to start spinning out superlatives on the ship's typewriter than the successful efforts of a grade A-1 steward department. While the LOG is happy to print many of the raves various SIU steward departments earn, the editors are hard put to remember when they came across such glowing praise as in the letter appearing below, written by A. Pete Waters, deck delegate, and Earl Minard, engine delegate on the *Josefina* (Liberty Navigation). In case any sceptics might scoff at their laudatory words, the two delegates also got T. G. Terjersen, the ship's master, to sign the statement.

One of the top ten restaurants in the world is located on the edge of a forest in France. It has a completely unpronounceable name, and unless you know where it is, you will most likely pass it by every time you go looking for it. From the outside it appears to be a ram-

shackle, weatherbeaten old chateau that looks as if it is about to collapse under its own weight. However, once you get inside, the first morsel of food that you eat is enough to tell you that the food being served to your table is straight from the kitchen of the gods.

Well, we the crew of the *Josefina* are proud to report that we have a maritime duplicate of this same situation right on board our ship.

On the outside our "Josie" looks like just another 20-year-old Liberty ship. Should you come aboard and sit down either in the mess-hall or saloon, you couldn't find

better chow if you ate in the first class dining room of a French luxury liner with every famous cook in the world working in the galley.

Gastronomical Delight

The Josie's galley force, which is headed by chief cook Hollis Huff, goes out of its way to put out menus that are nothing short of gastronomical delights. When "Uncle" Hollis comes up with its breaded veal cutlets with country gravy, the closest thing that you'll ever hear to a beef is some worrywart crying, "What's Dr. Logue going to say when he checks my weight?"

Eddie Edinger, as night cook and baker, puts out the bread,

rolls, cakes and pies (not to say anything about the pizza for the poker players). Because he is something of a thwarted perfectionist, he seldom is satisfied with the luscious pastries he produces. Eddie claims that any man who cannot regularly put away a double order of his breakfast buckwheats, smothered with butter and honey, is either a sissy or must have been raised by an undernourished family.

Rounding out the cooking staff is Ernie "Curly" Newhall, who, when he is not producing such epicurean vegetable wonders as baked stuffed tomatoes or chateau potatoes, is learning to bake in his spare time to get his endorsement when we hit Stateside.

Unbeatable Service

Since good service goes hand in hand with good food, the *Josefina* crew has really got the whole feeding game made. Saloon messman Sixto Charenco runs his mess with ease, speed and know-how, plus a mind reading act by which he knows what the officers want before they even sit down.

In the dish-diving department, we have "Professor" Ray Ramos of Seattle, whose iced drinks and salads are as cold and cool as his coffee is hot and strong. As for bedroom steward Victor Garcia, the skipper proclaims him to be one of the best in the business.

In charge of this "once in a lifetime" steward's department is Aussie "I've-Got-Horse" Shrimpton, who claims all he does is to accept compliments from a contented, satisfied and well-fed crew. He told us that another one of his most important responsibilities is writing letters to Duncan Hines, trying to get the Josie on their approval list so that we can fly the Gourmet's ensign of the Rust Bucket fleet.



Crew Donation Brings Thanks

To the Editor:

I am writing to publicly acknowledge my gratitude to the crew of the Penn Sailor for the check it so generously sent to us following the death of my son, George S. Lynch.

I wish to take this opportunity to thank James A. MacKenzie, the ship's delegate, and all his shipmates, Union brothers and friends who all took the trouble to make donations.

Both I and the members of our family all consider the gift a very nice token of thoughtfulness.

Stephen J. Lynch



SIU Members Receive Thanks

To the Editor:

I've been putting off writing this letter of thanks to the friends of my beloved husband, Bill Olds, because I could never find the suitable words. Now I would like to thank the SIU and its members for the sympathy and kindness given to me and my three children at the time of the sudden passing of my late husband. I am also

grateful for the assistance I received from the SIU Welfare representative.

I am most grateful to all the friends of our family from the Del Sud, Del Norte and Del Mar who sent us such a gener-

LETTERS To The Editor

All letters to the Editor for publication in the SEAFARERS LOG must be signed by the writer. Names will be withheld upon request.

ous donation. Because of their generosity, I was able to pay for our family tomb which has been erected in Lockport, La. This beautiful monument will stand as a permanent memorial of our true friends.

Now that my husband is gone, I hope I can keep up with what the Union is doing and also keep track of his many friends by reading the LOG.

My closing wish is for continued success and smooth sailing to everyone in a wonderful Union.

Mrs. William Olds

Benefits Keep Member Afloat

To the Editor:

I would like to tell every member in the SIU how grateful I feel after receiving my hearing aid through the Seafarers Welfare Plan. It has improved my hearing very much.

If it had not been for this timely benefit, I could not have continued to sail at my rating as an AB. In fact, after a few years would have passed, I wouldn't have been able to ship out at all. You all remember that in the old days, the companies would have thrown a Seafarer like me on the junk pile without the slightest hesitation.

Thanks to the Union's wise policy of both looking ahead and looking out for its members, many of us can feel secure that we can continue to do our jobs and pull our own weight. One thing I know for sure: the SIU has the most forward looking welfare plan for its members of any union in the nation, no matter which way you look at it.

I am glad to take this opportunity to give my thanks to each and every one of the

trustees of the SIU Welfare Plan.

Frank Wenzel

SIU Praised On Good Job

To the Editor:

I just thought that I would drop you a few lines to let you know how much I enjoy receiving the LOG. Since I'm retired now, I don't get a chance to make too many union meetings, so I rely on the LOG to keep me up to date about the Union.

My neighbors think you're doing a great job. They keep coming around and borrowing my copies, so that I hardly have a chance to read them myself. One of my neighbors, who is a welder, says the SIU welfare plan is the best in the world. Naturally I couldn't agree with him more, even if he belongs to another union.

Recently I had to make use of the welfare plan when I went into the hospital. In less than a month, the plan paid all my bills. When you stop to consider it, you have to agree that this is really wonderful. I hope all the younger brothers get a chance to read this and see what they really can expect when they retire.

Charles F. Ridley, Sr.

SIU ARRIVALS and DEPARTURES

All of the following SIU families have received maternity benefits from the Seafarers Welfare Plan, plus a \$25 bond from the Union in the baby's name:

George Anthony Borup, born February 3, 1964, to the Carl Borups, Houston, Texas.

Robert Falco, born February 2, 1964, to the Francis V. Falcos, Bayonne, NJ.

Douglas Merckx, born January 23, 1964, to the Norman Merckxs, Bellmawr, NJ.

Marcy Cherry, born February 15, 1964, to the John Thomas Cherrys, Jr., New York, NY.

Steven Faunt, born December 23, 1963, to the John Faunts, Sault Ste. Marie, Mich.

Allaina Sliger, born January 30, to the Allen E. Sligers, St. Louis, Mo.

Victoria Dycus, born January 5, to the Jerry W. Dycus, Sr., Cahokia, Illinois.

Rebecca Susan Keech, born January 23, 1964, to the Grady L. Keechs, Pinetown, NC.

Sabrina Hatgimios, born January 11, 1964, to the Nicholas Hatgimios, Philadelphia, Pa.

William Fulford, born September 14, 1963, to the Junious H. Fulfords, Lowlands, NC.

Jennifer Lois Stubbs, born November 29, 1963, to the Henry O. Stubbs, Jr., Highlands, Texas.

Lorraine Reyna, born August 10, 1963, to the Ruben Reynas, Galveston, Texas.

Christopher Dorgan, born January 20, 1964, to Marlon Dorgan, Fairhope, Alabama.

Jason Wood, born November 9, 1963, to the James L. Woods, Azenville, Illinois.

Joan Marie Schaeffer, born January 27, 1964, to the Gerald Schaeffers, Detroit, Mich.

Yvette Susan Douthitt, born January 18, 1964, to the Charles Douthitts, La Salle, Mich.

Robert Cessford, born November 14, 1964, to the John Cessfords, Lake Charles, La.

Connie Wolfe, born July 15, 1963, to the Clarence L. Wolfes, Port Huron, Mich.

Luis Molina, born February 6, 1964, to the Rafael Velez Molinas, Arecibo, Puerto Rico.

Elleen Moennich, born January 10, 1964, to the Norman E. Moenniches, Cleveland, Ohio.

Deedra Sanders, born February 9, 1964, to the John Sanders, Ft. Lauderdale, Fla.

Basilisa Maldonado, born February 24, 1964, to the Francisco R. Maldonados, Brooklyn, N.Y.

Marilyn Ann Shook, born October 14, 1963, to the Dennis O. Shooks, Maumee, Ohio.

Laura Ann Sachse, born October 12, 1963, to the Robert J. Sachses, Milwaukee, Wis.

Lourdes Felix, born January 16, 1964, to the Hector Meng Felixs, Miami, Fla.

Donna Stelly, born February 8, 1964, to the Robert Lee Stellys, Port Acres, Texas.

Patricia Romero, born March 2, 1964, to the Antonio Romeros, Staten Island, N.Y.

Brenda Colette Reading, born February 13, 1964, to the Richard V. Beadlings, Channelview, Texas.

Sheryl McGill, born February 17, 1964, to the Robert McGills, Port Arthur, Texas.

Phillip Terry Cazallis, born October 16, 1963, to the Harvey P. Cazallis, Chicago Heights, Ill.

Nonie Veronica Sullivan, born February 8, 1964, to the Thomas Sullivans, Miller Place, N.Y.

Terence Stephen Levy, born February 4, 1964, to the Charles Levys, New Orleans, La.

George Joseph Saddy, born September 14, 1963, to the George Saddys, New Orleans, La.

Ronald Anthony McNab, born February 19, 1964, to the Sydney McNabs, Texas City, Texas.

Barbara Billek, born February 20, 1964, to the George E. Billeks, Mantua, New Jersey.

Tassie Ann Walsh, born January 24, 1964, to the George D. Walshs, Holland, Michigan.

SEAFARERS in DRYDOCK

All hospitalized Seafarers would appreciate mail and visits whenever possible. The following is the latest available list of SIU men in the hospital:

- USPHS HOSPITAL, STATEN ISLAND, NEW YORK**
 - S. Alpedo
 - George McGinnis
 - Forney Bowen
 - Victor Menor
 - E. Bulik
 - George Meltzer
 - Juan Burgos
 - G. Mihalopoulos
 - Henry Callahan
 - Amstey Minors
 - Edward Cleary
 - Abdel Mohamed
 - Clarence Collins
 - Harold Nelson
 - John Cullinson
 - Edward O'Beirne
 - Hamilton Dailey
 - N. Palantzoglou
 - Joe Denton
 - A. Panagopoulos
 - Lionel Desplant
 - Winford Powell
 - Herbert Diarking
 - Miguel Reyes
 - John Frangett
 - Joseph Roy
 - Lynwood Gregory
 - William Sargent
 - Erik Jensen
 - Elbert Solomon
 - W. Kowalczyk
 - Walter Stovall
 - Derek Lamb
 - George Tamlin
 - Neil Lambers
 - Evello Temes
 - Walter Laster
 - Tonis Tonisson
 - Paul Lioita
 - Jullan Vista
 - Charles LaRosa
 - Carl Wayne
 - M. Maldonado
 - Harry White
- USPHS HOSPITAL, NEW ORLEANS, LOUISIANA**
 - James Allen
 - Duska Korolia
 - H. Arceneaux
 - Henry J. Maas
 - James Boring
 - Pleas Martin
 - James Bourgeois
 - Samuel Martin
 - Wilbert Burke
 - Charles Matthews
 - George Burleson
 - John McKenna
 - Salvator Candela
 - Mont McNabb, Jr.
 - Adron Cox
 - Philip Mendoza
 - Robert Edmonds
 - Cleon Nixon
 - Edward Farrell
 - Charles Monks
 - John Fontan
 - Earnest Odum
 - Theodore Fortin
 - Earl Porta
 - Audley Foster
 - Chas. Simpkins
 - James Gardiner
 - Robert Smith, Jr.
 - John Gersey
 - A. Soriano
 - Byrd Gold
 - Rufus Stough, Jr.
 - Jesse Green
 - William Stone
 - Otis Harden
 - Bobby Troclair
 - Ramon Aizarray
 - Raymond Vaughan
 - James Jackson
 - Howard Waters
 - Foster Juneau
 - Robert Weeks
 - Cecil Kerrigan
 - Malcolm Woods
 - Wm. Kivasnica
- USPHS HOSPITAL, BALTIMORE, MARYLAND**
 - Moloss Astinos
 - F. Hoffman
 - Grover Cobbler
 - Lafayette Howard
 - Friedof Fondila
 - Charles Lovell
 - George Foote
 - James Mitchell
 - Gorman Glaze
 - James Redden
 - Protasio Herrira
 - Carl Smith
 - Robert Harwell
 - Bela Szupp

Arnold Hainvall Samuel Walton, Jr.
Charles Hppard
MOUNT WILSON STATE HOSPITAL
MOUNT WILSON, MARYLAND
Hector Durate

USPHS HOSPITAL, GALVESTON, TEXAS
C. Anderson J. Lee Rogers
James Dillon Ernesto Ramirez
James Gates Frank Reese
Otis Gilles Clifford Renebar
Harry Giroir Theodore Spencer
Randolph George Alfonso Sandino
Milburn Hatley L. Springer
J. Jaskolski James Sammon
Walter Koyon Patrick Stevens
David Murphy John Shamel
Charles Martin S. E. Walsh
L. Pretious Charles Young
Homer Paschall

USPHS HOSPITAL, DETROIT, MICHIGAN
Frederick Alter David Newlin
Reuben Bach J. Hoffinger
Homer Campbell Rueben Skytia
Robert Green S. Templeton
Patrick Healy Donald Tucker
C. Lenhard John Kennedy
Gordon Lierman Juan Laigo
Barney Majlesia Robert Nielsen
Frank May Werner Pederson
Joseph Mirkua H. Silverstein

USPHS HOSPITAL, SAVANNAH, GEORGIA
N. A. Blanchard R. Johnson, Jr.
Grover Maddox

USPHS HOSPITAL, NORFOLK, VIRGINIA
Robert Bailey Joseph Perry
Frank Buck John Thomas
Patsy Frango Hildred White

USPHS HOSPITAL, SAN FRANCISCO, CALIFORNIA
Howard Fowler Warren Lane
Charlie Gedra Anthony Nix, Jr.
John Guard Richard Zaragoza
Emmett Humbird

USPHS HOSPITAL, SEATTLE, WASHINGTON
Gordon Bradford Fred Riemolt
John Kennedy Cecil Wallick
Joseph Malyszko Woodrow Spivey
Robert Moley William Williams
Robert Nielsen

USPHS HOSPITAL, BRIGHTON, MASS.
Alfred Duggan Newton Paine
Gilbert Edwards Chas. Robinson
Wm. Kouzounas

USPHS HOSPITAL, FORT WORTH, TEXAS
Thomas Cassidy George McKnew
Charles Coburn Samuel Mills
Arthur Collett Max Olson
B. Deibler Raymond Ruppert
Abe Gordon James Webb
Thomas Leahy Willie A. Young
Billy Lynn

SEAFARERS' SNUG HARBOR, STATEN ISLAND, NEW YORK
Daniel Gorman Thomas Jaakson
A. Gutierrez William Kenny
Edwin Harriman

VA HOSPITAL, WEST ROXBURY, MASSACHUSETTS
R. Arsenault

VA HOSPITAL, WEST HAVEN, CONNECTICUT
Sanford Gregory
IRON MOUNTAIN HOSPITAL, IRON MOUNTAIN, MICHIGAN
Arnold Johnson
PINE CREST HAVEN NURSING HOME, COVINGTON, LOUISIANA
Frank Martin

USPHS HOSPITAL, MEMPHIS, TENNESSEE
James McGee

US SOLDIERS HOME HOSPITAL, WASHINGTON, DC
Wm. Thomson Paul C. Stovall

VA HOSPITAL, NEW YORK, NEW YORK
S. Franklewicz

PERSONALS and NOTICES

William Hutchinson
Penny McCarty needs your help urgently. She asks that you write, sending your address care of Barbara Andersen, 3708 1/2 W. 104th St., Inglewood, Calif.

Robert W. Pappas
It is imperative that you contact your parents at the following address: 552 Academy St., New York 34, NY.

Jeffery McGee
The above-named is asked to get in touch with Mr. Johannes Neilsen at the Danish Seamen's Union in reference to your immigration status in the United States. Immigration officials want to know if you are a Canadian citizen or an alien, as well as your registration number.

Thomas Henry
Roxy was injured in Houston in July, 1962 and has just gotten out of the hospital. He saw Jim last summer and would like you to write him care of Walter Neumann, 8340 Penelope Ave., Middle Village 79, NY.

Robert Miller
You are asked to get in touch with your family at 943 Sagwa St., Pittsburgh, Pa.

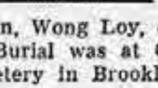
George Meltzer
You are asked to contact the Diocesan Bureau of Social Service, Archdiocese of Hartford, 58 Church St., Waterbury, Conn., as soon as possible.

Joseph W. Johnson
Contact your wife, Carolyn Sue, immediately since there may be a birth in the family very shortly.

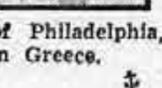
Neut Williams
You are asked to contact your wife, Marguerite, as soon as possible.

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan (any apparent delay in payment of claims is normally due to late filing, lack of beneficiary card or necessary litigation for the disposition of estates):

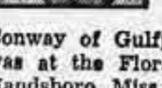
Wong Yau, 66: Brother Yau died of natural causes on December 8, 1963, at the Staten Island USPHS Hospital. A member of the steward department until placed on pension in 1960, he joined the Union in 1952. He is survived by a cousin, Wong Loy, of New York City. Burial was at Cypress Hill Cemetery in Brooklyn, N.Y.



George Stephen Lynch, 38: Severe burns were fatal to Brother Lynch aboard the SS Penn Sailor in Greece on April 4, 1964. A member of the engine department, he joined the Union in 1953. Surviving is his father, Stephen J. Lynch, of Philadelphia, Pa. Burial was in Greece.



Selfert Hamilton, 58: Brother Hamilton died of natural causes at the USPHS Hospital in New Orleans, La. Sailing in the engine department, he had been a member of the Union since 1954. He is survived by his mother, Ethel Conway of Gulfport, Miss. Burial was at the Floral Hill Cemetery, Handsboro, Miss.



Jesse John Cabral, 51: Heart failure was fatal to Brother Cabral on January 18, 1964, at the San Francisco USPHS Hospital. Sailing in the steward department, he had been a member of the Union since 1956. He is survived by a son, Wayne R. Cabral, of Alameda, Cal. Burial was at Holy Cross Cemetery at Colma, Cal.



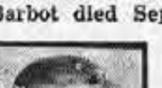
Orvall A. Nall, 36: Brother Nall died of brain injuries on November 15, 1963, in Mizell Memorial Hospital, Opp, Ala. A member of the engine department, he joined the Union in 1959. He is survived by his mother, Pearl S. Nall, of Wing, Ala. Place of burial was not reported.



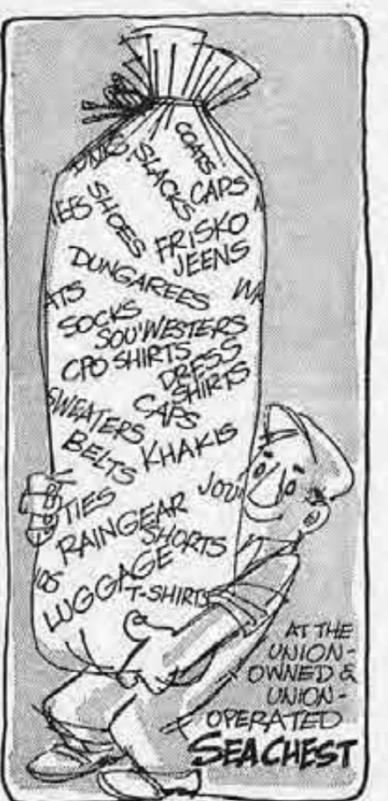
John A. Hudgins, 59: Brother Hudgins died accidentally on January 17, 1964. He joined the SIU in 1952 and sailed as a member of the deck department. He is survived by his wife, Hazel Hudgins of Savannah, Ga. Burial was at the Bonaventure Cemetery, Savannah, Ga.



Robert L. Barbot, 55: Brother Barbot died September 21, 1963, as a result of injuries sustained in a fall aboard Kyska (Waterman) at Le Havre, France. He joined the Union in 1953 and sailed as a member of the deck department. Burial was at sea. Cecile M. Barbot of Washington, D.C., was legally appointed administratrix of Brother Barbot's estate.



John T. Malone, 35: An accidental death claimed Brother Malone on March 1, 1964, in Springfield, La. He joined the Union in 1962 and sailed as a member of the steward department. Place of burial was the Newman Cemetery, Gilburg, Miss. There were no survivors.



Schedule of Membership Meetings

SIU-AGLIWD Meetings

Regular membership meetings for members of the SIU Atlantic, Gulf, Lakes and Inland Waters District are held regularly once a month on days indicated by the SIU Constitution, at 2:30 PM in the listed SIU ports below. All Seafarers are expected to attend. Those who wish to be excused should request permission by telegram (be sure to include registration number). The next SIU meetings will be:

New York	July 6	Detroit	July 10
Philadelphia	July 7	Houston	July 13
Baltimore	July 8	New Orleans	July 14
Mobile	July 15		

West Coast SIU-AGLIWD Meetings

SIU headquarters has issued the following schedule through June, 1964 for the monthly informational meetings to be held in West Coast ports for the benefit of Seafarers shipping from Wilmington, San Francisco and Seattle, or who are due to return from the Far East. All Seafarers are expected to attend these meetings, in accord with an Executive Board resolution adopted in December, 1961. Meetings in Wilmington are on Monday, San Francisco on Wednesday and Seattle on Friday, starting at 2 PM local time.

The schedule is as follows:

Wilmington	San Francisco	Seattle
July 20	July 22	July 24
August 17	August 19	August 21

Great Lakes SIU Meetings

Regular membership meetings on the Great Lakes are held on the first and third Mondays of each month in all ports at 7 PM local time, except at Detroit, where meetings are held at 2 PM. The next meetings will be:

Detroit	July 6-2 PM
Alpena, Buffalo, Chicago, Cleveland, Duluth, Frankfort, Sault Ste. Marie	July 6-7 PM

SIU Inland Boatmen's Union

Regular membership meetings for IBU members are scheduled each month in various ports. The next meetings will be:

Philadelphia	July 7-5 PM
Baltimore (licensed and unlicensed)	July 8-5 PM
Houston	July 13-5 PM
Norfolk	July 9-7 PM
New Orleans	July 14-5 PM
Mobile	July 15-5 PM

RAILWAY MARINE REGION
Regular membership meetings for Railway Marine Region-IBU members are scheduled each month in the various ports at 10 AM and 8 PM. The next meetings will be:

Jersey City	July 13
Philadelphia	July 14
Baltimore	July 15
Norfolk	July 16

GREAT LAKES TUG AND DREDGE REGION

Regular membership meetings for Great Lakes Tug and Dredge Region IBU members are scheduled each month in the various ports at 7:30 PM. The next meetings will be:

Detroit	July 13
Milwaukee	July 13
Chicago	July 14
Buffalo	July 15
Sault Ste. Marie	July 16
Duluth	July 17
Lorain	July 17

(For meeting place, contact Harold Ruthsatz, 118 East Parish, Sandusky, Ohio),
Cleveland July 17
Toledo July 17
Ashtabula July 17
(For meeting place, contact John Mero, 1644 West 3rd Street, Ashtabula, Ohio).

United Industrial Workers

Regular membership meetings for UIW members are scheduled each month at 7 PM in various ports. The next meetings will be:

New York	July 6
Philadelphia	July 7
Baltimore	July 8
Houston	July 13
Mobile	July 15

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

Japanese Seen Maintaining High Rate Of Shipbuilding

NEW YORK—Japan's shipbuilding industry will continue on a high rate of production over the next two years, despite some signs of a possible levelling-off in the current pace of construction.

This forecast comes from shipbuilding executive Koichi Toyama of Nippon Kokan K.K., who says that Japanese shipbuilders today have about a two-year order backlog on their books.

Although new orders by Scandinavian and other European shipping lines may slacken in 1965, Japanese lines will be able to take up most of the slack, and the large number of orders on hand should maintain output at well above a yearly two million gross ton mark for the next 24 months.

Experimental Ships

In the field of experimental vessels private industry and the Japanese government are working to keep up with the pace set by American and European shipbuilders. In some cases Mr. Toyama feels Japan has grabbed a slight lead.

Nippon Kokan naval architects are presently studying designs for the construction of liquid petroleum gas carrying vehicles and have also introduced a refined electronic cargo handling system for tankers.

Operators Enthusiastic

Japanese shipowners are enthusiastic about the possible time and labor-saving potential of the new automated cargo system, which can be installed in ships already operating as well as those now under construction. European lines are not fully convinced and

prefer to study the electronic systems further.

The government of Japan plans to have an experimental nuclear-powered vessel afloat by early

1966. The ship will be in the 6,000 gross ton class and is scheduled for use as a floating oceanographic and meteorological laboratory.

Directory of UNION HALLS

SIU Atlantic, Gulf, Lakes & Inland Waters

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Paul Hall
EXECUTIVE VICE-PRESIDENT
Cal Tanner
VICE PRESIDENTS
Earl Shepard Lindsey Williams
Al Tanner Robert Matthews
SECRETARY-TREASURER
Al Kerr

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BOSTON 278 State St.
Ed Riley, Agent Richmond 2-0140
DETROIT 10225 W. Jefferson Ave.
Vinewood 3-4741

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HYacinth 9-6600
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Paul Drozak, Agent Walnut 8-3207
JACKSONVILLE 2608 Pearl St., SE, Jax
William Morris, Agent ELgin 3-0907
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MOBILE 1 South Lawrence St.
Louis Neira, Agent HEmlock 2-1754
NEW ORLEANS 630 Jackson Ave.
Buck Stephens, Agent Tel. 529-7546
NEW YORK 675 4th Ave., Brooklyn
HYacinth 9-6600

NORFOLK 115 3rd St.
Gordon Spencer, Acting Agent 622-1892
PHILADELPHIA 2604 S. 4th St.
Frank Drozak, Agent DEwey 6-3818
SAN FRANCISCO 450 Harrison St.
Paul Gonsorechik, Agent DOuglas 2-4401
E. B. McAuley, West Coast Rep.
SANTURCE PR 1313 Fernandez Juncos
Stop 20

Keith Terpe, Hq. Rep. Phone 724-2843
SEATTLE 2505 1st Ave.
Ted Babkowski, Agent MAIn 3-4334
TAMPA 312 Harrison St.
Jeff Gillette, Agent 229-2788
WILMINGTON Calif 505 N. Marine Ave.
Frank Boyne, Agent TErminial 4-2528

Great Lakes
SECRETARY-TREASURER
Fred J. Farnen
ASSISTANT SECRETARY-TREASURER
Roy Boudreau

ALPENA 127 River St.
EL. 4-3616
BUFFALO, NY 735 Washington
TL 3-9259
CHICAGO 9383 Ewing Ave.
So. Chicago, IL SAGinaw 1-0733
CLEVELAND 1420 West 25th St.
MAIn 1-5450
DULUTH 312 W. 2nd St.
RAnolph 2-4110
FRANKFORT, Mich. 415 Main St.
Mail Address: P.O. Box 287 ELgin 7-2441
HEADQUARTERS 10225 W. Jefferson Ave.
River Rouge 18, Mich. Vinewood 3-4741

Tug Firemen, Linemen, Oilers & Watchmen's Section
ASSISTANT DIRECTOR
Tom Burns
ASHTABULA, O. 1644 W. Third St.
John Mero, Agent WOODman 4-8532
BUFFALO 18 Portland St.
Tom Burns, Agent TA 3-7095
CHICAGO 9383 Ewing, S. Chicago
Robert Affleck, Agent ESsex 5-9570
CLEVELAND 1420 W. 25th St.
W. Hearn, Pro-Tem Agent MA 1-5450
DETROIT-TOLEDO 12948 Edison St.
Max Tobin, Agent Southgate, Mich.
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South Range, Wis.
Ray Thomson, Agent EXport 8-3024
LORAIN, O. 118 E. Parish St.
Sandusky, Ohio
Harold Ruthsatz, Agent MAIn 6-4573
MILWAUKEE 2722 A. So. Shore Dr.
Joseph Miller, Agent SHerman 4-6643
SAULT STE. MARIE 1086 Maple St.
Wm. J. Lackey, Agent MELrose 2-8847

Rivers Section
ST. LOUIS, MO. 805 Del Mar
L. J. Colvis, Agent CE 1-1434
PORT ARTHUR, Tex. 1348 7th St.
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RAILWAY MARINE REGION
HEADQUARTERS 99 Montgomery St.
Jersey City 2, NJ HENDERSON 3-0104
REGIONAL DIRECTOR
G. P. McGinty
ASSISTANT REGIONAL DIRECTORS
E. B. Pulver R. H. Avery
BALTIMORE 1216 E. Baltimore St.
Eastern 7-4900
NORFOLK 115 Third St.
622-1892-3
PHILADELPHIA 2604 S. 4th St.
DEwey 6-3818
TAMPA 312 Harrison St.
Phone 229-2788

United Industrial Workers
BALTIMORE 1216 E. Baltimore St.
Eastern 7-4900
BOSTON 278 State St.
Richmond 2-0140
HEADQUARTERS 675 4th Ave., Brooklyn
HYacinth 9-6600
HOUSTON 5804 Canal St.
WALnut 8-3207
JACKSONVILLE 2608 Pearl St., SE
ELgin 3-0907
MIAMI 744 W. Flagler St.
FRanklin 7-3564
MOBILE 1 S. Lawrence St.
HEmlock 2-1754
NEW ORLEANS 630 Jackson Ave.
Phone 529-7545
NORFOLK 115 Third St.
Phone 622-1892-3
PHILADELPHIA 2604 S. 4th St.
DEwey 6-3818
TAMPA 312 Harrison St.
Phone 229-2788



Know Your Rights

FINANCIAL REPORTS. The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances. The constitution requires a detailed EPA audit every three months by a rank and file auditing committee elected by the membership. All Union records are available at SIU headquarters in Brooklyn.

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

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowners, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:
Earl Shepard, Chairman, Seafarers Appeals Board
17 Battery Place, Suite 1930, New York 4, N.Y.

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

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

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

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

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

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

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

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

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



TEXT OF

SIU

CONSTITUTION

For SIU Atlantic, Gulf, Lakes And Inland Waters District

CONSTITUTION

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

Affiliated with American Federation of Labor—Congress of Industrial Organizations

(As Amended May 12, 1960)

PREAMBLE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Statement of Principles and Declaration of Rights

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

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

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

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

I

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

II

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

III

No member shall be deprived of his membership without due

process of the law of this Union. No member shall be compelled to be a witness against himself in the trail of any proceeding in which he may be charged with failure to observe the law of this Union. Every official and job holder shall be bound to uphold and protect the rights of every member in accordance with the principles set forth in the Constitution of the Union.

IV

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

V

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

VI

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

VII

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

CONSTITUTION

Article I

Name and General Powers

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

Article II

Affiliation

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

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

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

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

Article III

Membership

Section 1. 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. Membership classifications shall correspond to and depend upon seniority classifications established in accordance with the standard collective bargaining agreement of this Union. In addition to meeting the other require-

ments duly promulgated pursuant hereto, no person shall become a full book member unless and until he has attained the highest seniority rating set out in the said collective bargaining agreement. Only full book members shall be entitled to vote and to hold any office or elective job, except as otherwise specified herein. All members shall have a voice in Union proceedings and shall be entitled to vote on Union contracts.

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

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

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

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

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

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

(e) While a member has no opportunity to pay dues, because of employment aboard an American flag merchant vessel.

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

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

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

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

Section 8. Evidence of membership or other affiliation with the Union shall at all times remain the property of the Union. Members may be required to show their evidence of membership in order to be admitted to Union meetings, or into, or on Union property.

Article IV

Reinstatement

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

Article V

Dues and Initiation Fee

Section 1. All members shall pay dues quarterly, on a calendar year basis, no later than the first business day of each quarter, except as herein otherwise provided. The dues shall be those payable as of the date of adoption of this Constitution 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 three hundred (\$300.00) dollars, except as otherwise provided in this Constitution.

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

Article VI

Retirement from Membership

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

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

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

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

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

**Article VII
System of Organization**

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

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

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

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

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

Article VIII

Officers, Headquarters Representatives, Port Agents and Patrolmen

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

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

**Article IX
Other Elective Jobs**

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

- A. Delegates to the convention of the Seafarers International Union of North America.
- B. Committee members of:
 - (1) Trial Committees
 - (2) Quarterly Financial Committees
 - (3) Appeals Committees
 - (4) Strike Committees
 - (5) Credentials Committees
 - (6) Polls Committees
 - (7) Union Tallying Committees
 - (8) Constitutional Committees

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

Article X

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

Section 1. The President.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Section 2. Executive Vice-President.

The Executive Vice-President shall perform any and all duties assigned him or delegated to him by the President. In the event the President shall be unable to carry out any of his duties by reason of incapacity or unavailability, the Executive Vice-President shall take over such duties during the period of such incapacity or unavailability. Upon the death, resignation, or removal from office for any reason of the President, the Executive Vice-President shall immediately assume the office, duties and responsibilities of the President until the next general election.

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

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

The Vice-President in Charge of Contracts and Contract Enforcement shall perform any and all duties assigned him or delegated to him by the President. In addition, he shall be responsible for all contract negotiations, the formulation of bargaining demands, and the submission of proposed collective bargaining agreements to the membership for ratification. He shall also be responsible, except as otherwise provided in Article X, Section 14 (d) (1), for strike authorization, signing of new contracts, and contract enforcement. He shall also act for headquarters in executing the administrative functions assigned to headquarters by this Constitution with respect to trials and appeals except if he is a witness or party thereto, in which event the Secretary-Treasurer shall act in his place. In order that he may properly execute these responsibilities he is hereby instructed and authorized to employ such help as he deems necessary, be it legal, or otherwise, subject to approval of the Executive Board.

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

Section 4. Secretary-Treasurer.

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

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

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

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

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

He shall supervise and be responsible for the activities of all the ports, and the personnel thereof on the Atlantic Coast, including their organizing activities. The Atlantic Coast area is deemed to mean that area from and including Georgia through Maine and shall also include the Islands in the Caribbean. In order that he may properly execute his responsibilities he is empowered and authorized to retain any technical or professional assistance he deems necessary, subject to approval of the Executive Board.

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

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

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

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

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

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

the ports, and the personnel thereof on the Lakes and Inland Waters, including their organizing activities.

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

Section 8. Director of Organizing and Publications.

The Director of Organizing and Publications shall be appointed and may be removed at will by the Executive Board of the Union. He shall be responsible for and supervise all publications and public relations of the Union and shall serve as co-ordinator of all organizational activities of the Union. In addition, he shall perform any and all duties assigned him or delegated to him by the Executive Board.

Section 9. Headquarters Representatives.

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

Section 10. Port Agents.

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

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

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

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

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

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

Section 11. Patrolmen.

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

Section 12. Executive Board.

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

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

In the event that death, resignation or removal from office for any reason should occur simultaneously to the President and Executive Vice-President, the Executive Board by majority vote shall name successors from its own membership who shall fill those vacancies until the next general election.

If the Executive Vice-President duly assumes the office of the President and dies, resigns, is removed from office, or is incapacitated for more than 30 days during the remainder of the term, the Executive Board shall elect a successor for the balance of the term from its own membership.

Section 13. Delegates.

(a) The term "delegates" shall mean those members of the Union and its subordinate bodies or divisions who are elected in accordance with the provisions of this Constitution, to attend the convention of the Seafarers International Union of North America.

(b) Each delegate shall attend the convention for which elected 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.

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

Section 14. Committees.

(a) Trial Committee.
The Trial Committee shall conduct the trials of a person charged,

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

(b) Appeals Committee.

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

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

(c) Quarterly Financial Committee.

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

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

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

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

5. The Quarterly Financial Committee shall consist of seven (7) members in good standing to be elected as follows: One member from each of the following ports: New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston and Detroit. No officer, Headquarters Representative, Port Agent or Patrolman, shall be eligible for election to this Committee. Committee members shall be elected at the regular meeting designated by the Secretary-Treasurer. In the event a regular meeting cannot be held in any port for lack of a quorum, the Agent shall call a special meeting as early as possible for the purpose of electing a member to serve on the Quarterly Financial Committee. Such committee members shall be furnished transportation to New York and back to their respective ports and they shall be furnished room and board during the period they are performing their duties in New York. Commencing on the day following their election and continuing until they have been returned to their respective ports each committee member shall be paid for hours worked at the standby rate of pay but in no event shall they be paid for less than eight (8) hours per day.

(d) Strike Committee.

1. In no event shall a general strike take place unless approved by a majority vote of the membership.

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

Article XI

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

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

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

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

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

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

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

Article XII

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

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

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

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

(c) He has at least four (4) months of sea time, in an unlicensed capacity, aboard an American-flag merchant vessel or

vessels, covered by contract with this Union, or four (4) months of employment with, or in any office or job of, the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction, or a combination of these, between January 1st and the time of nomination in the election year; and

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

(e) He is not disqualified by law.

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

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

Article XIII

Elections for Officers, Headquarters Representatives, Port Agents and Patrolmen

Section 1. Nominations.

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

- The name of the candidate.
- His home address and mailing address.
- His book number.
- The title of the office or other job for which he is a candidate, including the name of the Port in the event the position sought is that of Agent or Patrolman.
- Proof of citizenship.
- Proof of seetime and/or employment as required for candidates.
- In the event the member is on a ship he shall notify the Credentials Committee what ship he is on. This shall be done also if he ships subsequent to forwarding his credentials.
- Annexing a certificate in the following form, signed and dated by the proposed nominee:

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

Dated:
Signature of member

Book No.

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

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

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

Section 2. Credentials Committee.

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

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

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

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

prejudice to his written appeal, the applicant may appear in person before the committee within two days after the day on which the telegram is sent, to correct his application or argue for his qualification.

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

(d) A majority vote of the membership shall, in the case of such appeals, be sufficient to over-rule any disqualification 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 Headquarters Representative, Port Agent or Patrolman, has met all the requirements of Section 1(a) of Article XII.

Section 3. Balloting Procedures.

(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. Any port outside the Continental United States shall then be added. 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 to insure secrecy of the ballot. On this removable portion shall also be placed a short statement indicating the nature of the ballot and the voting date thereof.

(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 the office of the Secretary-Treasurer.

(c) Balloting shall take place in person, at port offices, and shall be secret. No signatures 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 Headquarters Representative, Port Agent or Patrolman.

(d) Only full book members may vote. However, immediately prior thereto they must present their books to the Polls Committee of the port in which they are voting. The voter's book number shall be placed upon the roster sheet (which shall be kept in duplicate) in the space opposite the proper ballot number, and the member shall sign his name. The portion of the ballot on which the ballot number is printed shall then be removed, placed near the roster sheet, and the member shall proceed to the voting site with the ballot. An appropriate notation of the date and of the fact of voting shall be placed in the member's Union book.

(e) Each Port Agent shall be responsible for the establishment 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 1st of the election year and shall continue through December 31st, exclusive of Sundays and (for each individual Port) holidays legally recognized in the city in which the port affected is located. If November 1st or December 31st falls on a holiday legally recognized in a port in the city in which that port is located, the balloting period in such port shall commence or terminate, as the case may be, on the next succeeding business day. Subject to the foregoing, voting in all ports shall commence at 9:00 A.M., and continue until 5:00 P.M., except that, on Saturdays, voting shall commence at 9:00 A.M. and continue until 12 noon.

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 full book members none of whom shall be a candidate, officer or an elected or appointed job holder. For the purpose of holding a meeting for the election of a Polls Committee only, and notwithstanding the provisions of Article XXIII, Section 2, or any other provision of this Constitution, five (5) members shall constitute a quorum for each port, with the said meeting to be held between 8:00 A.M. and 9:00 A.M. with no notice thereof required. It shall be the obligation of each member wishing to serve on a Polls Committee, or to observe the election thereof, to be present during this time period. It shall be the responsibility of the Port Agent to see that the meeting for the purpose of electing the said Polls Committee is called, and that the minutes of the said meeting are sent daily to the Secretary-Treasurer. 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 amounts of ballots used with the verifica-

tion list, as corrected, and ascertain whether the unused ballots, both serial numbers and amount, represent the difference between what appears on the verification list, as corrected, and the ballots used. If any discrepancies are found, a detailed report thereon shall be drawn by the Polls Committee finding such discrepancies, which report shall be in duplicate, and signed by all the members of such Polls Committee. Each member of the Committee may make what separate comments thereon he desires, provided they are signed and dated by him. A copy of this report shall be given the Port Agent, to be presented at the next regular meeting. A copy shall also be simultaneously sent to the Secretary-Treasurer, who shall cause an investigation to be made forthwith. 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. Notwithstanding anything to the contrary contained in this Constitution, the Executive Board shall not make any determination in these matters.

(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 full book members only to vote. Prior thereto, it shall stamp their book with the word "voted" and the date, issue ballots to voters, insure that proper registration on the roster takes place, collect 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 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, as required, which shall then be sealed. The members of the Polls Committee shall thereupon sign their names across the flap of the said envelope or envelopes, with their book numbers next to their signatures. The committee shall also place the date and name of the Port on the said envelopes, and shall certify, on the envelope or envelopes, that the ballot 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 or envelopes dated for that day and voted in that Port. The Polls Committee shall check the rosters, and any other records they deem appropriate, to insure the foregoing. At the discretion of the Executive Board, official envelopes may be prepared for the purpose of enclosing the ballots and the making of the aforesaid certification, with wording embodying the foregoing inscribed thereon, in which event these envelopes shall be used by the Polls Committee for the aforesaid purpose. Nothing contained herein shall prevent any member of a Polls Committee from adding such comments to the certificate as are appropriate, provided the comments are signed and dated by the member making them. The envelope or envelopes shall then be placed in a wrapper or envelope, which, at the discretion of the Executive Board, may be furnished for that purpose. The wrapper or envelope shall then be securely sealed and either delivered, or sent by certified or registered mail, by the said Polls Committee, to the depository named in the pre-election report adopted by the membership. The Polls Committee shall not be discharged from its duties until this mailing is accomplished and evidence of mailing or delivery is furnished the Port Agent, which evidence shall be noted and kept in the Port Agent's election records or files.

The Polls Committee shall also insure that the ballot box or boxes are locked and sealed before handing them back to the Port Agent, and shall place the key or keys to the boxes in an envelope, across the flap of which the members of the committee shall sign their names, book numbers, and the date, after sealing the envelope securely. In addition to delivering the key and ballot box or boxes as aforesaid, the Polls Committee shall deliver to the Port Agent one copy of each of the roster sheets for the day, the unused ballots, any reports called for by this Section 4, any files that they may have received, and all the stubs collected both for the day and those turned over to it. The Port Agent shall be responsible for the proper safeguarding of all the aforesaid material, shall not release any of it until duly called for, and shall insure that no one illegally tampers with the material placed in his custody. The remaining copy of each roster sheet used for the day shall be mailed by the Polls Committee to the Secretary-Treasurer, by certified or registered mail or delivered in person.

(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 or provide meals in lieu of cash.

Section 5. Ballot Collection, Tallying Procedure, Protests, and Special Votes.

(a) On the day the balloting in each port is to terminate, the Polls Committee elected for that day shall, in addition to their other duties hereinbefore set forth, deliver to headquarters, or mail to headquarters (by certified or registered mail), all the unused ballots, together with a certification, signed and dated by all members of the Committee that all ballots sent to the port and not used are enclosed therewith, subject to the right of each member of the Committee to make separate comments under his signature and date. The certification shall specifically 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 therewith subject to the right of each member of the committee to make separate comments under his signature and date. The said Polls Committee members shall not be discharged from their duties until the forwarding called for hereunder is accomplished and evidence of mailing or delivery is furnished the Port Agent, which evidence shall be noted and kept in the Port Agent's election records or files.

(b) All forwarding to headquarters called for under this Section 5, shall be to the Union Tallying Committee, at the address of headquarters. In the event a Polls Committee cannot be elected or cannot act on the day the balloting in each Port is to terminate, the Port Agent shall have the duty to forward the material specifically set forth in Section 5(a) (unused ballots and stubs) to the Union Tallying Committee, which will then carry out the functions in regard thereto of the said Polls Committee. In such event, the Port Agent shall also forward all other material deemed necessary by the Union Tallying Committee to execute those functions.

All certifications called for under this Article XIII shall be deemed made according to the best knowledge, and belief of those required to make such certification.

(c) The Union Tallying Committee shall consist of 14 full book members. Two shall be elected from each of the seven ports of New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston, and Detroit. The election shall be held at the regular meeting in December of the election year, or if the Executive Board otherwise determines prior thereto, at a special meeting held in the aforesaid ports on the first business day of the last week of said month. No Officer, Headquarters Representative, Port Agent, Patrolman, or candidate for office, or the job of Headquarters Representative, Port Agent or Patrolman, shall be eligible for election to this Committee, except as provided for in Article X, Section 4. In addition to its duties hereinbefore set forth, the Union Tallying Committee shall be charged with the tallying of all the ballots and the preparation of a closing report setting forth, in complete detail, the results of the election, including a complete accounting of all ballots and stubs, and reconciliation of the same with the rosters, 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 Tallying Committee shall be permitted access to the election records and files of all ports, which they may require to be forwarded for inspection at its discretion. 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.

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, to be had no later than within the period of its proceedings, 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 of the voting site of the port most convenient to the protesting member. Where a special vote is ordered in accordance with this Section 5(c), these terms shall apply, notwithstanding any provision to the contrary contained in this Article. Protests may be made only in writing and must be received by the Union 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. The committee shall take all reasonable measures to adjust the course of its proceedings so as to enable the special vote set forth in this Section 5(c) to be completed within the time herein specified. No closing report shall be made by it unless and until the special votes referred to in this Section 5(c) shall have been duly completed and tallied.

(d) The members of the Union Tallying Committee shall proceed to the port in which headquarters is located, as soon as possible after their election but, in any event, shall arrive at that port prior to the first business day after December 31 of the election year. Each member of the committee not elected from the port in which headquarters is located shall be reimbursed for transportation, meals, and lodging expense occasioned by their traveling to and returning from that Port. All members of the committee shall also be paid at the prevailing standby rate of pay from the day subsequent to their election to the day they return, in normal course, to the Port from which they were elected.

The Union Tallying Committee shall elect a chairman from among themselves and, subject to the express terms of this Constitution, adopt its own procedures. Decision as to special votes, protests, and the contents of the final report shall be valid if made by a majority vote, provided there be a quorum in attendance, which quorum is hereby fixed at nine (9). The Union Tallying Committee, but not less than a quorum thereof, shall have the sole right and duty to obtain the ballots from the depository immediately after the termination of balloting and to insure their safe custody during the course of the committee's proceedings. The proceedings of this committee, except for the actual preparation of the closing report and disbursements therefrom, if any, shall be open to any member, provided he observes decorum. In no event, shall the issuance of the hereinbefore referred to closing report of the Tallying Committee be delayed beyond the January 15th immediately subsequent to the close of voting. The Union Tallying Committee shall be discharged upon the completion of the issuance and dispatch of its reports as required in this Article. In the event a recheck and recount is ordered pursuant to Section 5(g) of this Article, the committee shall be reconstituted except that if any member thereof is not available, a substitute therefor shall be elected from the appropriate port, at a special meeting held for that purpose as soon as possible.

(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(c) of this Article and the recommendations of the Tallying Committee submitted therewith. A majority vote of the membership shall decide what action, if any, in accordance with the Constitution, shall be taken thereon, which action, however, shall not include the ordering of a special vote unless the reported discrepancies affect the results of the vote for any office or job, in which event, the special vote shall be restricted thereto. A majority of the membership, at the Election Report Meeting, may order a recheck and a recount when a dissent to the closing report has been issued by three or more members of the Union Tallying Committee. Except for the contingencies provided for in this Section 5(f) the closing report shall be accepted as final.

(g) A special vote ordered pursuant to Section 5(f) must take place and be completed within seven (7) days after the Election Report Meeting, at each port where the discrepancies so acted upon took place. Subject to the foregoing, and to the limits of the vote set by the membership, as aforesaid, the Port Agents in each such port shall have the functions of the Tallying Committee as set forth in Section 5(c), insofar as that Section deals with the

terms of such special vote. The Secretary-Treasurer shall make a sufficient amount of the usual balloting material immediately available to Port Agents, for the purpose of such special vote. Immediately after the close thereof, the Port Agent shall summarize the results and communicate them to the Secretary-Treasurer. The ballots, stubs, roster sheets, and unused ballots pertaining to the special vote shall be forwarded to the Secretary-Treasurer, all in the same package, but bound separately, by the most rapid means practicable, but, in any case, so as to reach the Secretary-Treasurer in time to enable him to prepare his report as required by this Section 5(g). An accounting and certification, made by the Port Agent, similar to those required of Polls Committees, shall be enclosed therewith. 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 Union Tallying Committee's results, as set forth in its closing report. The form of the latter's report shall be followed as closely as possible. Two (2) 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. If a majority vote of the membership decides to accept the Secretary-Treasurer's report, the numerical results set forth in the pertinent segments of the Tallying Committee's closing report shall be deemed accepted and final without modification.

If ordered, a recheck and recount, and the report thereon by the Union Tallying Committee, shall be similarly disposed of and deemed accepted and final, by majority vote of the membership at the regular meeting following the Election Report Meeting. If such recheck and recount is ordered, the Union Tallying Committee shall be required to continue its proceedings correspondingly.

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

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

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

In such event, a majority vote of the membership may grant additional time for the assumption of the office or job. In the event of the failure of the newly-elected President to assume office the provisions of Article X, Section 2, as to 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.

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

Article XIV Other Elections

Section 1. Trial Committee.

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

Section 2. Appeals Committee.

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

Section 3. Delegates.

As soon as the President 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 full book member from nominating himself. The results of the election shall be communicated to each Port Agent, posted on the bulletin board, and announced at the next regular meeting of the Port. Rules of election hereunder may include provisions for automatic election of all qualified nominees, in the event the number of such nominees does not exceed the number of delegates to be elected.

Article XV Trials and Appeals

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

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

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

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

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

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

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

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

Section 10. An accused who has been found guilty, or who is under effective punishment may appeal in the following manner: He may send or deliver a notice of appeal to Headquarters within 30 days after receipt of the notice of the decision of the membership.

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

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

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

- (a) No finding of guilt shall be reversed if there is substantial

evidence to support such a finding and, in such case, the Appeals Committee shall not make its own findings as to the weight of evidence.

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

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

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

(e) The Appeals Committee may recommend lesser punishment.

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

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

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

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

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

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

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

Article XVI

Offenses and Penalties

Section 1. Upon proof 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 and including a penalty of expulsion from the Union. In the event the penalty of expulsion is not invoked or recommended, the penalty shall not exceed suspension from the rights and privileges of membership for more than two (2) years, or a fine of \$50.00 or both:

- (a) 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 or other serious misconduct or breach of trust. The President may, during the pendency of disciplinary proceedings under this subsection, suspend the officer or jobholder from exercising the functions of the office or job, with or without pay, and designate his temporary replacement.
- (d) Unauthorized voting, or unauthorized handling of ballots, stubs, rosters, verification lists, ballot boxes, or election files, or election material of any sort;
- (e) Preferring charges with knowledge that such charges are false;
- (f) Making or transmitting, with intent to deceive, false reports or communications which fall within the scope of Union business;
- (g) Deliberate failure or refusal to join one's ship, or misconduct or neglect of duty aboard ship, to the detriment of the Union or its agreements;
- (h) Deliberate and unauthorized interference, or deliberate and malicious vilification, with regard to the execution of the duties of any office or job;
- (i) Paying for, or receiving money for, employment aboard a vessel, exclusive of proper earnings and Union payments;
- (j) 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 order of those duly authorized to make such orders during time of strike.
- (l) Failure or refusal to pay a fine or assessment within the time limit set therefor either by the Constitution or by action taken in accordance with the Constitution.

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

- (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;

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

- (a) Refusal or wilful failure to be present at sign-ons or pay-offs;
- (b) Wilful failure to submit Union book to Union representatives at pay-off;
- (c) Disorderly conduct at pay-off or sign-on;
- (d) Refusal to cooperate with Union representatives in discharging their duties;
- (e) Disorderly conduct in the Union hall;
- (f) Gambling in the Union hall;
- (g) Negligent failure to join ship.

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

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

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

- (a) Refusal or wilful failure to be present at sign-ons or pay-offs;
- (b) Wilful failure to submit Union book to Union representatives at pay-off;
- (c) Disorderly conduct at pay-off or sign-on;
- (d) Refusal to cooperate with Union representatives in discharging their duties;
- (e) Disorderly conduct in the Union hall;
- (f) Gambling in the Union hall;
- (g) Negligent failure to join ship.

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

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

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

Article XVII

Publications

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

Article XVIII

Bonds

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

Article XIX

Expenditures

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

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

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

Article XX

Income

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

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

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

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

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

Article XXI

Other Types of Union Affiliation

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

Article XXII

Quorums

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

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

Section 3. Unless otherwise specifically set forth herein, the decisions, reports, recommendations, or other functions of any

segment of the Union requiring a quorum to act officially, shall be a majority of those voting, and shall not be official or effective unless the quorum requirements are met.

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

**Article XXIII
Meetings**

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

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

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

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

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

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

The contents of this Section 2 are subject to the provisions of Article XIII, Section 4(a).

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

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

**Article XXIV
Definitions and Miscellaneous Provisions
Relating Thereto**

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

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

Section 3. When applicable to the Union as a whole the term, "majority vote of the membership", shall mean the majority of all the valid votes cast by full book members at an official meeting of those ports holding a meeting. This definition shall prevail notwithstanding that one or more ports cannot hold meetings because of no quorum. For the purpose of this Section, the term "meeting" shall refer to those meetings to be held during the time period within which a vote must be taken in accordance with the Constitution and the custom and usage of the Union in the indicated priority.

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

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

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

Section 7. The term "Election Year" shall be deemed to mean that calendar year prior to the calendar year in which elected officials and other elected job-holders are required to assume office. The first election year hereunder shall be deemed to be 1960.

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, 1956.

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

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

Section 11. The term "full book" or "full Union book" shall mean only an official certificate issued as evidence of Union membership which can be attained only by those members who have first acquired the highest seniority rating set forth in the standard collective bargaining agreement.

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

**Article XXV
Amendments**

This Constitution shall be amended in the following manner:

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

Section 2. When a proposed amendment is accepted by a majority vote of the membership, it shall be referred to a Constitutional Committee in the Port where Headquarters is located. This Committee shall be composed of six full book members, two from each department and shall be elected in accordance with such rules as are established by a majority vote of that Port. The Committee will act on all proposed amendments referred to it. The Committee may receive whatever advice and assistance, legal or otherwise, it deems necessary. It shall prepare a report on the amendment together with any proposed changes or substitutions or recommendations and the reasons for such recommendations. The latter shall then be submitted to the membership by the President. 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, except that, unless otherwise required by a majority vote of the membership at the time it gives the approval necessary to put the referendum to a vote, the Union Tallying Committee shall consist of six (6) full book members, two from each of the three (3) departments of the Union, elected from Headquarters Port. The amendment shall either be printed on the ballot, or if too lengthy, shall be referred to on the ballot. Copies of the amendment shall be posted on the bulletin boards of all ports and made available at the voting site in all ports.

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

**Article XXVI
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, rules of order generally followed, bonding procedures, 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. All officers and other jobholders elected as a result of the balloting held by this Union during November and December of 1958, who are serving at the time of the adoption of this amended Constitution, shall continue to serve, without reduction in salary, in the office most closely related to the one held prior to that adoption, and for a term not to exceed that for which he was elected in the balloting held in 1958. For this purpose the following table sets out the new office and job, the present nearest equivalent in terms of functions presently performed, and the identity of the person occupying it. The adoption of this amended Constitution shall constitute ratification of this table.

New Title	Individual	Old Title
President	PAUL HALL	Secretary-Treasurer
Executive Vice-President	CAL TANNER	Assistant Secretary-Treasurer
Vice-President in charge of Contracts and Contract Enforcement	CLAUDE SIMMONS	Assistant Secretary-Treasurer
Vice-President in charge of the Atlantic Coast	EARL SHEPPARD	Assistant Secretary-Treasurer
Vice-President in charge of the Gulf Coast	LINDSEY WILLIAMS	Assistant Secretary-Treasurer
Vice-President in charge of the Lakes and Inland Waters	AL TANNER	Boston Port Agent and Administrative Director of Great Lakes District
Secretary-Treasurer	VACANCY	(To be filled by the President in accordance with Constitution)
Headquarters Representative	BILL HALL	Assistant Secretary-Treasurer
Headquarters Representative	ED MOONEY	Assistant Secretary-Treasurer
Headquarters Representative	JOE VOLPIAN	Assistant Secretary-Treasurer

Since no elected officer or jobholder currently performs the functions of the new office of Secretary-Treasurer, that office shall be filled by the President pursuant to Article X, Section 1(j) of this Constitution. From the date of the adoption of this Constitution, the officers, as above described, shall execute the powers and functions, and assume the responsibilities of the said offices as set forth in this Constitution.

EXHIBIT A

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

I

All members shall have equal rights and privileges, subject to reasonable rules and regulations, contained in this Constitution, including secret election, freedom of speech, the right to hold office and the right of secret votes on assessment and dues increases, all in accordance with the law.

II

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

III

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

IV

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

V

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

VI

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

VII

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

VIII

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

IX

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

X

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

XI

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

XII

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

XIII

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

EVERY SEAFARER IS GUARANTEED

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