



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



Yule Cheer. Seafarer Vic Milazzo (top, left) presents gift carton of smokes, \$25 Xmas bonus and regular \$21 weekly SIU benefit to F. Bacomo at Manhattan Beach PHS hospital. Below, kids enjoy gala SIU party in New Orleans. (Story on Page 3. More pictures on Page 5.)

EXPECT RULE ON PHS FATE NEXT WEEK

—Story On Page 3

'Dump Robin Vote', NMMU Begs Court

—Story On Page 2



Robin Jobs. First SIU men shipped to Robin Line after SIU certification on first 4 ships voted in fleet leave NY hall for the Robin Locksley. Seafarer G. Malensky, MM (front), leads the parade. (Story on Page 2.)

IN THIS ISSUE **SIU CONSTITUTION** PUBLISHED TWICE YEARLY BY THE SEAFARERS LOG

NMU Begg Court To Reverse Robin Ship Vote Losses

Unsuccessful in its original attempt to stall off all Robin Line balloting, the National Maritime Union is now desperately trying to ward off a complete rout in the fleet by the SIU. The SIU has won six of the seven ships voted so far.

The NMU is scheduled to go into court next Thursday to seek an injunction barring SIU certification on the last two ships voted, plus a ban on balloting aboard the Robin Hood, tentatively set for the same day. The Hood is due to arrive in Boston from Capetown on Tuesday, January 7th, and will be the last ship to vote of the eight Robin Line vessels now operated by Moore-McCormack. The actual balloting will probably be in New York, as has been the case on all the other ships voted.

With a large SIU crew aboard, she would in all probability cast a heavy majority for the SIU, to give the SIU bargaining rights for seven of the eight ships polled. The NMU managed to win only one vessel in the fleet, and then only because 11 Seafarers were fired and replaced through the NMU hall. The count on this vessel went 25-11 against the SIU as a result.

Would Upset Certification

The basic objective of the NMU court action is to overturn the National Labor Relations Board's order certifying SIU bargaining rights on the ships already polled. These were the Robin Kirk, Robin Gray, Robin Sherwood and Robin Locksley.

Robin Line jobs went back up on SIU shipping boards in mid-December, when replacements for the Robin Locksley were dispatched from SIU headquarters in New York. This was the first ship covered by the certification orders to call for men.

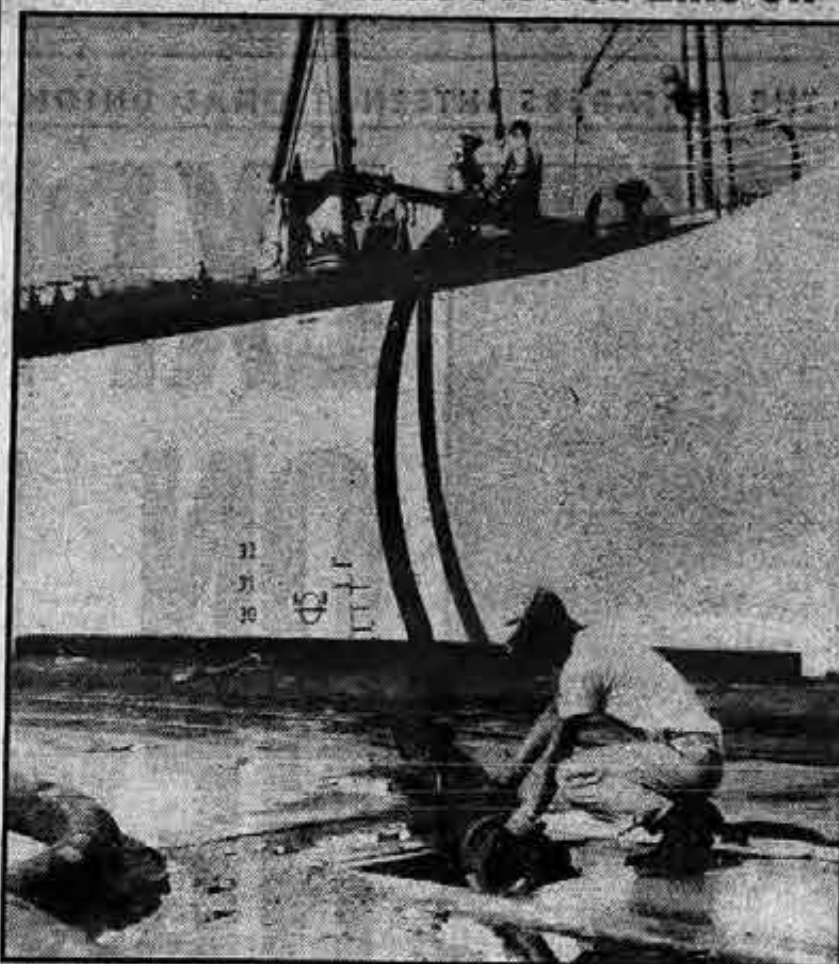
The NMU itself is now barred by a separate injunction from picketing the ships already certified, plus the two awaiting certification (Robin Trent and Robin Goodfellow), as well as other Moore-McCormack ships. It ex-

posed the nature of its "picket-line" when it sent NMU replacements for some of the Robin ships through its own lines.

NMU desperation has arisen largely due to the weak support of the Robin Line raid by the maritime union's own membership. Uneasiness gripped the NMU still further following NLRB balloting aboard the Robin Trent in which two NMU members cast ballots for the SIU.

The SIU originally petitioned for an election on Robin ships last August after Mooremac, which had purchased the fleet earlier, began calling replacements from the NMU and forced SIU men to work under the inferior NMU contract. Robin Line had previously been under SIU contract since 1941.

... And The Wine Flowed Like Oil



Deck gang crewmembers of the wine tanker Angelo Petri are shown hooking up hoses for discharge of wine at the company's terminal in Port Newark. The vessel is contracted to the SIU Pacific District. (A future issue of the SEAFARERS LOG will carry a feature on the wine tanker operation.)

Port Growth Boosts Jobs For Mobile

MOBILE—Construction is under-way on temporary facilities up the Alabama River, under terms of a proposal to expand the Alabama State Docks. The docks are part of the state's long-awaited Alabama state river improvement project. On completion shippers in the northern part of the state will be able to send their cargoes straight down-river to the port of Mobile where they can be transferred to deep sea vessels.

Many companies are taking advantage of these improvements and are adding and improving their own facilities here. Waterman Steamship Company recently brought in a Navy drydock in order to handle their own repair and drydock work.

All of these improvements spell more work for Seafarers on the beach and for members of the SIU's Harbor and Inland Waterways Division in the ports.

Christmas dinner for the members on the beach and their families was a huge success as some 290 persons sat down to full-course meals in the snack bar in the hall here. The way the food disappeared was a tribute to the men in the galley.

Shipping was on the slow side during the past period and from all indications, the next period will be about the same. The Alcoa Planter, Patriot, Corsair, Clipper, Pennant (Alcoa); Madaket, Monarch of the Seas, LaSalle (Waterman) and the Steel Age (Isthmian) were in port during the last two weeks.

Tramps Assail Amcoal Charters

WASHINGTON—Tramp ship operators have made a direct frontal attack on American Coal Shipping in their efforts to get the Federal Maritime Board to pull back Government-owned charters. The tramps are arguing that because of the shipping slump, the FMB should act immediately to terminate charters on ACS ships and other charters outstanding.

The tramps, in a new gambit, have also argued that the Federal Maritime Board is violating the "50-50" law by permitting military and aid cargoes to be carried on Government-chartered vessels. They have pointed out that the law calls for 50 percent of these cargoes to be carried on privately-owned US vessels. This phase of the tramps' claim does not affect American Coal.

James G. Dunaif, president of the Navigator Steamship Corporation and the Tramp Freighter Corporation, both of them NMU-contracted companies, has been lead-

ing the attack on American Coal. In a recent message to the Board he called for "immediate action" because the tramps' position is "desperate."

The tramps maintain that before a company such as American Coal operates Government-owned ships it should seek privately-owned tonnage for chartering. Such tonnage is now available with a number of privately owned tramps in lay-up.

"We wish to draw your attention," Dunaif wired, "to the fact that American Coal Shipping Company is employing the one vessel which it owns, namely the Coal Miner, in the grain trade while they are using a Government-owned ship to perform their coal contract. We request to know why American Coal Shipping is not required to use their own vessel to perform their contractual obligations."

"We would draw your further attention to your findings as set forth in Docket M-70 approving the charter of Government-owned ships to American Coal Shipping. In this docket, you found that American Coal Shipping was asking for the use of Government owned ships as a 'stop gap' measure until they could place orders for new construction or reconversion of vessels for the coal trade, and you stated that after the

charters had been in effect for six months the Maritime Administrator should review the progress made by American Coal Shipping in carrying out its new contract program to determine whether sufficient progress had been made to warrant continuation of the charters and 'lacking reasonable excuse for insufficient progress (the Maritime Administrator) should exercise his option to terminate the charter.'

"You further stated that one year is a reasonable time for American Coal Shipping to complete its plan and undertake definite commitments for new ships.

"The period for the six months' review has long since passed and it is now more than fourteen months since the Board decision and there has been no review of the construction plans of the American Coal Shipping on which the granting of the charters was predicated."

Other tramps have supported the Dunaif position including Tak Shipping Corporation, Pacific Waterways, Ocean Transportation, Ocean Clippers and Maritime Overseas.

On the "50-50" protest, Dunaif has petitioned the US Comptroller General to stop what he called "improper and illegal expenditure of Government funds" which are going to Government-operated ships.

There has been no change in the past two weeks in the status of the American Coal fleet, now down to six ships. One ship, the Cleveland Abbe, has been returned to the boneyard in the place of the Casimir Pulaski which was ordered back by the Federal Maritime Board.

The Pulaski, Walter Hines Page, Harry Glucksman and Martha Berry are idle in Norfolk while the Thomas Paine is now completing its last voyage on its consecutive charter. It will lay up upon its return, as present plans stand. The Coal Miner is on a grain run as it has been for several months now.

Boost For Shipping Seen In US Oil Import Slash

WASHINGTON—The Government has requested 18 west coast oil companies to voluntarily cut their foreign oil imports by 37 percent. Most of the big companies have indicated they will comply.

A Government committee found that domestic production was insufficient to meet the western states' needs and that importation was necessary, but the report said the imports planned were "substantially in excess" of what was necessary and "would inevitably lead to a situation which

would constitute a threat to the national security..." The Government is seeking more domestic oil exploration by US producers.

Some of the companies most affected by the request were Standard Oil of California, Tidewater Oil, Shell Oil, and Wilshire Oil. The sharpest cut recommended was for Superior Oil Company, a new importer. The government requested it to cut its imports from a planned 35,000 barrels daily to an average of 3,000 barrels daily.

While most of the companies said they would comply with the request, Richfield Oil Company said it would not. The company said the quotas would only result in severe "inequities." Opposition to the plan also came from the Canadian Government.

The proposed cutback will have some effect on foreign shipping, but will result in an increase in US coastal shipping.

In-Transits Perk Tampa

TAMPA—Shipping was good during the past period with eight in-transit vessels providing the bulk of the jobs.

The Rion (Actum) paid off while the Ocean Deborah (Maritime Overseas) signed on. The Warrior, Wacoata (Waterman); Azalea City, Fairland and Gateway City (Pan-Atlantic) and the Steel Age (Isthmian) were in port for servicing.

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Mates Local 14 Reelects Weinstein

BALTIMORE—Morris Weinstein has been reelected to his third term as president of Local 14, Masters, Mates and Pilots. The local ballot committee reported that Weinstein received 201 votes, and his opponent, H. Diemel, 36 votes.

Ballots were counted December 26 following a 90-day referendum. Local officials serve two year terms.

Incumbent 1st vice-president H. J. Mohr won re-election over his opponent H. F. Kirk. Mohr received 197 votes to Kirk's 46.

A five-man contest for 2nd vice-president went to W. Schiller, who polled 80 votes. Schiller succeeds J. R. Silver, who quit as 2nd VP to run unsuccessfully for secretary. The new secretary is Capt. T. F. O'Callaghan, who received 75 votes to win in a five-man field. He succeeds Capt. Arthur N. Goodrich.



Weinstein

LOG Marks 20th Year

LOG readers will note that this issue begins Volume XX, marking the 20th year of LOG publication. The last two issues of 1957 were incorrectly numbered, and were actually Numbers 25 and 26 of XIX. The LOG regularly publishes 26 issues per year.



SIU Welfare Services representative Toby Flynn brings Christmas cheer to a group of Seafarers recuperating in Staten Island PHS hospital. Among those waiting to receive their \$25 Christmas bonuses and smokes are Leslie Simmons, Hannaford, Gomez, Jose Rayes, John Broad, Stan Swienkowski and Franz Mietko.

Dinners, Hospital Bonus Mark SIU's Christmas

Christmas, 1957, was celebrated in typical SIU style in ports throughout the nation. Many Seafarers on the beach brought their families into SIU cafeterias and restaurants for holiday dinners while Welfare Services Dept's representatives visited Seafarers in the hospitals and helped spread some of the holiday cheer with Christmas bonuses and gifts of cigars and cigarettes.

As has been the custom in the past, SIU halls in the various ports sponsored Christmas dinners for the men on the beach, their families and friends. Some of the dinners were given in the hall while those halls without facilities provided meals in hotels and restaurants.

Over 450 Seafarers and their families enjoyed their Christmas Day dinner in the headquarters cafeteria. Mobile reported over 250 persons filled the snack bar there for their holiday meal. Similar turnouts were reported in Baltimore, New Orleans and other ports. Although the complete figures

Lakes Eng'r Meet Draws MTD Unions

A Brotherhood of Marine Engineers' delegation headed by BME President Ray McKay will attend the three-day convention of the newly-formed Local 101, Marine Engineers Beneficial Association, in Cleveland next week. The new local, which will represent all MEBA men on the Lakes, is holding the convention January 6 through 8 to draft an organizing program and get its local machinery set up.

The BME's attendance at the meeting is part of the MEBA-BME agreement to cooperate on organizing projects in line with the eventual merger of the two organizations. Also expected to attend the convention are representatives of the SIU Great Lakes District, the International Brotherhood of Longshoremen and other affiliates of the Maritime Trades Department.

Local 101 was formed through a consolidation of previously-existing separate MEBA groups on the Lakes. It is expected to play an active role in organizing in that area when the St. Lawrence Seaway starts functioning.

The Seaway has a potential of 25,000 new jobs for maritime work-

Await US Budget Verdict On Future Of PHS Hospitals

SIU headquarters will closely scrutinize the President's forthcoming budget message to Congress for the first concrete evidence of the Administration's plans for the Public Health Service Hospitals. The proposals on the Public Health budget for the coming year will indicate whether the Bureau of the Budget has approved plans to close the Savannah hospital and three others and turn seamen over to private facilities for medical care.

The budget agency had suggested to the PHS in September that it "survey" the possibilities of closing Savannah, Chicago, Detroit and Memphis and entering into contracts with private doctors as an "economy" measure. The announcement of the survey drew immediate fire from the SIU and other maritime unions, with the SIU viewing the move as a flank attack on the whole hospital system.

Now, with the prospect of increase defense spending as the result of the Soviet success in the rocketry field, the fate of the hospitals is linked with that of all other social welfare benefits provided by the Government. Moves are already afoot in Congress to cut back on these services as "unnecessary" and devote the funds saved to missile production and a balanced budget.

SIU Secretary-Treasurer Paul

Hall, who is also president of the AFL-CIO Maritime Trades Department, pointed out that the recent MTD convention took a very strong stand against any moves to cut back on hospital services, a stand which was subsequently endorsed at the AFL-CIO convention.

"The MTD position," Hall said, "is that the Government and Congress should not use international problems as an excuse to reduce or eliminate highly essential services, of which the hospitals are one. As far as we are concerned, any attack on the hospital budget should be regarded as the signal for an assault on all Federal welfare services. All unions of the Maritime Trades Department are united in their determination to press for adequate appropriations for the Public Health Service."

The importance of the hospitals to seamen was pointed up by Professor Elmo P. Hohman of Northwestern University in a paper read to the annual meeting of the Industrial Relations Research Association. Dr. Hohman said in part:

"Seafaring has long ranked as one of the most dangerous occupations in the world, both in terms of accident and of disease. Numerous major causes, ranging from storms and exposure to sudden changes of climate and unsanitary conditions in foreign ports, explain why the average seaman spends an uncommonly large proportion of his working lifetime in hospitals and in various stages of convalescence. Coupled with the fact that he is usually away from home when requiring medical attention, this high incidence of accident and disease obviously demanded special consideration. Consequently Congress long ago provided a chain of special Marine Hospitals (now incorporated into the Public Health Service) . . ."

The 1957 budget was the first time in several years in which the hospitals were given a full appropriation without organized opposition from the Bureau of the Budget. Prior to that, they had been the target of "economy" drives dating back to May, 1953. It was then that Savannah was listed

for the ax, but was saved by a vigorous SIU campaign. In 1954, efforts were made to discontinue all medical services for seamen, but these plans were dropped after the late Harry Lundeberg conferred with President Eisenhower on the subject.

The new tactic adopted by the Bureau of the Budget pays lip service, in the SIU view, toward providing medical services for seamen since it proposes contracting out such services. Experts on medical care are agreed that it would be practically impossible to provide services under a contract basis that would be equivalent to those given by the hospitals. The net effect would be a serious reduction in such services to seamen.

Navy Pilot Rescued By Claiborne

En-route to Puerto Rico, the SIU-manned Claiborne picked up some unexpected cargo when a Navy jet plane ditched a half mile from the ship east of Great Inagua Island. The incident took place on December 16.

Despite heavy rain and eight to ten-foot swells, a lifeboat gang from the Claiborne had Lt. Commander E. Holmgaard aboard within 45 minutes.

Commander Holmgaard had run out of fuel in the storm when he broke through some overcast and spotted the ship. Captain Donald E. Bolhuis ordered the boat crew into the water as the plane ditched. The pilot got off a flare enabling the boat crew to spot him, pick him up and transfer him to the ship.

The Claiborne had difficulty getting the boat back aboard in the rough water but finally made it after heading for the lee of the island. "All in all it was a most successful operation," the skipper concluded, "and the crew did outstanding work in effecting the rescue and handling the ship during this critical period. The man most pleased was Commander Holmgaard."

SIU-HIWD Welfare Increases Benefits

NEW ORLEANS—Substantial increases in benefits paid under provisions of the Health and Welfare Plan of the SIU's Harbor and Inland Waterways Division went into effect January 1. Approved by the HIWD Welfare Plan Trustees at their January 1 meeting, benefit features are:

- Elimination of the \$50 deductible provision on hospital benefits.
- Increase in the death benefit from \$2,000 to \$3,000.

The increases represented substantial gains for SIU-HIWD men, and signified remarkable progress for the SIU-HIWD's Welfare Plan

which has been in existence for only a year and a half. The plan became effective June 1, 1956.

The increased benefits apply only to cases occurring on or after January 1, 1958. J. Michael Early, administrator of the plan, said. For example, the increased hospitalization benefit will not apply to hospital in-patients admitted prior to January 1. It will apply in all cases where patients were admitted to a hospital after midnight, December 31, 1957.

Similarly, the increased death benefit will be paid only in those cases where death occurred on or after January 1, 1958.

The SIU-HIWD Welfare Plan also provides for payment of a \$3 daily hospital benefit to SIU-HIWD men confined to a USPHS hospital, a \$200 maternity benefit, and the following hospital and surgical benefits:

Up to 31 days' hospital room and board at \$10 a day; maximum of \$100 for hospital extras; maximum of \$300 for surgical fees in accordance with a published schedule for various operations and \$4 a day for doctors' calls at the hospital, up to a maximum of 31 days.

Hospital and surgical benefits apply to dependent wives and unmarried children under 19 of SIU-HIWD men and to covered workers themselves when they are hospitalized in institutions other than a USPHS hospital.

SCHEDULE OF SIU MEETINGS

SIU membership meetings are held regularly every two weeks on Wednesday nights at 7 PM in all SIU ports. 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:

January 8
 January 22
 February 5
 February 19

See Delays In Jobless Claims

ALBANY—The New York State Labor Department has predicted a 100,000 jump in unemployment insurance claims this month over the 286,000 total registered in December. To accommodate the increases in claims, the Department is increasing its staff by about one-third and adding new office equipment. However, it warned that there will be delays in collecting claims because of the big boosts in layoffs in the state.

The department said that unemployment was on the increase throughout the state with little prospect of immediate improvement. Claims in 1957 were already running well ahead of 1956.

Registration Of Aliens Underway

The annual registration of aliens is now underway. All aliens must report their addresses to the Immigration Service during this month.

Blanks are available at post offices and field offices of the Immigration and Naturalization Service.

General J. M. Swing, the Immigration Commissioner, warned that aliens deliberately failing to register are subject to severe penalties including deportation.

Herman Cooper And 'Lidford Law'

The November 8, 1957, edition of the SEAFARERS LOG carried an article entitled, "The NMU and Herman Cooper." The article dealt with what the LOG called "a number of striking privileges" Mr. Cooper has been accorded in the NMU. These privileges, the article pointed out, included freedom to participate in internal union matters and to electioneer on behalf of the NMU president;

the right to run a signed column in the "NMU Pilot" dealing exclusively with seamen's lawsuits under the Jones Act, and the privilege of having a special column devoted to notices his law firm wishes to insert in the "Pilot."

The LOG also noted that its prior announcement, in September, of its intentions to discuss Mr. Cooper's activities, brought an immediate communication from Mr. Cooper, warning of the existence of libel laws and his intent to hold the SIU accountable for anything that was said of him—to which the LOG replied it would not be dissuaded from discussing subjects of interest to its readers and would draw from the record for its material.

The National Maritime Union, as the LOG pointed out, is one of several unions Mr. Cooper represents. He also represented until recently the Bakery and Confectionery Workers International Union, just expelled from the AFL-CIO, and a number of that union's local affiliates.

For months, up until its expulsion and the chartering of a new AFL-CIO bakery union, the international had been torn with strife. A clean-up faction headed by Curtis Sims, then secretary-treasurer, raised a number of serious charges against James Cross, union president. The charges dealt with Cross' handling of union funds for personal purposes, his acceptance of loans from major employers during contract negotiations, his withdrawal of strike authorization from local unions with whom these same employers dealt and similar matters. This activity led to detailed questioning of Cross by the McClellan Committee.

For bringing up these charges, Sims was suspended from the international on the initiative of Cross. It was brought out that Mr. Cooper drafted the guilty verdict against Sims even before charges brought against Sims by Cross had been heard by the appropriate union hearing board.

Mr. Cooper was also involved in the successful defense of Cross before a grand jury on charges that Cross had assaulted members of the Sims group.

The evidence against Cross was deemed sufficient by the AFL-CIO Ethical Practices Committee to justify the ouster of Cross. When the bakers international refused to act, the union was voted out at the last AFL-CIO convention by an overwhelming majority and a new union chartered. The vote followed a recital of a lengthy list of Cross' misdeeds by AFL-CIO President George Meany.

Mr. Cooper's questioning by the McClellan Committee dealt with two distinct matters involving the Bakers and Confectioners International Union. One was the manner in which Mr. Cooper had drafted the guilty verdict against Sims before Sims had been tried. The second was the disposition of \$24,000 in fees, which arose out of Mr. Cooper's defense of Cross before a grand jury on assault charges. Mr. Cooper was questioned the first day on the fund issue.

Extracts from the committee record follow:

THE CHAIRMAN. "Let us start with the whole \$24,000. What was that for?"

MR. COOPER. "... there was an introductory statement by President Cross in which he indicated there had been legal expenses incurred by him."

"... my firm had been required

to perform extraordinary services in connection with the preparation for the convention and the convention itself . . .

"I was asked by a member of the board what I would consider to be a fair fee . . . I mentioned the sum of \$24,000. There were comments of pleasure . . ."

THE CHAIRMAN. "What was the occasion for the \$8,000 in cash and the \$16,000 check?"

MR. COOPER. "... the prior hostility to me personally of Mr. Sims became increasingly apparent . . ."

"... I told Mr. Cross I was most uneasy about what would happen . . . particularly with respect to Curtis Sims . . ."

"... I said to Cross that I would appreciate receiving my part of the fee at that point in \$8,000 in cash and that the balance could be sent to me . . ."

"... When I returned to my office . . . I reported to my . . . office manager that I had \$8,000 in cash . . . I gave her the \$8,000 in an envelope which she put in the office safe . . ."

MR. KENNEDY. "When did you deposit the \$8,000?"

MR. COOPER. "I deposited the \$8,000 about two weeks ago."

MR. KENNEDY. "After we contacted you?"

MR. COOPER. "Yes . . ."

MR. KENNEDY. "The \$16,000 and \$8,000 in cash, why didn't you take this money and deposit it in your bank account? Why did you wait until after this committee started to investigate?"

"Did you give any of this cash to anybody in San Francisco?"

MR. COOPER. "I did not. Categorically not."

At the conclusion of that day's testimony, the investigators turned to the question of the pre-judgment of Sims. The following dialogue took place:

MR. KENNEDY. "Did you cause to draw or did you draw up the resolution against Mr. Sims?"

MR. COOPER. "If I may respectfully discuss the . . ."

MR. KENNEDY. "If it is going to be a long answer, we will resume it tomorrow."

MR. COOPER. "Whatever you prefer to do . . . I am a little reluctant to go into what I have done in terms of my relationship with a client, whether I drew up the resolution or did not."

MR. KENNEDY. "This resolution is of some interest to us since it was drawn two days before Sims' charges were heard . . . If you were a part of that then it gets to be a question of whether you were representing the union or represent Mr. Cross and being paid by the union. I think it gets into your integrity, and I think you would want to answer it."

MR. COOPER. "I am prepared to match my integrity to anyone."

MR. KENNEDY. "Why not answer the question?"

MR. COOPER. "That may not be the only way to match integrity, Mr. Kennedy. There are other ways."

The witness then was excused until the following day. When testimony was resumed the next day the committee went into the matter of Mr. Cooper's role in drafting resolutions calling for the ouster of Sims before Sims had been tried. Mr. Cooper explained his action as anticipatory, in line with getting papers ready in ad-

vance of a case. He was asked why he did not draw up a resolution for Cross' ouster, since Cross was the subject of charges by Sims; or why he did not draft one for Sims' acquittal. He declared that Sims did not ask him to do so. Committee members then asked him why he did not proceed with Sim's request, as attorney for the entire international union.

He was also questioned as to the executive board's rapid action in suspending Sims a few minutes after it had reached its conclusions as a hearing board.

The following are a brief excerpts from this testimony:

MR. KENNEDY. "You had some official capacity in the hearing that was held . . ."

MR. COOPER. "As general counsel to the union . . . I acted as legal adviser to the hearing board."

MR. KENNEDY. "... I asked you yesterday . . . whether you had anything to do with drawing up these charges against Sims."

MR. COOPER. "Yes, I did."

MR. KENNEDY. "You drew them up?"

MR. COOPER. "I at the request of President Cross . . . and as law officer for the international union . . ."

MR. KENNEDY. "So you drew up the charges or the resolutions of Mr. Cross against Mr. Sims . . . prior to the time that the executive board had reached its decision . . ."

MR. KENNEDY. "You recognize that you were working for the international union and not just for Mr. Cross?"

MR. COOPER. "I was working for the international union . . ."

THE CHAIRMAN. "Did you draw one up against Cross in advance?"

MR. COOPER. "I was not asked to by Mr. Sims . . ."

SENATOR ERVIN. "... Did you draw up an alternative one in Mr. Sims' favor?"

MR. COOPER. "It was not suggested to me and I did not do so. There would have been no occasion."

SENATOR ERVIN. "Did you know in advance of the meeting what action the committee was going to take?"

MR. COOPER. "No, I did not."

SENATOR ERVIN. "Why did you not draw them in the alterna-

tive, so you would have whatever action was taken covered?"

MR. COOPER. "Because the conduct of the board at that point was in consideration of charges against Cross."

SENATOR ERVIN. "So you prepared a verdict, what was equivalent to a verdict of guilty, and neglected to prepare a verdict of not guilty? . . . You drew up a resolution which was a resolution anticipating in advance that the board was going to take action against Sims . . . Why did you not draw an alternative one? . . ."

MR. COOPER. "I think such a resolution might have been prepared by Mr. Sims' personal counsel, for all I know . . ."

SENATOR ERVIN. "You were the counsel employed by the union to draw up the resolutions showing the action of the executive board, rather than Mr. Sims' personal counsel, were you not?"

MR. COOPER. "... I am, sir."

SENATOR ERVIN. "And you went to a meeting at which a decision was to be made and which decision could have been made either one way or the other. You prepared the resolution to take care of the situation if the action was adverse to Sims, but no resolution to be used in case action was favorable to Sims. Is that not correct?"

MR. COOPER. "That is correct, sir."

SENATOR ERVIN. "To my mind it is sort of similar to the Lidford Law. I oft have heard of Lidford Law . . ."

MR. COOPER. "I am unfamiliar with that, sir."

SENATOR ERVIN. "Listen and you can hear about it."

MR. COOPER. "I will be happy to learn."

SENATOR ERVIN. "You may not have heard of it, but you seem to be familiar with it. I oft have heard of Lidford Law, how in the morn they hang and draw, and sit in judgment after."

"... In other words you drew a resolution in advance of the meeting to sustain the charges preferred by Cross against Sims before the Executive board had had an opportunity to pass on those charges."

MR. COOPER. "Not at all, sir. The suspension resolution which I drew related to the charges not yet heard."

SENATOR ERVIN. "That is (Continued on page 15)"

Supertanker Readied For SIU Ship Co.

BALTIMORE—A new supertanker has been launched here for the SIU-contracted Metro Petroleum Shipping Company and is being outfitted for her maiden voyage to take place sometime in February.

The 32,650-ton tanker has been named the Atlantis. It was constructed under the Maritime Administration's trade-out and build program under which American T-2 tankers were transferred foreign in return for promises to build new ships.

The Atlantis is 630 feet long and 90 feet in the beam. It rates at 15,000 shaft horsepower and has a 16-knot cruising speed. It was built at the Sparrows Point yards of the Bethlehem Steel Corp.

SUP Has New Shipping Board

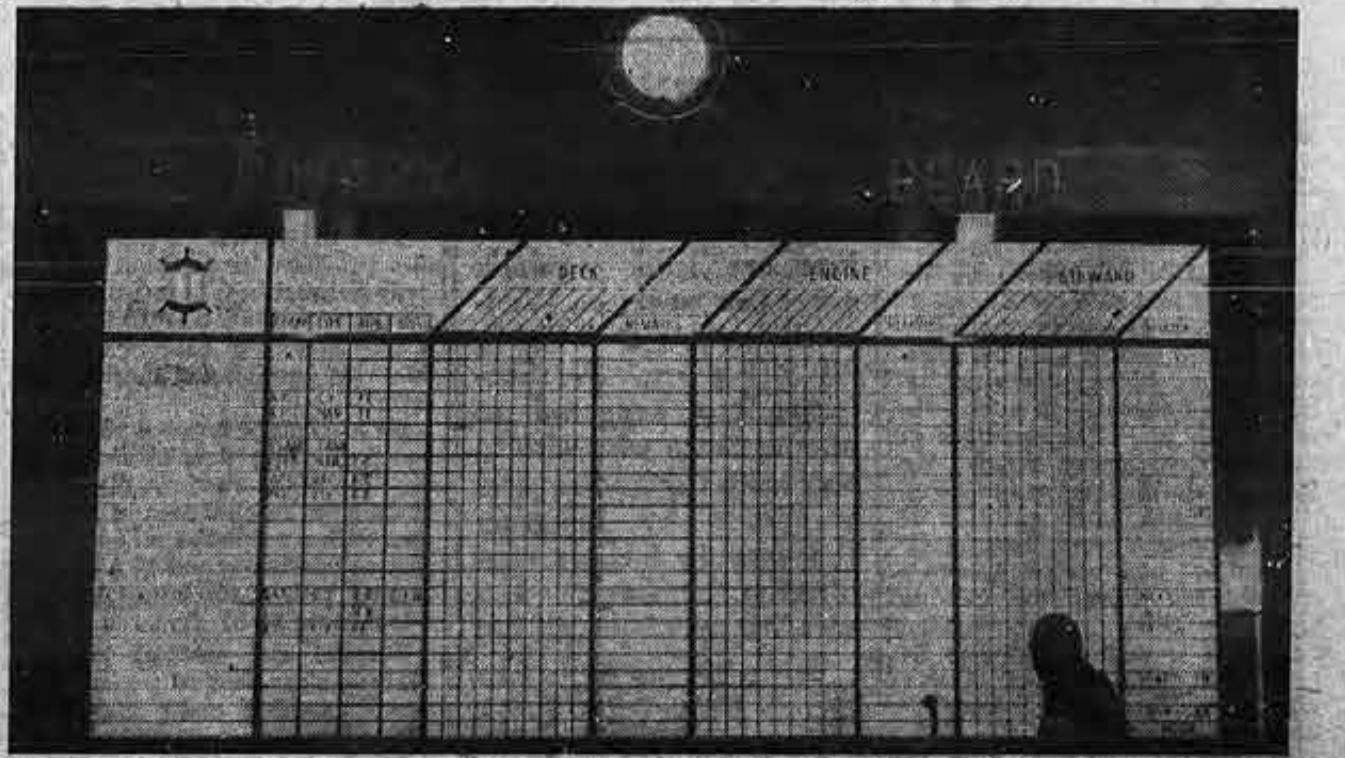
SAN FRANCISCO—A new rotary shipping board has been installed in the Sailors Union of the Pacific headquarters hall here in San Francisco. The board, similar to the ones used in several halls by the A&G District, is part of an extensive improvement program taking place in the SUP headquarters building.

The board is made of green and white lucite which is lighted from the rear. The ships' names, company, type of vessel and the run it is on are listed on the left side of the board.

The jobs are listed under the various ratings. Each section also has a space reserved for any remarks that may be necessary concerning the particular job.

A big SUP emblem in the shape of a ship's helm and bearing the legend, "Brotherhood of the Sea," is attached to wall directly above the board.

It is expected that similar boards will be constructed in all SUP branches on the West Coast. One major advantage of the board is that it gives the sailors a complete listing of the available jobs at a glance. It is well lighted for easy reading, and is already in great favor with the membership.



New dispatch board at SUP headquarters is now in operation. Board is modeled after the one in SIU A&G headquarters. It is part of remodeling operation in San Francisco hall.

LABOR ROUND-UP

In an effort to bring its meetings to the membership, the United Steelworkers of America is presenting monthly television programs of the various activities of the union. The programs, which started on November 10, will be shown in 23 steel centers, including most of the largest cities in the country. The programs will also enable the general public "to look over our shoulder and see how a big, influential union operates," Steelworker president David McDonald said.

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The AFL-CIO convention has termed a strike by members of the Electrical, Radio & Machine Workers against Sunbeam Corp. in San Juan, Puerto Rico, as "wholly justified." The workers are seeking union recognition and collective bargaining rights. The resolution pointed out that the growing relocation movement among big companies from the mainland to the islands is a threat to American union standards. In Puerto Rico, wages "average fractionally over \$1 an hour compared to plant averages of \$2.50 an hour and assembly line rates of \$3 an hour in Chicago." The company's attitude is taken in view of the many tax exemptions and salary subsidies granted the company by the island's government.

~ ~ ~

The Brewery Workers Union, Local Nine, has become the first local union in the country to get five-week vacations for its members. Members of the local ratified the agreement which provides for the five-week vacation after 20 years of service with the Froedtert Malt Co., Kurth Malting Co. and

the Kurth Zinn Malting Co. Wages for production workers were increased from 10 to 15 cents an hour according to the shift the employees work, and more paid holidays added. Minimum salaries under the new contract will be \$3 an hour for powerhouse workers, \$2.90 for maintenance workers and \$2.77½ for production workers, retroactive to November 1.

~ ~ ~

A major organizing victory was won by the United Papermakers and Paperworkers Union when the employees at the new market pulp mill of the Gulf State Paper Corp., in Demopolis, Alabama, voted in favor of representation by the newly-merged union. This plant is considered to be the most highly mechanized pulp operation in the South. The victory was of special importance, said UPP Vice-President Mark Fisher, because it indicates "pulp and paper workers in the South are aware of the superior bargaining benefits to be derived from affiliation with the union that has done something about labor unity in the industry."

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Six-hundred striking employees of the "St. Paul Dispatch" and the "Pioneer-Press" said they were preparing for a long siege and would publish their own daily tabloid newspaper. The strike started last week over a failure to reach an agreement on wages and other benefits in the contract between the papers and the Malters Union. The strikers were joined by the members of the Typographical Union and the Newspaper Guild. The strike paper will be published by the St. Paul unit of the Twin-Cities Guild and will come out every day except Monday.

Transfers, Shipping Aid High On Congress' List

WASHINGTON—The opening of a new Congress session usually stimulates a rash of speculation, investigation and proposed legislation on the US merchant marine. This year is no exception, with the hottest subject on the griddle being the whole question of the merchant marine's role in the Sputnik age.

Both the Senate Foreign Commerce Committee and the House Merchant Marine Committee have this item on the agenda,

Scrap Liberty Bidding Opens

The Maritime Administration will accept bids for the scrapping of 11 old and damaged Liberty-type vessels now in the Government's reserve fleets. The bids must be filed with the MA and the US Department of Commerce on January 14, 1958.

The ships are among 100 Liberties which will go to the scrap pile as part of the Government's merchant marine replacement program. Under this program, new and faster ships are to go into active service with the current vessels to be used as trade-ins.

Bids for the vessels may be made by American citizens only. They will be accepted on the condition that the ships, including their hulls, engines, machinery and machinery spares and all major items of equipment, will be completely scrapped, dismantled or destroyed within the continental limits of the United States within 18 months after delivery.

plus a number of specific proposals to assist US shipping. Some of these proposals are holdovers from the last session where they were never acted upon. These include Senator Warren Magnuson's bills to impose strict limits on ship transfers, and to give full approval to maritime hiring halls. Both of these bills have the full support of the SIU and the AFL-CIO Maritime Trades Department.

Magnuson, who is chairman of the Foreign Commerce Committee, has announced that these measures and other important items will be on his committee's agenda, including widening of the Panama Canal and an investigation of the impact of the Military Sea Transportation Service on private shipping operations.

Another matter due for consideration is Government aid to non-

subsidized shipping companies, possibly in the form of tax deferrals on new ship construction, as well as the long-discussed program of aid to tramp shipping which, as before, has dubious prospects in the eyes of Washington observers.

The biggest issue, of course, is the hotly debated one—are ships really necessary as a defense item in the hydrogen missile and space ship age. The question is being studied by top-level Government commissions, and the Office of Defense Mobilization, for one, has reported it favors the idea of a merchant marine as essential for defense purposes.

Possible revision of the 1948 Safety of Life at Sea convention will come up before the House Merchant Marine Committee as a result of the Andrea Doria sinking of 1956.

Another big item, in light of the heavy run of foreign transfers in recent years, is a proposal to give the US greater authority over foreign (that is, runaway) shipping. The fact that such proposals are being brought up, in the view of SIU headquarters, confirms charges that the US has no genuine control over the runaways, despite claims to the contrary in Washington.

Many of these items are old familiar tunes as far as the merchant marine is concerned, but they have been given new urgency this year in light of the general reexamination of the US defense and foreign affairs program.

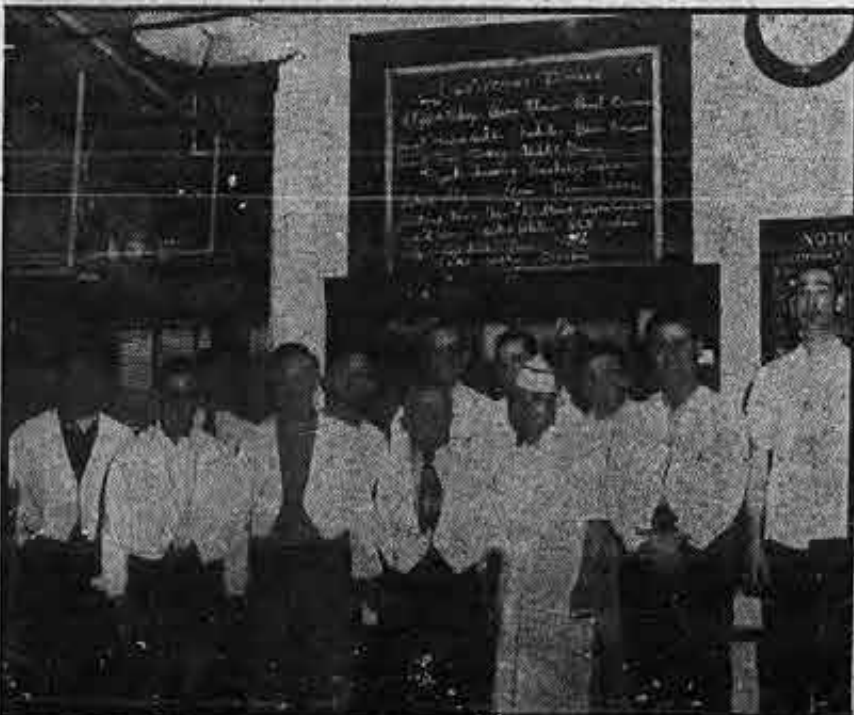
The SIU and other maritime unions are also vitally interested in the fate of the US Public Health Service hospitals which are sure to come under attack again this year as the Administration looks around for places to do a bit of budget cutting in return for increased spending on sputnik-age defense items.



It's An SIU Xmas In New Orleans



Celebrating the day at dinner in SIU hall (left) were Seafarer and Mrs. Theodore "Beau" James, with youngsters Ronald, Alden and Lynne. In center, Seafarers John Doyle, Clyde "Whitey" Lanier and their wives, with SIU port agent Lindsey Williams and Emil Herek. At right, Seafarer H. C. "Red" Mullins, a delegate in the Phillips Petroleum fleet, and his wife and daughter. Group below included Seafarer and Mrs. Dominic Feracl and son Jimmy; Seafarer and Mrs. Anthony S. Conti, Winnie Feracl, Richard Bergeron and Ronnie Feracl.



Seafarers who volunteered as cooks and waiters for the dinner (left) included (l to r) Patrick Orr, Martino De Salvo, M. R. "Scottie" King, Stafford Hembree, H. Green, A. McDiarmid, T. "Beau" James, patrolman Ray Vaughan, I. Henos, dispatcher Herman Troclair, Ed. Taylor, H. Hensch and A. Vercher. The dinner menu is posted above them.

Earnings Up In Domestic Ship Trade

WASHINGTON — Contradictory reports of the status of the domestic trades have been made by the Interstate Commerce Commission and the Maritime Administration. An ICC report on the profits of companies in this business for the period July through September, 1957, shows most companies in the coastwise and intercoastal service picking up business over the year before. However, a survey by the Maritime Administration of intercoastal shippers has found that there was a sharp drop-off in lumber and steel cargoes, two of the mainstays of this service.

The ICC report showed five of six coastwise companies registering gains in freight revenue. Included on the plus side were Pan-Atlantic and Seatrain. In the intercoastal trade seven companies showed gains with Calmar racking up a healthy 42.6 percent over the previous year and Pan-Atlantic also on the upside. American President Lines and Isbrandtsen were the losers.

Pacific Coast coastwise service, consisting mostly of barge lines, showed mostly decreases except for the Coastwise Line and the Canadian Pacific Railway Company.

'Don't Regulate My Funds', Boss Cries

Just as on the national level employer groups are fighting legal controls over management-operated welfare funds, representatives of insurance companies and management are putting up the same kind of beef against proposed state legislation.

The New York State Banking and Insurance Departments held public hearings on proposals to bring welfare and pension funds operated exclusively by management, or by unions exclusively, under state supervision.

At present joint union-management funds, such as that operated by the SIU Welfare Plan, are required to post financial reports with the state. Management-operated funds, comprising the bulk of such enterprises, are exempt.

When the public hearings were held, banks, insurance companies and industry spokesmen were near-unanimous in opposing any registration and financial reporting on their part, claiming that all their funds are administered "legitimately" and do not need to report to the state.

The state agencies have pointed out that joint union-management funds total 960 with total assets of \$200 million. By comparison the total assets of all funds are \$9,700,000,000, showing that funds in which unions are involved are a very small proportion of the overall total.

In 1956, and again in 1957, efforts

to pass a bill for control of all welfare and pension funds were blocked by employer interests. The two state departments intend to sponsor such legislation this year.

In addition, the State Insurance Department announced that it will expect all insurance companies to conform to a new code of ethics in dealing with group insurance.

The code is aimed principally at excessive commissions as well as payments to individuals for arranging group insurance contracts with insurance companies.

The code sets up a scale of maximum commissions which would drop percentage-wise as the amount of the premium went up.

Big Co's Make More Than US Admits: Meany

WASHINGTON—AFL-CIO President George Meany has charged the Commerce Department with creating "a false impression of corporate profits" to the tune of \$3-\$4 billion.

Meany said that corporate profit figures published by the department were way understated by failing to take into account revised procedures for fast tax writeoffs by manufacturers. The department continued to stand by its figure, however.

Fast tax writeoffs and depreciation allowances have been a storm center for some time as an unwarranted Government subsidy for big business. The fast tax writeoffs were first permitted at the start of the Korean War to help get defense production rolling again and had been continued as an aid for all new plant construction. New ship construction benefits in the same manner.

The current rise in unemployment and layoffs throughout the country at a time when corporate prices continue going up already has Government economic planners on the run. The false profit picture charged by Meany would serve to show a wider gap than ever between profits and jobs.

Lk. Charles Has 'Boom'

LAKE CHARLES—Shipping was booming for the last two weeks in this port as many of the brothers got off their ships to enjoy the holidays with their families at home. There was a shortage of "A" and "B" cards here in the port so some of the jobs were filled by Houston while others were taken by "C" cards.

Calling into this area during the past period were the Fort Hoskins, Council Grove, Bents Fort, Chisawa, Royal Oak, Winter Hill, Cantigny, Bradford Island and the CS Baltimore (Cities Service); the Val Chem (Heron); Petro Chem (Valentine) and the Del Santos (Mississippi).

This spurt of activity, said Leroy Clarke, port agent, will be short lived since the holidays are over and most of the men who got off will be back in the hall looking for berths.

Seven Vessels Pep Up Boston

BOSTON—Shipping snapped out of its slump in this area as seven vessels, four of them paying off and signing on, hit the port during the period.

One vessel, the Northwestern Victory (Victory Carriers), took on 22 men alone. As she did not call for the men until the Saturday she paid off, there was some difficulty in finding enough class "A" and "B" men to man her.

The other three vessels paying off and signing on during the last two weeks were the Pan Oceanic Transporter (Penn. Nav.); Bents Fort and the Government Camp (Cities Service).

The Steel Worker (Isthmian), Robin Goodfellow (Robin) and the Cantigny (Cities Service) called into the area for servicing.

There were a few minor repair and painting beefs on the Government Camp, but they were straightened out by the patrolman.

Pick Up 'Shot' Card At Payoff

Seafarers who have taken the series of inoculations required for certain foreign voyages are reminded to be sure to pick up their inoculation cards from the captain or the purser when they pay off at the end of a voyage.

The card should be picked up by the Seafarer and held so that it can be presented when signing on for another voyage where the "shots" are required. The inoculation card is your only proof of having taken the required shots.

Those men who forget to pick up their inoculation card when they pay off may find that they are required to take all the "shots" again when they want to sign on for another such voyage.



Tidy 'Em Up!

Good housekeeping is an invaluable safety asset all over the ship, and the storerooms are no exception. Cases left on the deck, boxes stacked awry on the shelves can breed injuries, especially when the motion of the ship is taken into account.

Just trying to get at something on the shelves can lead to mashed fingers and painful bruises if cases are in disorder.

Stack them neatly and stack them securely. It's just as easy to do it the right way, and it's a lot safer.



An SIU Ship is a Safe Ship

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

Inflation's Not Dead Yet

Your family should prepare for higher living costs again in 1958. The inflation of 1956-7 barely had leveled off this winter when a new inflation started boiling up, largely the result of a sudden jump in wholesale food prices. Last January this department had estimated living costs would rise 2-2½ percent in 1957 before prices leveled off in the fall. The actual rise turned out to be 2.4 percent. This year's boost in living expenses is likely to be smaller, in the neighborhood of ½ percent, before prices level off again next fall. But before that leveling-off is reached, you will be paying a new all-time record bill in the late summer or early fall of 1958.

Significantly, the rise in unemployment has marched almost side by side with the rise in prices, in fact, has moved a little faster. By last October industrial employment had fallen four percent from the high of December '56.

This will be a year to make every dollar you spend bring home as much as possible in goods, both to protect your own family's living standard, and help fight encroaching unemployment. The recent price rises have been largely a manufacturers' and processors' inflation. Prices of basic raw materials actually have fallen and by fall had dropped to the lowest point in 7½ years.

The big problem this year will be food costs. Within recent weeks, the Dun & Bradstreet wholesale-food index jumped five percent to reach the highest level in two and a half years.

IN FOOD, this will be a year to use more pork and poultry, less beef and veal. You'll eat chicken more often on weekdays, principally broilers which will be in heavy supply, but fewer beef roasts and steaks. Beef will be scarcer this year. Some cuts already are flying dollar-a-pound price tags. Eggs will be expensive this winter too.

In buying pork, the New York Extension Marketing Service points out that the proportion of lean in different cuts varies considerably. Here is a table the market service prepared showing actual costs per pound of lean at typical recent prices:

Cut	Lean Meat	Price Lb.	Lean Cost
Blade steak	84%	\$.45	\$.54
Boston butt	.84	.49	.58
Picnic	.61	.39	.64
Spareribs	.59	.53	.90
Ham (butt)	.63	.57	.90
Loin roast	.67	.63	.94
Center chops	.67	.79	1.18

Lamb is cheapest in winter. Here too consider the cost of the lean. Leg of lamb is most lean, followed by shoulder chops, loin chops and breast. But because of the wide difference in retail prices of these cuts, breast of lamb is generally cheapest for the amount of lean, followed by leg, shoulder chops and loin chops.

Citrus and other fresh fruits are relatively cheap this winter. Frozen fruits, berries and juices will offer consumers better values because of heavy supplies.

Higher Payments

IN CARS, for the first time, new car buyers will have to meet higher monthly payments. The price hike on 1958 models averages 4 percent.

Up to now, the annual boost in car prices since 1947 had been made painless by a stretching out of payments from 24 months to 36. One trade expert reports that a car buyer who paid \$700 down on a \$2,000 car in 1947 and owed a balance of \$1,300, was able to pay off at \$54 a month for 24 months plus finance and insurance charges. By '57, the price had risen to \$2,800, but with 36 months to pay a balance of about \$1,900, the payments were only about \$53 a month plus finance charges. But now, the price has gone to \$2,900, and the payments will be about \$61 plus charges.

At the same time the finance charge has jumped both because of the higher car price and the longer terms. The finance charge, exclusive of insurance, on the typical 1947 balance repaid in two years was \$156, but the 1958 balance repaid in 36 months requires a fee of \$360 or more.

Finance companies report used cars are priced the lowest in two years. The dealers are taking the beating for the latest new car price jump.

IN HOUSES, financing will still be a problem in 1958. The slightly easier money market has dampened lenders' hopes that mortgage rates would go to seven percent in 1958. They insist they won't be cut from the present level of 5½ to six percent.

The rise in mortgage interest has been one of the worst jolts. A family that got a \$10,000 mortgage at four percent five years ago, paid back \$52.79 a month, exclusive of taxes, on a 25-year loan, for a total of \$15,837. A family that undertakes the same mortgage at 6 percent in 1958, will pay \$64.44 a month for a total of \$19,332 in principal and interest.

Rents and prices of houses will be firm to higher in 1958 as building starts in 1958 remain under the million-a-year mark.

CLOTHING will cost a little more in 1958. Some shoe manufacturers have raised prices for spring. Save by shopping the January shoe sales and clothing clearances to fill in family needs. This is the month men's coats are cleared at sharply reduced prices. Women's Orlon-Dynel coats have been cut again and will be at their lowest in prices in January.

UK Ship Transfer Ban Stalled By US Position, British Imply

LONDON—A proposed curb on the transfer of British ships to runaway flags is apparently stalemated by US inaction on this issue.

The British government has rejected the suggestion of a Labor Party member that it take the lead in banning transfers to flags of convenience.

A Ministry of Transport official told Hector Hughes, the Labor member, that "a unilateral ban by the United Kingdom would have little or no effect unless agreement could be reached with the other major maritime countries to follow our lead." He added pointedly: "I see little prospect of securing such agreement."

The Transport Ministry statement was an obvious reference to the US, which has the largest pool of surplus ships in the world and has shown little reluctance to curb their sale despite the effect on the remaining US merchant fleet. Proposals for restrictions on transfers have been stalemated in Congress for several sessions.

A bill introduced by Sen. Warren G. Magnuson last year to impose strict limits on US transfers never got beyond the committee hearing stage, although a new effort is expected to try and bring the measure out this session. The bill got the endorsement of Secretary of Labor James Mitchell, but conflicting Defense Department statements on the transfer program as a part of US merchant marine policy kept it bottled up.

The British statement indicated that a UK ban on transfers would be ineffective since owners of runaway fleets could still obtain tonnage elsewhere, including the US. It pointed out that the ban would thus work to the disadvantage of British shipowners who wanted to get rid of second-hand tonnage.

Ships under the registries of Panama, Liberia, Honduras and Costa Rica enjoy virtually unlimited freedom from taxation, safety and manning standards and other regulatory devices imposed

on vessels of the bona fide maritime nations to protect their ships, crews and cargoes. For this reason, runaway ships generally are far less costly to operate. They also

have the worst safety performance records since the ships are undermanned, often by inexperienced crews, and are seldom subject to safety inspections.

SEAFARERS IN ACTION

A good ship's delegate is easily recognized by the manner in which



Ramsey

he keeps the ship in top shape. The crew of the Del Oro wish to express their appreciation of the time and effort put into that position by D. A. Ramsey. The report from the ship was very concise, "The ship is coming in for payoff very clean. There were no beefs, no logs and no disputed overtime." This has been the report throughout the entire trip, they said.

It was just one big family on the Omar E. Chapman according to John Homen, ship's delegate.

Everything ran smoothly with both the old man and the chief engineer well pleased with the trip. There were no beefs to report and all of the repair lists



Homen

have been completed. Special mention must go to Jack Gates, deck engineer, and Chester Hugart, ship's treasurer for the fine job they have been doing to keep peace and harmony among the men. Gates has been one of the most

accommodating brothers on the vessel, Homen said. He was always willing to fix fuses, plugs, lights and fans at any hour, and in addition to which, "he makes one swell shipmate." Hugart has been performing miracles



Hugart

with just a few bucks in keeping a well stocked library on board at all times. "This has been one of the best kept libraries ever seen on this vessel."

Besides the efforts of Gates and Hugart, mention must be given to the cartoons drawn by Moose, the 12-8 AB watch. Besides there were always plenty of tall stories from the fishermen aboard, who, while keeping us supplied with some 900 pounds of fish, just never seemed able to bring in that "big one."

One Drink In Oran, 5 Months In The Legion?

TANGIER—A binge in Oran, northern Algeria, turned into a five-month hitch in the French Foreign Legion and ended in a fantastic 500-mile escape hike across the North African desert, according to a story told by two merchant seamen.

The two men, Van Lester Hollis of Oklahoma City and Raymond Rouse of Philadelphia, told the American counsel in Tangier that they got a skinful while their Swedish cargo vessel was in Oran. The next morning, they claimed, they found themselves in the Foreign Legion and on their way to Sidi Bel Abbes, the legion training center.

The legion was not a picnic according to Hollis. The training was "tougher than our marines," the World War II veteran said. With rifles and 50 pound packs they were marched miles in the broiling African sun to "toughen them up."

The pair decided to take up the offer of Algerian nationalists who said they would aid recruits to get out of the country. With 20 other legionnaires, their story goes, they walked out of the fort and into Saida where the nationalists supplied them with civilian clothes and food. They started their trek at night, they said, in order to avoid the intense heat and the Riff Arabs who are friendly to the French.

After a month's wandering they reached Tetuan, where they telephoned the American consulate at Tangier. They said the consul reported the incident to Washington and would arrange passage home.

Newspaper accounts failed to mention what kind of hard stuff they sell in Oran that was responsible for all this.

SIU Votes 'Well-Done' For Robin Line Crews

NEW YORK—The membership has again given a vote of thanks for a job well done to the gang on the Robin Line ships. The SIU has already won six of the seven Robin Line ship elections. The remaining one, on the Robin Hood, is expected to be held by January 9th.

Shipping held up very well for "A" seniority men during the past two weeks. Some of the jobs hung on the board for two or three calls before finding takers.

There were 24 vessels paying off, one signed on and 11 were in

transit during the past period. There were also four ships going into temporary lay-up during the period. They were the Kathryn and Edith (Bull), Armonk (NJ Ind.) and the Lawrence Victory (Mississippi).

The vessels paying off were the Steel Apprentice, Steel Worker, Steel Maker, Steel Chemist (Isthmian); Elizabeth, Kathryn, Edith (Bull); Seatrain's Louisiana, Savannah and New York; Bradford Island, Fort Hoskins, CS Baltimore (Cities Service); Maxton (Pan-Atlantic); Morning Light, Fairland (Waterman); Alcoa Puritan, Roamer, Pegasus (Alcoa); Robin Trent, Robin Locksley, Robin Goodfellow (Robin); Coe Victory (Victory Carriers); Ocean Deborah (Ocean Transport). The Robin Locksley (Robin) was the vessel signing on.

The in-transit ships were the Almena, Gateway City, Chickasaw, Arizpa (Pan-Atlantic); Azalea City, Wild Ranger, Morning Light (Waterman); Losmar, Pennmar (Calmar); Wang Ranger (Denton) and the Michael (Carras).

Use Only One Mail Address

Seafarers with beefs regarding slow payment of monies due from various operators in back wages and disputed overtime should first check whether they have a proper mailing address on file with the company. SIU headquarters officials point out that reports received from several operators show checks have been mailed to one address while a beef on the same score is sent from another, thus creating much difficulty in keeping accounts straight.



ONE OF SEVERAL HIWD-contracted deep sea and harbor tug operations, the G&H towing fleet rates as the biggest company in the Gulf. It has exclusive harbor towing rights in several Texas ports including the Houston-Galveston area, operates a deep-sea towing service and has a big stake in tidelands oil marine services.

Members of the SIU Harbor and Inland Waterways Division man the 26-boat fleet in all ratings under the top contract in the Texas area.

Pictured here are a few aspects of the G&H operation and some of the HIWD crewmembers who man the tugs.



Tug Grampus is shown helping tow tidelands oil drilling platform.



Hard at engine



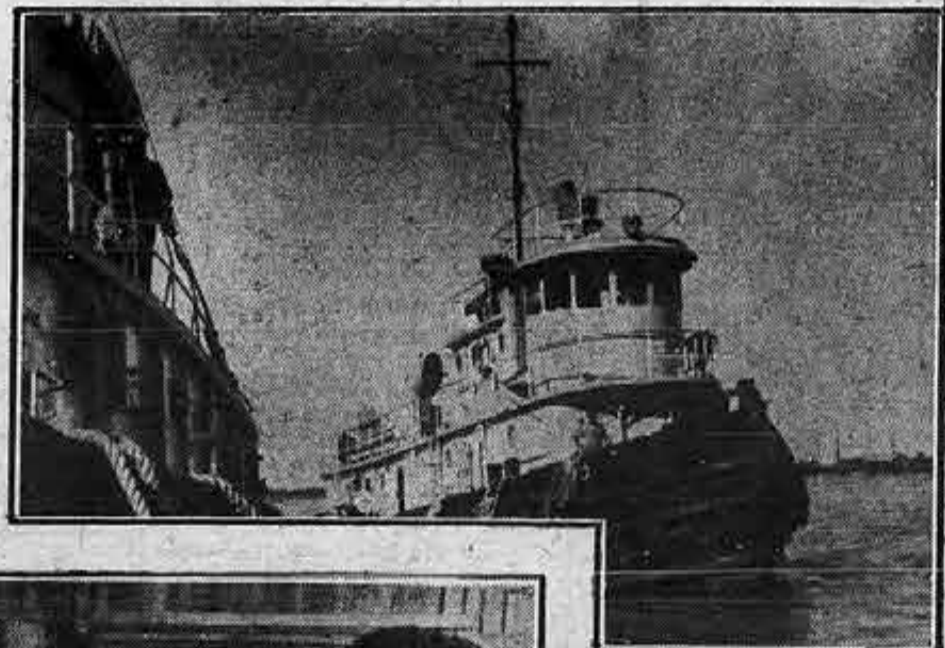
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G & H TOWING

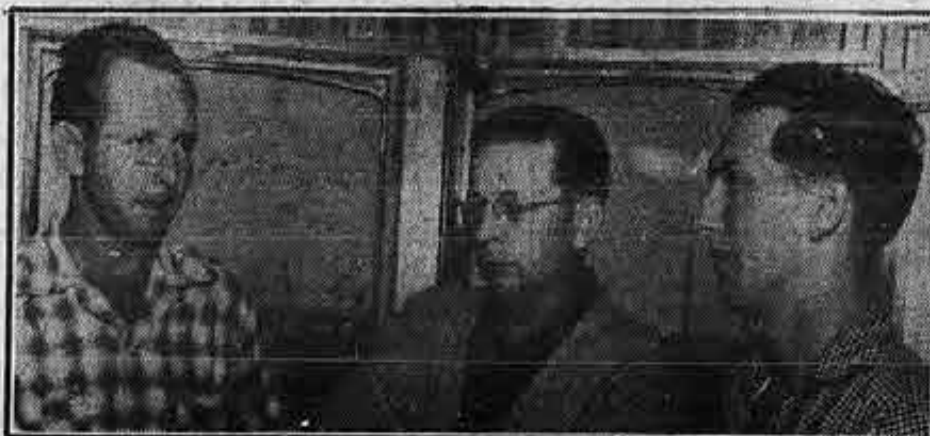
SIU-HIWD in the Gulf



Shifting ship in Galveston harbor, G&H tug Laura Haden puts her snout against vessel to push her out into stream.



Tugs Messenger (left) and Juno are shown heading into G&H's terminal.



SIU Assistant Sec'y-Treas. Bob Matthews discusses beef with Sonny Cocek, mate (l), Capt. Russell Bryant (r) of Masterson.



Work in tug Marathon's engine room are Jack Henley, (left), and Kirk Watson, oiler.



Deck gang is (l to r) A. Reed, R. Elliott, B. R. Williams, and J. Vanthuysen.



Masterson crewmembers are (l to r) E. T. Squires, Peter Ryan, John McCain.



Coiling line are W. R. Shelby (l) and J. A. Forrest on Jennifer George.



Captain J. B. Niday poses in wheelhouse of tug Marathon in Houston harbor.



Captain Horace Styx, tug Jennifer George, maneuvers near freighter.



Johnny Elliot, Jennifer George's cook, takes time out from galley chores.



Tending to their "knitting" are Berle Watson (l) and E. F. Rodriguez of the Marathon.

SIU Drive In Baltimore Spreads, Await New Vote

BALTIMORE—Organizing is still going on in high gear in the unorganized harbor operations here. One petition has been filed with the Labor Board and is awaiting official ruling, and efforts are continuing in two other companies in the harbor.

"Nearly every man in the maritime industry in this port carries seaman's papers in his pocket," reports Earl Sheppard, port agent. Since they are unorganized, they represent a threat to the security of every union member, not only in times of strikes, but in helping to keep wages and conditions at a low level."

Shipping for the port was fair during the past period. Hometown boys taking to the beach for the Christmas and New Year's holidays account for the large number of men on the registration list. All hands on the beach had a fine time at the annual Christmas party.

There were fifteen ships paying off during the period. They were the Emilia (twice), Jean (Bull); Venore, Baltore, Oremar, Marore, Cubore, Chilore, Feltore (Ore); Chickasaw (Pan-Atlantic); Losmar (Calmar); Royal Oak (Cities Service); The Cabins (Terminal Tankers) and the Steel Maker (Isthmian).

The Bethcoaster (Calmar); Josefin (Liberty Nav.); Baltore, Narore, Cubore, Chilore, Oremar, Feltore (Ore); Chickasaw (Pan-Atlantic); Seastar (Traders), and the Steel Maker (Isthmian) paid off.

The in-transit vessels included the Alcoa Puritan, Roamer, Ranger, Runner (Alcoa); Robin Mow-

bray (Robin); Pennmar (Calmar) and the Morning Light (Waterman).

Golden Bear Haul? Just Lotsa Bull

One bull in a pasture may be more than enough to handle, but think of the problems of the gang aboard the Golden Bear with 146 of them aboard. The SIU Pacific District-contracted ship is carrying a cargo of prize Santa Gertrudis stock, including 135 heifers, to the Philippines from Texas. (What do those 11 extra bulls do to pass the time of day?)

The Santa Gertrudis cattle are well-known for their durability under temperature extremes and their ability to forage on scanty pasture.

To meet the problem of handling so much beef on the hoof, the Pacific Far East Line installed a new type of "portable corral." The corrals consist of vans capable of carrying six bulls or heifers, with detachable water and feed troughs, sliding doors and detachable side partitions for ventilation.

Each van with its cattle load inside can be lifted to the deck by ship's gear. The partitions are then opened and the water and feed troughs attached.

Shipping Round-Up & Forecast

December 11 Through December 24

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	12	2	8	7	5	2	25	11	36
New York	88	21	75	14	62	7	225	42	267
Philadelphia	16	2	11	2	4	1	31	5	36
Baltimore	90	21	45	24	36	17	171	62	233
Norfolk	6	6	10	6	5	3	21	15	36
Savannah	25	4	20	4	8	3	53	11	64
Tampa	18	2	6	4	10	1	34	7	41
Mobile	24	5	29	5	22	3	75	13	88
New Orleans	63	17	39	8	39	9	141	34	175
Lake Charles	23	12	15	9	5	11	43	32	75
Houston	22	16	13	12	11	4	46	32	78
Wilmington	23	6	15	24	20	10	58	40	98
San Francisco	23	7	15	10	15	8	53	25	78
Seattle	7	7	13	12	10	14	30	33	63
Total	440	128	314	141	252	93	1006	362	1368

Port	Shipped						Total A	Total B	Total C	Total Ship.
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C				
Boston	13	5	1	6	5	4	1	0	5	20
New York	61	18	6	45	19	5	45	10	5	151
Philadelphia	13	2	2	8	0	1	12	0	0	33
Baltimore	44	27	9	20	19	4	18	11	3	82
Norfolk	8	4	1	4	7	2	3	2	2	15
Savannah	3	0	0	3	0	1	1	1	1	7
Tampa	9	3	0	4	6	2	8	2	0	21
Mobile	21	6	0	10	3	6	13	9	1	44
New Orleans	36	16	0	25	9	2	31	8	5	92
Lake Charles	17	12	0	10	14	2	1	8	6	28
Houston	30	24	0	22	30	0	20	14	0	72
Wilmington	1	0	0	0	1	0	0	1	0	1
San Francisco	24	7	0	8	7	0	15	0	0	47
Seattle	8	1	0	10	2	0	7	10	0	25
Total	288	125	19	175	122	29	175	76	28	638

With no marked holiday pile-off to give things a lift, SIU shipping just inched forward during the past two weeks. A slight rise was recorded from the 1,037 jobs dispatched; registration climbed also, to 1,368.

The coming period is expected to show improvement all along the line, with a number of ships due to come out of lay-up and take full crews. This, rather, than the holi-

day season, is the spur for future job activity in sight.

This period was marked by an overall decline in shipping by class A men, and an "A" registration that went over the 1,000-mark for the first time since July. The class B registration was unchanged from the last report. However, as the class A shipping fell off, the "B" and "C" job figures went up.

Six ports managed to show a shipping increase over the previous period, with no particular trend evident. These were Boston, Philadelphia, Tampa, Lake Charles, Houston and San Francisco. The falloff involved New York, Baltimore, Norfolk, Mobile, Wilmington and Seattle, while Savannah and New Orleans stayed where they were before.

There was some shake-up in shipping by seniority groups, particularly for class A men. The class A proportion of the total shipping fell off to 62 percent. In turn, class B accounted for 31 percent of the total, and class C for 7 percent. Houston and the West Coast ports continued, as they have for several weeks, to ship no class C men at all.

The following is the forecast port by port: Boston: Fair... New York: Good... Philadelphia: Fair... Baltimore: Good... Norfolk: Fair... Savannah: Good... Tampa: Fair... Mobile: Good... New Orleans: Fair... Lake Charles: Good... Houston: Good... Wilmington: Slow... San Francisco: Fair... Seattle: Fair.

Sign Name On LOG Letters

For obvious reasons the LOG cannot print any letter or other communications sent in by Seafarers unless the author signs his name. Unsigned anonymous letters will only wind up in the waste-basket. If circumstances justify, the LOG will withhold a signature on request.

Personals And Notices

Virgil Coash

Please contact Roscoe Milton, 1933 July Street, Houston 16, Texas.

Placido Diaz

Contact Jane Brannon-McMaster, attorney at law, 317 Stovall Professional Building, Tampa, Florida. She is holding legal papers for you.

J. B. Dyess

The gear you left aboard the Topa Topa is being held by Railway Express in New Orleans.

Claude Woodrow Pritchett

Your father is very anxious to hear from you. Please contact him at 22 East Tab Street, Petersburg, Virginia.

Georgios Spiliotis, FWT

Please get in touch with your mother as soon as possible.

Joseph C. Lewallen, AB

Get in touch with Russell Brandon, Cities Service Oil Company, 17 State Street, New York City.

Jo Jo Touart

Your gear left on the Jean Lafitte has been sent to the Seattle SIU hall.

Harold Kammet

Please contact your father at 966 Southern Boulevard, Bronx 59, NY.

F. Landry

S. Manard has your hat you left in headquarters cafeteria Christmas Day and believes you have it. Contact him at Cloverdale 6-5079.

Paul Essman, Doyle Essman

Get in touch with Mr. Emilio Rodriguez, 1326 Caledonia Hotel, Seattle, Washington. It is urgent.

Robert Creel

Please contact Perry M. Pedersen in care of the headquarters hall. He is holding something for you.

Louis Mayberger

Your sister, Mrs. Rose Klein wants you to contact her at 1268 Stratford Avenue, Bronx 22, NY.

JAPANESE LABOR VISITORS



Hisashi Kageyama, head of Japan's seamen's union and Munemichi Suwa of the same organization study headquarters filing set-up.



Group of visitors representing Japanese seamen's and shipbuilding unions get rundown on SIU registrations procedure.

At SIU



Sen Koga, representing Japanese shipyard workers, examines model of Cities Service tanker. Others in group included representatives of electrical workers and coal miners. They are on tour sponsored by US Department of Labor.

'Needed By The US'



CP Drops 'Worker'; Fronts To Fore?

The "Daily Worker," long-time mouthpiece for the Communist Party, has been voted out of business by the Party's national executive committee. If the "Worker" ceases to publish as voted by the committee, that would leave the job of carrying on Communist propaganda programs to other publications not directly identified with the Party. However, there is a report that a new Party publication is in the offing, as yet unnamed.

The closing of the "Worker" reportedly is the result of a split in the Party which dates back approximately to the 1956 rebellion in Hungary. The actions of Russian armed forces in that rebellion proved too much for many Party members to stomach and the Party has been wracked with strife ever since.

William Z. Foster, a long-time Stalinist and Party wheel from way back in the founding days, is trying to whip the domestic Communists back into line in a 100 percent endorsement of whatever the Soviet Union does. Foster's opposition is being led by John Gates, editor of the "Daily Worker." Gates sees a show of outward independence from Moscow as the only way the Communist Party can survive in the US.

The vote to shut down the "Daily Worker" is being generally interpreted as an act of the Foster faction to punish Gates. However, the "Daily Worker" has been on the skids for some time. The climate being what it is, some observers see the move as a Party tactic to concentrate its energies in front groups, because very few want to be openly associated with Communist Party activities these days.

The "independent" line being talked up by the Gates faction could be a useful delaying action, with the Party lying low and waiting for the day it is appropriate to sing Moscow's praises again. It is pointed out that groups who follow the Party line, but are not openly associated with the Communists, have been more successful in bucking the anti-Communist tide. Prominent among them are outfits like the International Longshoremen's and Warehousemen's Union, headed up by Harry Bridges, who have been able to

maintain their position with far more success than the Party itself.

The "Worker" had a difficult time of it trying to cover up for the crushing of the Hungarian rebellion as some of its own staff members and many case-hardened Party members bombarded it with critical letters attacking the Soviet action. Since then, many of these people have dropped out, leaving the Party to the hard-core Stalinists led by Foster.

One direct result of the Hungarian rebellion was a very sharp decline in the financial support for the "Worker" which forced it to cut back to four pages recently.

Poultry Group In Union Bid

LAKEWOOD, NJ—Eggs with a union label are the announced objective of the New Jersey Council of Poultry Farmers Cooperative Unions, AFL-CIO, recently organized here.

The group is now establishing a monthly newspaper to promote the sale of union-produced eggs and poultry, in the hopes of drum-



ming up sympathetic support among consumers as well as among union members who handle and package their product en route to the supermarket.

The group is an affiliate of the National Agricultural Workers Union, AFL-CIO, which has been attempting to enroll farmers and farm laborers in various sections of the country.

Seattle On Slow Side

SEATTLE—It has been a slow period on the shipping side with only one vessel, the Ocean Joyce (Ocean Transport) paying off and signing on during the last two weeks.

There were five vessels, the Massmar, Marymar, Yorkmar (Calmar); City of Alma and the Yaka (Waterman) in transit. All vessels were reported clean with only minor beefs.

The men on the beach and their families enjoyed a fine Christmas dinner at the Kilowatt Restaurant here.

SIU Victim 'Critical' In Bar Shooting

HOUSTON—Seafarer Raymond J. "Blackie" Arsenault is in critical condition at the Galveston USPHS hospital after being shot by a tavern owner next door to the SIU hall here. Arsenault suffered a severed spinal cord and other injuries in the shooting.

According to reports in the "Houston Press," Arsenault and a shipmate from Boston were in the tavern when the shipmate fell asleep with his head on a table. Witnesses said the tavern owner, Walter R. Brightwell, ordered Arsenault to leave and take his sleeping friend with him.

Seafarer Ralph Hampson of New York, one of the witnesses, reported that Arsenault protested that the sleeping seaman wasn't bothering anybody, but that the tavern owner picked up a gun and started shooting. Brightwell was subsequently charged with assault to murder.

The SIU Houston hall reported Arsenault is holding his own, but chances of full recovery are ruled out. A member of the deck department, he lives in Lowell, Mass., and ships out of Boston.



The recent—and still continuing—debate in some quarters in Washington over the necessity for a strong merchant fleet has ignored some obvious and persistent trends in the US economy. That trend is simply that the United States, with each passing day, depends more and more heavily on outside sources of supply to keep its economy going. And as that dependence grows, the need for more adequate merchant shipping grows with it.

The day has long since gone when this country could supply all the oil and iron it needs for its own uses.

Domestic production of those two commodities, plus a very lengthy list of equally essential items like copper, tin, rubber and bauxite (the raw material of aluminum) must be supplemented by very heavy imports from the outside world.

In fact the only critical raw material that the US is well supplied with in ample quantity is coal. Even our apparent wealth of foodstuffs would quickly dwindle into scarcity if we no longer could get enough iron to manufacture farm and food-processing machinery and enough fuel oil to run that equipment.

The harsh fact is that as a "have not" nation in many vital raw materials, the United States depends for its very existence on adequate shipping. We are not now at the status of Great Britain which as everybody knows, could not survive for more than a few weeks if its shipping was cut off. But if the US merchant marine would disappear today, this country would face such serious scarcities that there would be widespread unemployment and a real "hair-curler" of a depression to quote the former secretary of the treasury.

This is among the major reasons why the need for a strong merchant marine becomes more urgent as time goes by. It would take a foolhardy outlook indeed to rely heavily on foreign-flag shipping in such a situation.

US Responsible

An interesting bit of by-play took place in the British parliament recently. The opposition Labor Party demanded that the British government take action to stop transfers to runaway flags. The answer of the government was, in effect, "We can't do anything until other maritime nations agree to do the same in an international conference."

The government spokesman was being diplomatic, but what he really was saying was, "Why should we stop transfers when United States shipowners are free to continue doing so?"

If the US and Britain were to take joint action in this area, it would be the start of the death-rattle for the runaways. It remains to be seen then what action Congress will take on the Magnuson bill to put strict limits on transfers.

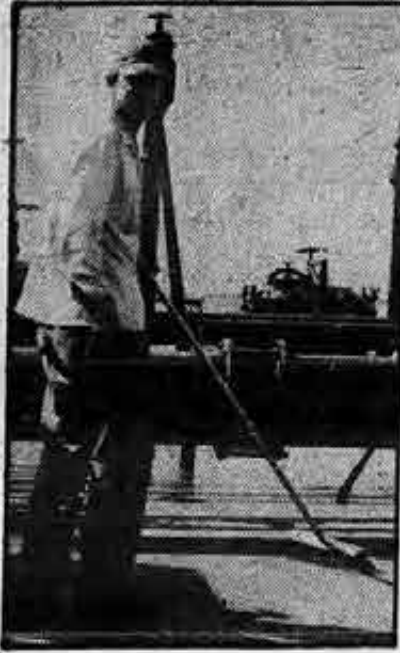
Notify Union On LOG Mail

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, three copies of the LOG, the headquarters report and minutes forms are then airmailed to the company agent in the next port of call.

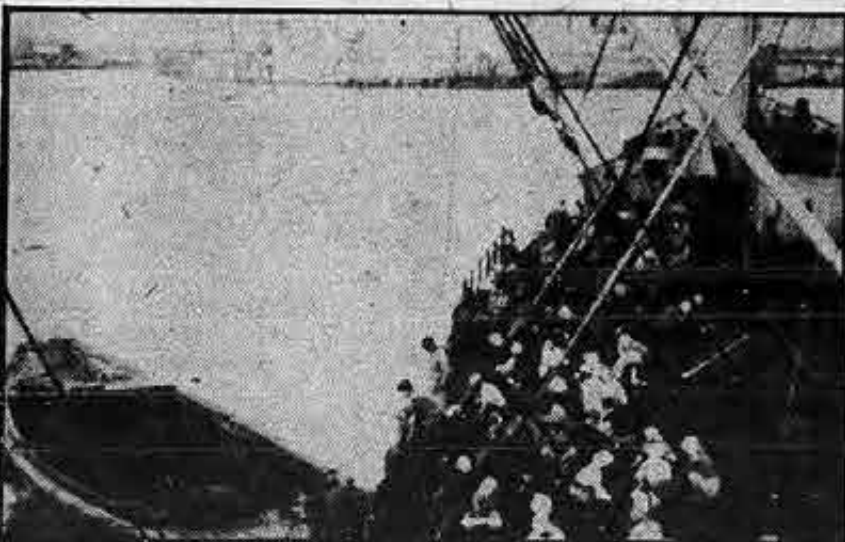
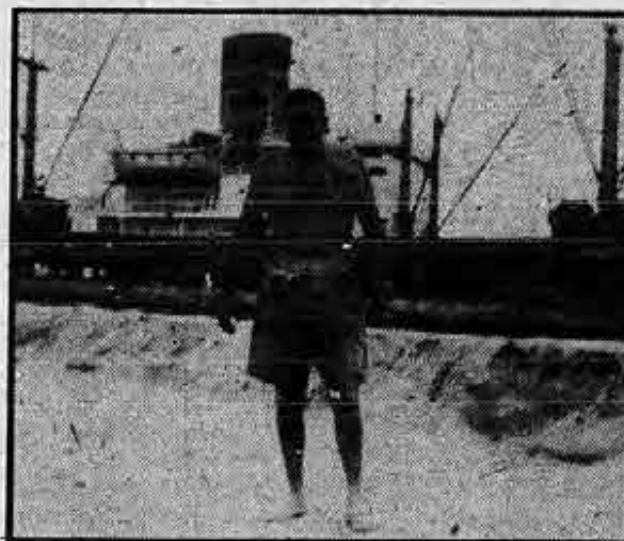
Similarly, the seamen's clubs get various quantities of LOGs at every mailing. The LOG is sent to any club when a Seafarer so requests it by notifying the LOG office that Seafarers congregate there.

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.

'From The Ships At Sea...'



W. L. "Red" Jones does a little light housekeeping on the tanker Baltimore in the photo above by L. P. "Dutch" Hagmann. At right, Joe Latham, AB (top), busily handles lines on the deck of the Fort Hoskins. In a quieter moment, SIU veterans Frank Brodzik, AB, and Charles Knight, fireman, talk over old times. Both pictures by Oller Chester Coumas.



Black gang members Antonio Cruz, Joe R. More and Julio Solis (top, left) take their leisure on the deck of the Emilla. I. T. Knight, MM, takes his on the beach to escape the chipping noise on the Del Sol. Photo by Jose F. Santiago. Above (left), Korean women are shown handling the chipping chores on the deck of the Ocean Deborah. The trio at right, from the Wacosta, includes ABs Laurence Anderson, L. Stone and Al Glassner ashore in Bremen, Germany.

STEEL VOYAGER (Isthmian), Nov. 14—Chairman, B. Jones; Secretary, A. Hunt. One man hospitalized; two men laid up with flu. Dispute regarding cleaning chores. Screen doors needed for mess hall. Beer confiscated from foc's'le. Ship's fund \$15. Cook missed ship, rejoined in Suez. Motion to transfer messman because of unsatisfactory service. New delegate elected.

DEL MAR (Miss.), Nov. 17—Chairman, R. Stough, Jr.; Secretary, C. Dowling. Food not to be prepared too far in advance—members urged to be patient for their orders. No beefs. Sample letters of protest re: closing of hospitals to be posted, together with names, address of Senators and Representatives. Delegate will mail letters—each man urged to

write at least 10 letters. Ship's fund \$144. Report accepted. New delegate elected.

OCEAN EVELYN (Ocean Trans.), Nov. 17—Chairman, P. Cleary; Secretary, C. Berg. One man missed ship in Manila, rejoined in Formosa. Few beefs to be taken up with patrolman. New wringer needed. Need new washing machine. One man hospitalized in Okinawa. Ship's fund \$4.23. One man missed ship in Formosa. Question of number of men required to replace tank tops to be taken up at payoff—whether or and if all hands are required. Radio operator to post MTD news.

MANKATO VICTORY (Victory Carriers), Nov. 17—Chairman, W. Harwell; Secretary, A. Spenada. Ship's fund \$41.30. Suggestion to purchase \$15 worth of magazines. All dogs need greasing; port holes on foc's'les. Each member to donate to ship's fund.

MARORE (Ore), Nov. 17—Chairman, D. Stone; Secretary, R. Murry. One man missed ship in Balt. Ship's fund \$29.02. Report accepted. Check food coming aboard—food is short. Steward claims he cannot get more food.

LONGVIEW VICTORY (Victory Carriers), Nov. 3—Chairman, W. Lewis; Secretary, R. Irizarry. Six new mattresses put aboard. Ice box doors repaired. Small repairs to be done at sea. Valves to be fixed in mess-room radiator. Ship called messman short. Some disputed ot. New delegate elected. Need replacement for steward dept. Draw to be in US dollars.

DEL ORO (Miss.), Nov. 2—Chairman, D. Ramsey; Secretary, M. Gerdes. Clean ship at payoff. No beefs, no logs, no disputed ot. New delegate elected. Ship's fund \$3.68. Purchased books. Ship to lay up for strapping on completion of voyage. Report accepted. Safety meetings to be held by all depts. and delegates to be elected. Discussion on use of magazines and books—to be returned to messroom. Discussion on food policy. Steward informed crew of food policy by SIU. This has been carried out for past two voyages. Notices posted concerning same.

CHIWAHA (Cities Service), Nov. 21—Chairman, A. Allaine; Secretary, W. Dickens. Few hours disputed ot. Report accepted. New delegate elected. Suggestion that slamming of doors be discontinued and return knives to galley; men getting off ship to strip bunks and turf in soiled linen; leave rooms clean.

ALCOA RANGER (Alcoa), Nov. 17—Chairman, J. Rueda; Secretary, none. Some disputed ot. Repair list submitted. Keep pantry clean; extra linen to be turned over to BR. Do not throw cigarettes in shower.

MAXTON (Pan-Atlantic), Nov. 19—Chairman, P. Cathcart; Secretary, D. Bordeaux. Contact patrolman on posting sailing board. Ship's fund \$22.50. One man missed ship. One man getting off.

ELIZABETH (Bull), Nov. 18—Chairman, none given; Secretary, none given. No beefs, all depts. in good shape. Bosun's room needs heat. Reports accepted. Ship in good shape.

SEATRAN LOUISIANA (Seatrains), Nov. 17—Chairman, J. Glend; Secretary, B. Williams. Ship's fund \$85.04. Few hours disputed ot. Report accepted. See patrolman about payment of disputed ot. All extra and soiled linen to be turned in, in order to get full count. Suggestion to have Thanksgiving dinner Nov. 28 because ship will be in port Nov. 28. All agreed.

CHIWAHA (Cities Service), Dec. 5—Chairman, W. Tatum; Secretary, W. Dickens. One man sick—will see doctor on arrival. Deck delegate elected. Two men getting off. Report accepted. See patrolman about fresh stores—eggs put aboard are spoiled. Repair list to be made up and submitted.

MV DEL CAMPO (Delta), Nov. 24—Chairman, G. Champin; Secretary, C. Braux. New delegate elected. Ship's fund \$16. New secretary and treasurer elected. Repair list to be made up soon as possible—repairs to be made before arrival. Vote of thanks to steward dept. Return books to library after reading.

Digest Of SIU Ship Meetings

FLORIDA STATE (Pence), Nov. 21—Chairman, O. Lee; Secretary, M. Gaddy. Washing machine agitator to be repaired. Crew to use officer's machine in meantime. Ship's fund \$15.24. Some disputed ot. Request installation of safety cut-off switch for washing machine. Bulkhead-type mirrors requisitioned for crew's quarters.

STEEL ADMIRAL (Isthmian), Nov. 17—Chairman, D. Dean; Secretary, L. Guelinitz. Awaiting water analysis. Sickness aboard. Discussion on broken tables; economy and cooperation on food surplus.

KATHRYN (Bull), Nov. 20—Chairman, none; Secretary, none. Everything in good shape, with exception of exhaust fans in bathrooms not working. Will be taken care of this trip—parts ordered. Report accepted.

WANG ARCHER (Marine Bulk), Nov. 10—Chairman, S. Tillet; Secretary, L. Hall. Repair list to be submitted. One man hospitalized—replaced. Discussion on money draws. No American money aboard. Master and crew dissatisfied—refer to Union to straighten company out in this matter. Motion to set up fund for ship's business—50c per man to start. Bathrooms to be checked by engineer. Rooms to be checked for fans.

ALCOA CORSAIR (Alcoa), Nov. 10—Chairman, T. Costello; Secretary, J. Prestwood. Ship's fund \$191. Several hours disputed ot. Collection of \$33 for brother who left ship ill. Report accepted. Vote of thanks to outgoing delegate. New delegate elected. Discussion on Trinidad shore gang running around ship, also slamming of doors when off-watch is sleeping; unnecessary noise. Return dirty cups to pantry.

STEEL ADVOCATE (Isthmian), Oct. 27—Chairman, W. Mitchell; Secretary, A. Shrimpton. Ship's fund \$16.16. Few hours disputed ot. Request for more coffee mugs; menu to be worded in good American rather than hotel French; serving ham steaks. Steward asked for crew's cooperation in taking linen inventory.

SEATRAN NEW JERSEY (Seatrains), Nov. 24—Chairman, A. Whitmer; Secretary, P. Patrick. 80 hrs. disputed ot. Report accepted. Motion to relieve delegate on duty to give his report. New delegate elected. Suggestion to have meetings on Saturday night. Repair list to be made up for each dept.

STEEL NAVIGATOR (Isthmian), Nov. 11—Chairman, J. McLaren; Secretary, P. Marayo. Repair lists turned in to captain—repairs now being made. Steward willing to cooperate with crew and wants suggestions and beefs brought to his personal atten-



Urges No More Cliques On Ships

To the Editor: I have a gripe! May I present it this way? How do you part your hair? Is it important to your job? Do you feel it should be an object for kidding or sarcasm from your fellow workers? Is it anybody's business but your own? Harmony among employees who work together every day

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.

is very essential, especially in the confined area aboard ship. When men work together, there is no time for petty jealousies, taking sides or indulging in moods. Whether you like it or not, the men around you are the men you are going to be working with for quite a while. Why not get along? Personalities have no place when there is a job to be done. Joining up with others to form a clique is not the answer. Accept your fellow man as you find him; he has a right to live, too. The Union is here for the benefit of all the men, not one or several. Every man should have an equal part and each should do the best job he can. Cliques are a dangerous thing. They are small time and petty, and lead to only one thing: trouble!

Why do men who have the protection of their Union and their job indulge in petty jealousies and fights? If you don't like your job, get another one. Nobody but yourself is stopping you. The Union is here to do a job by protecting our jobs, looking out for our best interests and producing the best men it can to get these jobs done. Why not have the Union send a representative aboard the ships to protect each man's God-given rights and end the squabbling, fighting, and cliques which are so prevalent today? Tony Nottage

Swedish Ship Is Tops In Styling To the Editor: Recently it was my pleasure to visit the M/S Stureholm, a fine Swedish ship that has such radically advanced concepts of design that this country could take notice and perhaps build a similar ship of its own. In addition to the fine, sweeping superstructure, elegant salons and passageways, each foc'sle is also designed for fine living. Nice roomy cabins for the crew are done up in the most expensive woods and are designed with beautiful lockers and drawer space that are delightful to touch. Here solid woods enrich the design more effectively than veneers. Deep penetrating oils bring out the warm brown ebony figures of the wood and emphasize the exquisite surface quality of the finish. Exposed tenons join tops and sides, contributing an important design element. The messrooms are cafeteria style, done up in traditional-

modern, and are also the last word in comfort. All of the rest of the utility rooms are just as modern, which gives this ship an extra-added look. In fact, one gets the impression he is on a regular passenger ship, rather than a mere freighter. It's no wonder that when the crewmembers join these ships they stay on for long periods. It seems nothing is spared to retain solid comfort for the crew. Perhaps if some of that money was channeled into a central fund to provide the crew with a health and welfare fund and a retirement plan these fleets would really be superior to ours. However, I am confident the day will come when an alliance will be reached among all the unions in the interest of fair play. Then all the brothers of the maritime industry can join hands to maintain the highest traditions of the merchant marine.

While I am here at the Staten Island marine hospital, I wish to express my appreciation to the SIU, its officials and all my brother members who helped make it possible for SIU men here in the hospital to receive a \$25 Christmas gift. It is a damn nice feeling to have that when misfortune has you laid up, as you can relax feeling you have a fine Union to back you up when you need it. I am not only speaking of the Christmas bonus, but also about all the 12 months in a year when I am proud and honored, as all my Union brothers are, to belong to the SIU. As the old saying goes, it is not the big things that count; it's the little ones, too. As has been said many times, we have come a long way, and none of it happened overnight or came easy. It was gained through the years from all the little things that have made our Union strong and honored. As the years pass along, the SIU will continue to become stronger, because we have what it takes.

John W. Broad

Sees Xmas Bonus A Real Assist

To the Editor: While I am here at the Staten Island marine hospital, I wish to express my appreciation to the SIU, its officials and all my brother members who helped make it possible for SIU men here in the hospital to receive a \$25 Christmas gift. It is a damn nice feeling to have that when misfortune has you laid up, as you can relax feeling you have a fine Union to back you up when you need it. I am not only speaking of the Christmas bonus, but also about all the 12 months in a year when I am proud and honored, as all my Union brothers are, to belong to the SIU. As the old saying goes, it is not the big things that count; it's the little ones, too. As has been said many times, we have come a long way, and none of it happened overnight or came easy. It was gained through the years from all the little things that have made our Union strong and honored. As the years pass along, the SIU will continue to become stronger, because we have what it takes.

John W. Broad

Lauds Treatment By PHS Doctors

To the Editor: Please convey my thanks to all the staff at the marine hospital in Manhattan Beach, Brooklyn, for the excellent help and treatment they have been giving me. I know that this letter alone is not enough to express my appreciation to them, but I would like all of them, especially Doctors Hass and Lang, to know that I'm deeply grateful for their efforts. The kind of lift they give you is not available anywhere else, as we seamen all know so well. Pat McCann

Pat McCann

Welcomes Aid By Transporter

To the Editor: I would like to thank the officers and crew of the Pan Oceanic Transporter for their kind and generous expression of sympathy after the tornado struck our home in Groves, Texas, on November 7, 1957. We wish the best for all of you. Mrs. John Lager

Season's Greetings

Each year at this time greetings for all SIU brothers arrive at the LOG office. Here are some of them, reprinted with thanks.

Greetings and salutations, and a wish for a victorious and very prosperous New Year and for many years to come for our great and powerful Union.

George H. Seeberger
From Singapore, on our way to the Persian Gulf, greetings from a fine ship to our brother members wherever you are.

SS Cities Service Miami
Hope you all have the happiest New Year yet in 1958!

"Sir Charles"
Hearty good wishes to all hands. Harold "George" Horowitz

"Hello" to all my buddies at this season. I wish I could be enjoying it with some of you but I am in the drydock at Savannah for repairs.

W. D. Warmack
"Zalig Nieuwjaar" or Happy New Year to all members of the SIU from Rotterdam, where I am working ashore due to illness.

G. Abbema
Greetings also from the crews of the SS National Liberty and SS Jean Lafitte, from Ruby's Drapers in Bombay and the Home Hotel, Lake Charles.



Seafarer Bob Reynolds poses for a farewell photo with a group of the Polish Heart orphans shortly before the City of Alma left Pusan. Third from left is Mrs. Helen Kim, housemother for the 273 youngsters sheltered at the home.

Alma Gang Plays Santa For Korean Orphanage

Proving again that seamen always have a soft spot in their hearts for kids, no matter where they are, Seafarers on the City of Alma turned out in force to help some 300 Korean youngsters at the Polish Heart Orphanage in Pusan.

Led by ship's reporter J. F. "Big John" Wunderlich, they contributed a total of 114,000 worth plus assorted goodies to present to Mrs. Helen Kim, housemother of the orphanage located in the hills above the US Army's Hialeah Compound. Gifts of chewing gum and candy were also heaped on the kids

during one visit by Wunderlich, Paul Finrow and Bob Reynolds. The orphanage was started some time ago by Mrs. Kim, who left Poland 18 years ago and found refuge in Korea from her politically turbulent country. A total of 273 children are sheltered at the home under church supervision. Most of them are under the age of six.

Although reluctant to make a "big deal" of their generosity, Finrow probably expressed the overall sentiments of the crew when he commented: "Hell, what's five or ten dollars to the average seaman? I'm single, with no financial worries, and make good money, thanks to my Union. I'd spend that much on a round of drinks ashore."

Reynolds added that he didn't "want to be a softie or a pushover for the can-shakers, but places like that kind of tear you apart. You just can't help trying to do something for those kids." As a final gesture before leaving Pusan, the crew even made use of whatever broken dunnage they had, which is always welcomed for firewood by the Koreans. The chief mate authorized the agent to sell the dunnage and present whatever he got to the orphanage also.

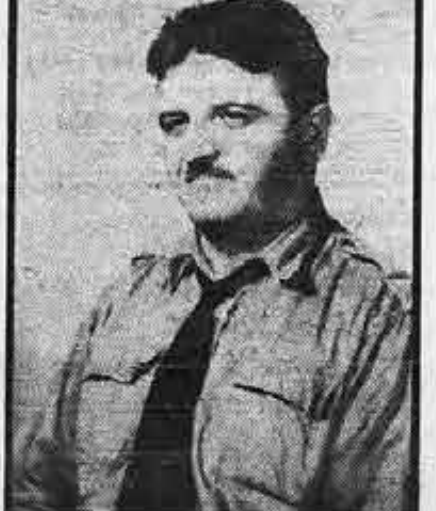
The crew urged anyone wishing to contribute to the orphanage to send it to the Polish Heart Orphanage, 220 Yungi Dong, Pusan, Korea.

SEAFARERS IN THE HOSPITALS

- USPHS HOSPITAL STATEN ISLAND, NY
W. Swiley, A. Verdemare, W. Malcewicz, J. Broad, P. Seidenberg, S. Swienckoakt, O. Adams, N. Richie, L. Rhine, L. Simmons, W. Shaw, P. King, P. Robertson, I. Siegler, J. Reyes, V. Costelloes, S. Odegard, H. Ali, C. Reyes, C. Anderson, R. Freeman, J. Matthews
USPHS HOSPITAL SAN FRANCISCO, CAL.
George Anensen, Joseph H. Berger, John G. Kelly, Charles T. Nangle, Wm. A. Oswinkle, C. E. Owens, L. A. Ready, Chas. J. Sincere, William C. Watson, Lewie A. Wilkerson
USPHS HOSPITAL SEATTLE, WASH.
R. E. McLeod, F. R. Napoli, A. W. Sadenwater, Joseph W. Walte, J. F. Slusarczyk
USPHS HOSPITAL GALVESTON, TEXAS
B. F. Grice, Louie Holliday, Oliver J. Kendrick, James A. Winget
USPHS HOSPITAL MANHATTAN BEACH BROOKLYN, NY
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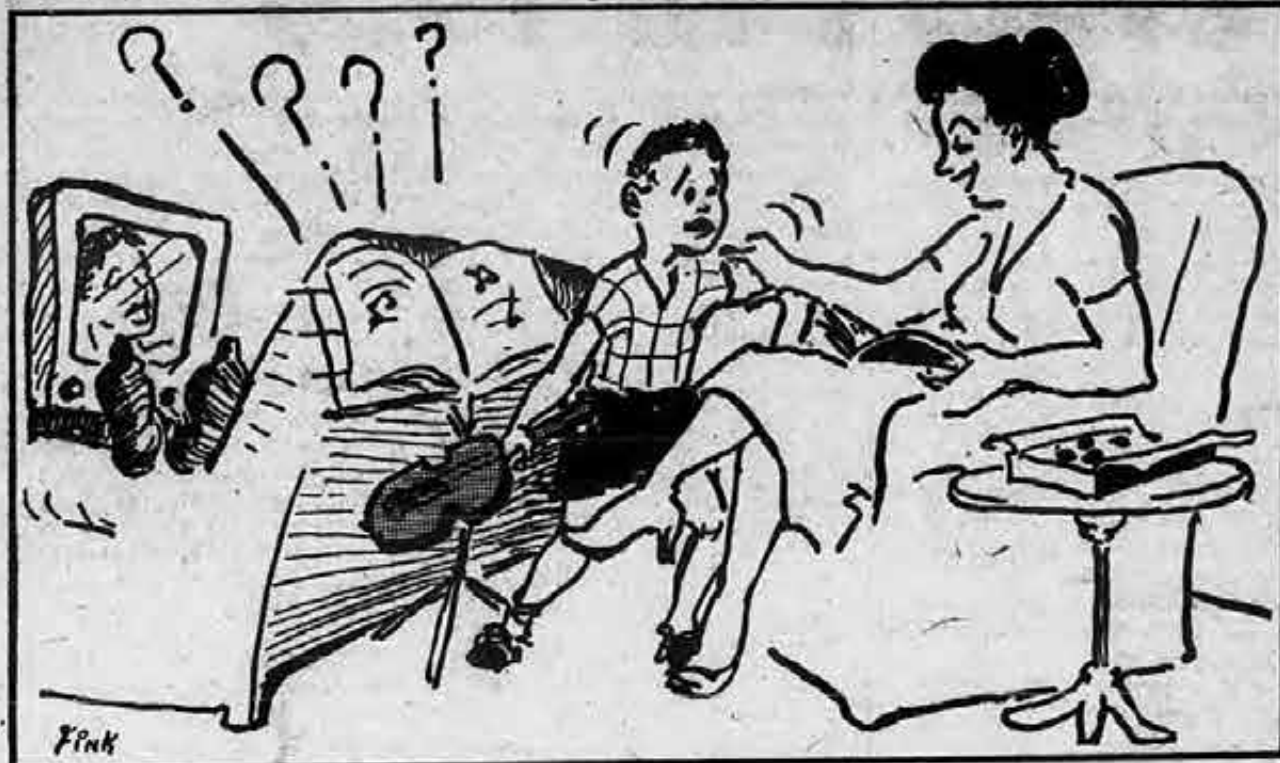
Days Gone By



Well known in the Gulf as the "Duke of Bourbon Street" in New Orleans, Tony Pisano submitted this 1944 tintype to show what he looked like in the old days with a full head of hair. Tony sailed mate for a time during the war.



'Sea-Spray'By Seafarer Robert 'Red' Fink



"Junior! I told you to practice until daddy ships out!"

USPHS Has Last Say On Duty Slip

Under the SIU contract, US Public Health Service doctors have the final say on whether or not a man is fit for duty. If there is any question about your fitness to sail, check with the nearest USPHS hospital or out-patient clinic for a ruling.

LOG-A-RHYTHM:

This Is Me

By J. F. Wunderlich

Some men will strive for riches,
They only work 'cause they must;
Others are hungry for glory,
Careless of what it may cost.

In misery some save their pennies,
Holding the money they earn,
Then deposit them all in a bank
So they can get more in return.

I myself, I'm just a seaman,
Happy if the sun will shine;
When ashore in a foreign port,
Having a glass of wine.

I might be poor and a wand'rer
But the world is mine and yours,
I believe it is just a heaven
Maybe you think it's a curse.

There'll always be a maiden
To share my love of life,
And when I meet the right one,
I'll take her home as my wife.

So why should I worry of riches,
When there is a woman to love,
And a tropic lagoon to anchor in
With a bright moon above?

You can keep the dollars and glory,
I'll take the loving and joy;
On my cruises around the globe
To me the world is a toy.

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for SIU MEMBERS!



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SEA GEAR & SHORE WEAR

IN THE NEW YORK & BALTIMORE HALLS

Bids For Action, Less Safety Talk

To the Editor:

I have just read the prize-winning LOG editorial on the faults of the Andrea Doria which was reprinted in the Dec. 20th issue. It was a damn good one.

But there are still quite a few questions to be asked on this score, such as what is being done about all these unsafe and unfit ships?

We who do so much damn

of the Department of Health, Education and Welfare have again been brought to light. Their impelling aim of trying to present us with unchallengeable authority and affect a permanent purge of seamen from the USPHS.

"Yes, Senator, we are destined to be stripped . . . and we don't like it!"

Wallace J. Lanasa
Ship's delegate

Asks Payment On Old Debts

To the Editor:

I've always been in favor of guys who fight for their rights as long as they don't take advantage of those who can't fight back.

In my own case, I have been disabled for some time and feel some people have been taking advantage of me in a way that hurts. When I was able to go out and make more money I did not care about it, but now that I can't I think it's about time those who owe me money should pay back what they honestly owe.

I don't think any names should be mentioned at this time because these men know what the score is. I'd just like to say that any monies owed me would be appreciated at this time. My address is 20 Grand Ave., Hicksville, NY.

Jimmy Hamilton

Recalls 'Worst' Voyage In 1905

To the Editor:

I received the SIU disability benefit check and the Christmas bonus yesterday, for which I am very grateful.

I have a lot of time I don't know what to do with since our hall here in Miami closed down, so I have spent the last few



Retired Seafarer B. M. Larsen offers a stern view of his model of a brig he sailed on back in 1905.

months making a replica of a brig on which I made a trip from Port Arthur, Texas, back in 1905. If I had the exact dates of that voyage I probably could capitalize on it for some magazine or newspaper, because it really is unbelievable what a sailing skipper could get by with 50 years ago.

This was what would be an unbelievable story of the worst trip I ever made during my 50 years of seafaring. The voyage from Port Arthur on board the brig, the Frances S. Hampshire, ended in Brooklyn 32 days later during the fall of 1905. The navigation was done by our buccaneer skipper, Captain Van Horn.

B. M. Larsen

Steel King Raps Threat To PHS

To the Editor:

The following is the text of a letter sent to Sen. Warren G. Magnusen, chairman of the Senate Interstate and Foreign Commerce Committee, protesting the action being taken by the Budget Bureau with a view to gaining the shutdown of four USPHS hospitals.

It was signed individually by myself and 32 other members of the SIU unlicensed crew on the Steel King.

"Dear Senator:
"The unpredictable endeavors

Summary Of Events In 1957

(Continued from page 16)

ment-owned Canadian National Steamships, Ltd., brought the Canadian Prime Minister into the dispute. A settlement was seen imminent after the failure of company strikebreaking tactics that included the transfer of its eight ships to Trinidad registry. This got nowhere when neither West Indian nor British seamen would man the "hot" ships, and the International Transportworkers' Federation firmly supported the Canadian Seafarers.

Washington Acts On Ship Issues

A key role for the merchant marine in US defense planning seemed assured at year's-end despite the advent of sputnik and contradictory "polley" statements from the Pentagon. This buoyed hopes that ship construction funds would be restored. Congress cut over-all foreign aid funds but authorized more surplus agricultural sales including shipments to "friendly" Communist nations, so that US ships returned to Poland after a 20-year absence. Appropriations for USPHS hospitals were increased, but right after adjournment the budget bureau took steps seeking a shut-down of four hospitals.

Ship operators finally won the right to 24-hour quarantine in US ports, providing they paid the inspectors' OT bills . . . Proposals for strict limits on ship transfers got nowhere, but won a key backer in

Labor Secretary James Mitchell. At the same time, "runaway-ship" operator Robert Anderson became Treasury Secretary.

A strong protest finally convinced the Defense Department that US rather than foreign seamen should man strategic missile test ships . . . The Coast Guard's discredited profiling system for screening out seamen popped up in the report of a special Commission on Government Security.

SIU Organizing Gains Mount

A new string of organizing successes were scored by the SIU, bringing thou-



SIU broke into tidelands field organizing tugs and service vessels.

sands of workers vast gains in wages and benefits. The SIU's Harbor & Inland Waterways Division cracked the Gulf tidelands oil industry wide open by winning

the first union contract for marine employees with a major company, Phillips Petroleum. In rapid order, other pacts set a pattern of \$50-\$75 more per month in base pay alone for the men involved.

The largest tugboat operator in the Gulf was also brought under contract again after a 33-day strike at G&H Towing . . . Similar victories at shoreside marine plants in many ports and a series of virtually unanimous SIU victories in elections covering Baltimore tugboatmen also highlighted the year . . . In Houston, when the SIU asked an election covering two boats, they were chartered to an operator already under SIU-HIWD contract so the men got a \$125 monthly pay increase without even having to vote.

Top Marine News Items

A top news story for the year, revolving around the Russian sputniks, brought on a call for merchant ships to act as spotters of the man-made moons . . . The Suez Canal reopened in April, ending the need for ships to make the long, dreary voyage around Africa. There was little enthusiasm thereafter to build standby pipelines for moving Persian Gulf oil in the event of a new Suez crisis. Ambitious tanker-building programs also fell by the wayside.

The Panama Canal was confronted with a crisis of its own when long dry spells lowered the level of Gatun Locks to the

danger point for many big ships and emergency measures had to be invoked . . . Work on the "big" seaway steadily advanced, and there was talk of a "little seaway" to link Montreal and New York via Lake Champlain and the Hudson . . . At long last a start was made on a shortcut to the sea for the port of New Orleans, and a plan dating back to Napoleon I for a tunnel under the English Channel linking Britain and France was revived.

Ships in the Far East were right on the spot for the first wave of the Asian flu virus long before it started an epidemic of scare headlines in stateside newspapers . . . Cigarette sales rose in spite of new "evidence" linking smoking and lung cancer, which got a big push from the prohibitionists as well. Teetotalers cited another set of statistics to show that smoking and "excessive" drinking were lethal also. It was a year when even an innocent coffee break once or twice a day was called bad for the health, and a little snooze on the boss' time was suggested instead.

The actual wreck of the old mutiny ship Bounty was found by a skindiver, and the vaunted replica of the Pilgrim ship Mayflower nearly capsized at her launching. She finally made it across the Atlantic into Plymouth, Mass., under tow but instead of staying left for New York and Miami where the tourist trade was better . . . Least surprising news item of '57 was Harry Bridges' statement to a national TV audience that the Commies were better than ever and that there weren't enough of them in the labor movement.

Herman Cooper & 'Lidford Law'

(Continued from page 4) what I am talking about. That is exactly what I thought."

Another passage reads as follows: SENATOR ERVIN. "Wait a min-

ute. As a matter of fact, you drew the resolution, the proposed resolution, suspending Sims before the charges on which he was to be suspended were prepared and served?"

MR. COOPER. "I think that is so."

SENATOR ERVIN. "In other words, you draw up what is equivalent to a verdict of guilty before the indictment is even presented . . ."

MR. COOPER. "Well you can place that construction on it, but I tell you this is customary practice in courts, in administrative agencies and elsewhere. There is nothing unusual about that, Senator."

SENATOR ERVIN. "Having spent a large part of my life in courts, I have never yet heard of drawing up a verdict, which is to be rendered in a case before the charges are preferred against the person against whom the verdict is to be rendered. This is the first time I have ever heard of it in human history."

MR. COOPER. "Senator, perhaps I did not make myself clear." SENATOR ERVIN. "You made yourself too clear."

Discussion then developed on why Sims was not present at the hearing at which he was charged and why the board did not wait after it made its findings before notifying Sims and acting on the charges.

MR. KENNEDY. "I think it is a little peculiar to have a meeting at 2 o'clock in the morning, an executive board meeting at 2 o'clock in the morning, not inform anybody that it is going to take place, and then suspend somebody. If that is the way you operate, fine. You are the attorney and you have advised them to do it."

" . . . Would you tell the committee why you would not want to wait until the following morning at 10 o'clock?"

MR. COOPER. "The resolution will indicate the reasons why . . . It was to provide an interim orderly method . . ."

MR. KENNEDY. "They could not do it from 2 AM to 10 AM? You could not wait eight hours?"

MR. COOPER. "For a variety of reasons which I submit the resolution speaks for itself . . ."

(This is the second of a series of articles on Mr. Cooper.)

RECENT ARRIVALS

All of the following SIU families have received a \$200 maternity benefit plus a \$25 bond from the Union in the baby's name:

Robert Owen Brooke, born December 1, 1957, to Seafarer and Mrs. Osborne M. Brooke, Prichard, Alabama.

Charles Robert Brown, born December 7, 1957, to Seafarer and Mrs. Robert Brown, Houston, Texas.

Terry Ray Casanova, born November 22, 1957, to Seafarer and Mrs. Ray H. Casanova, New Orleans, La.

Wanda Mae Crawford, born November 11, 1957, to Seafarer and Mrs. Willie D. Crawford, Jacksonville, Fla.

Robert Sidney Cutrer, born December 7, 1957, to Seafarer and Mrs. George S. Cutrer, Mobile, Ala.

Robert M. Espino, born October 28, 1957, to Seafarer and Mrs. Antanasio Espino, San Francisco, Calif.

Bobbie Sue Faircloth, born December 7, 1957, to Seafarer and

Mrs. John W. Faircloth, Crichton, Ala.

Therese Denise Gibson, born December 7, 1957, to Seafarer and Mrs. Samuel L. Gibson, Chickasaw, Ala.

Karen Ann Gouldman, born December 6, 1957, to Seafarer and Mrs. James I. Gouldman, Metairie, La.

Terry Thomas LeMaire, born November 20, 1957, to Seafarer and Mrs. George T. LeMaire, Baltimore, Md.

Dorothy Louise McDonald, born December 11, 1957, to Seafarer and Mrs. Sam W. McDonald, Mobile, Ala.

William McLaughlin, born November 11, 1957, to Seafarer and Mrs. John F. McLaughlin, Baltimore, Md.

Grace Principe, born December 1, 1957, to Seafarer and Mrs. Roberto Principe, Santurce, PR.

FINAL DISPATCH

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and the SIU death benefit is being paid to their beneficiaries.

Leo B. DeLoach, 33: Brother DeLoach died on December 5, 1957, in Mobile, Alabama. Death was caused by a malignant condition. He became a full member of the Union on May 13, 1946, and sailed in the steward

department. Brother DeLoach is survived by his wife, Mary Nell DeLoach, of Chickasaw, Alabama. Burial took place in Pine Crest Cemetery, Mobile, Alabama.

Francisco A. Bartulomei, 38: Brother Bartulomei died of a heart

condition on November 5, 1957, in San Juan, Puerto Rico. He became a full member of the Union on May 11, 1946, and sailed in the engine department. Brother Bartulomei is survived by his wife, Jovita C. Bartulomei, of Mayaguez, Puerto Rico. Burial took place in Municipal Cemetery, Mayaguez, PR.

Charles E. Spencer, 65: A heart condition caused the death of Brother Spencer on November 25, 1957, in Pinson, Alabama. He became a full member of the Union on December 17, 1938, and was sailing in the

deck department. Brother Spencer is survived by his wife, Lola Spencer, of Birmingham, Alabama.

Your Gear . . . for ship . . . for shore

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- CPO Shirts
- Dress Shirts
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- Khakis
- Ties
- Sweat Shirts
- T-Shirts
- Shorts
- Briefs
- Swim Trunks
- Sweaters
- Sou'westers
- Raingear
- Caps
- Writing Materials
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- Electric Shavers
- Radios
- Television
- Jewelry
- Cameras
- Luggage



the SEA CHEST

The SIU in 1957

Notable for many outstanding developments, 1957 will probably be remembered most as the year that saw the untimely end of the Harry Lundeberg era; that brought 70-year-old sailors to the forefront of the seamen's movement via the American Coal beef and produced impressive strides toward maritime labor unity.

A variety of memorable "firsts" were recorded, among them the opening of the first three SIU medical centers. The first union contracts were won by the SIU in the growing Gulf Tideland oil industry. The first US wine tanker, "roll-on-roll-off" ship as well as the first true "lift-on" trawler all went into service. A hint of the future was the start of construction on the first atom-powered merchant ship.

It was a year the SIU built a new string of organizing and election victories; when too much ballyhoo turned the "good will" ship *Mayflower II* into a tourist attraction; and the traditional "women and children first" disaster rule came under attack. At the same time, the Suez Canal reopened and the Panama Canal almost dried up.

1957 also saw Robin Line jobs taken off then put back on SIU shipping boards where they belonged, in the face of a National Maritime Union raid. It also was the year the Seafarer Welfare Plan expanded its list of no-cost benefits for Seafarers and their families to a new high of 16 items.

Kern Hills Opens Elath

SIU crewmen on the tanker *Kern Hills* earned world-wide recognition last spring when they sailed the first American ship through the disputed Gulf of Aqaba into the Israeli port of Elath. Their action eventually paved the way for an opinion



Israeli troops shown guarding SIU-manned *Kern Hills* in Elath.

by the State Department that the Aqaba straits were international waters and all ships were entitled to free passage. For its part, the *Kern Hill* was blacklisted and refused services in Arab ports.

SIU Aid To Other Unions

The SIU's traditional policy of aiding other unions and various worthy causes made the headlines again, when Seafarers volunteered their help in the clean-up work after last summer's Hurricane Audrey. In the wake of the devastation caused by the big blow along the Louisiana-Texas coast, AFL-CIO building tradesmen and SIU men from the New Orleans and Lake Charles halls won plaudits for their work in erecting 25 new homes for Louisiana hurricane victims.

On the union front, the American Guild of Variety Artists presented the SIU in Philadelphia with a plaque expressing thanks for Seafarers' aid in various local beefs. In Puerto Rico, similar recognition for SIU assistance came from the International Brotherhood of Longshore-

SIU Fought Major Beefs

The biggest beefs of 1957, which are carrying over into the New Year, are American Coal with its famous battle of the oldtimers, the NMU's raid on the Robin Line and the Bull Line strike. The year 1957 opened with Seafarers picketing American Coal ships in New York, Baltimore and Savannah in protest against company discrimination against the SIU.



Group of SIU of NA oldtimers on American Coal's *Cleveland Abbe*.

Previously mates and engineers had struck the ships because the company signed a contract with a paper local union, District 50 of the United Mine Workers, which is part-owner of the company.

The NMU's support of the paper local contract led to a breach of its 20-year alliance with the Marine Engineers Beneficial Association, and the subsequent entrance of MEBA into the Maritime Trades Department.

Following a court order on hiring, SIU oldtimers from all districts vied for the coal ship jobs in a still-continuing fight. At last report, the company had just two ships running of the seven it started

Harry Lundeberg, 87 Others Died

The deaths of 87 SIU men were reported during the year, but the stock delivered five times as many potential replacements, including four sets of twins. Two men were lost on the tug *Kay R.* out of Tampa, and another, sailing as mate, died in a collision involving the Navy tanker *Mission San Francisco* that also took the lives of nine West Coast crewmen.

A heart attack last January cut short the militant career of Harry Lundeberg, 56, secretary of the Sailors Union of the Pacific and founder and president of the SIU of North America from 1938 on. A memorial statue of Lundeberg will be dedicated at SUP headquarters this January 28 on the anniversary of his death. A new US bulk carrier was renamed the *SS Harry Lundeberg* in his honor last June.

Other well-known SIU men who passed away were ex-circus acrobat Curt Starke, only four feet tall but a big man in the memory of his friends; Vic Litardi, veteran of many SIU waterfront beefs who also served as an organizer of runaway ships for the International Transportworkers Federation, and oldtimer Claudio Barreiros, 64, who died while serving on the *Casimir Pulaski* in the American Coal beef.



Lundeberg

operating, with one due to lay up, as the coal market collapsed.

The Bull Line strike over contract gains for Seafarers was brought to a temporary halt by a US Court injunction. However, the US Court of Appeals reversed the injunction and a company appeal from that reversal is currently pending in the US Supreme Court. The strike ran for 64 days.

The NMU's raid on Robin Line followed purchase of this fleet by Moore-McCormack last spring. Seafarers stuck to the ships despite NMU pressure on them to get off, and their persistence was rewarded when the National Labor Relations Board called for an election.

So far, the SIU has won six of seven ships voted and has been certified on four. The last ship is scheduled to vote next week, with the NMU making attempts in court to block crewmembers from obtaining the union of their choice.

Safety Program Records Gains

The SIU's industry-wide shipboard safety program got up a full head of steam in a year in which there were no major disasters involving SIU A&G ships. Before being sold, the *Robin Tuxford* was credited with a world safety mark of 502 days without a lost-time accident. In their own fleets, the *Wild Ranger* (Waterman), *Del Monte* (Mississippi) and *Steel Artisan* (Isthmian) got special safety awards and bosun William Velazquez received a Coast Guard citation for the rescue of a drowning shipmate in 1956. SIU ships also had their share of rescues with the *Steel Apprentice* saving 15 Indian seamen near Suez and the *Clalborne* doing the same for 43 men off a Liberian freighter in the Gulf.

The loss of twice as many passengers as the 94 rescued by the SIU Pacific District's *Mormacsurf* from an Argentine River steamer sparked an SUP demand for motorized lifeboats on all US vessels to speed rescue efforts. Eighteen months after the *Andrea Doria* disaster, there still was no real change in world sea safety rules to bring them up to US standards.

Union Welfare Benefits Expand

The first SIU medical center opened in Brooklyn to provide no-cost medical exams for Seafarers and their families. Two similar facilities were operating on a temporary basis in New Orleans and Mobile by December. The SIU Welfare Plan also added a new benefit covering blood transfusions and eliminated outright the



Sen. Warren Magnuson cut ribbon opening first SIU Health Center.

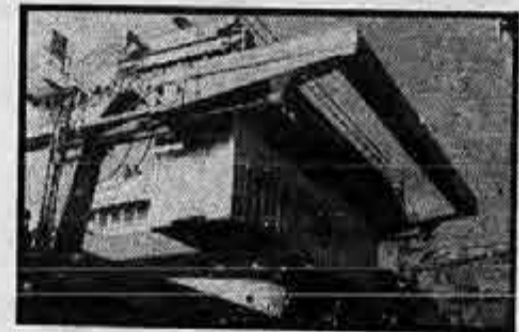
"\$50 deductible" provision so that all hospital room and board costs were paid from the first dollar up to \$10 daily.

Active Seafarers again walked off with four of the five annual SIU scholarships. The daughter of an SIU man won the fifth \$6,000 award. A new SIU hall was opened in San Juan.

Trends In Shipping

Trailerships took a firm hold in the industry, with four types in use or planned. Pan-Atlantic brought out converted C-2s modified to load and discharge 225 trailer vans via moveable deck cranes, a refinement of its earlier "lift-on" tankers. Seatrains planned a service hauling trailer vans on flatcars in addition to regular railroad boxcars. TMT's *Carib Queen*, the first true "roll-on-roll-off" vessel, got a new lease on life after operating difficulties and money troubles had idled it most of the year.

Russia launched a 16,000-ton atomic icebreaker and the US commissioned its third nuclear sub. Performance figures on the first atom sub, the *Nautilus*, showed it had traveled 60,000 miles on its original charge



Lift-on ship *Gateway City* came out with radically-new cargo gear.

of nuclear fuel about the size of a golfball.

The upgrading program for World War II Liberties was termed a success, but 100 of the oldest ones were ordered scrapped anyway. Mississippi signed up for a \$180 million fleet replacement program after rejecting merger offers from Lykes. Tests showed a good hull paint job could add half a knot to a ship's speed. Shore leave for supertanker crewmen became a problem when some ships began unloading into pipeline "terminals" 1 1/2 miles offshore.

Sea Labor Unity Grows

Virtually all marine unions were united in the AFL-CIO Maritime Trades Department in 1957, including a former CIO affiliate, the Marine Engineers Beneficial Association. AFL-CIO president George Meany reiterated that MTD was the "one place . . . in the AFL-CIO trade union structure" for all marine unions. Twelve international unions are now members of MTD.

A referendum on an interim program leading to final merger in 1960 by the SIU-affiliated Brotherhood of Marine Engineers and the MEBA was already underway. The two AFL-CIO radio officers unions also negotiated a no-raiding and mutual assistance pact.

The same joint action which had established the Marine Cooks & Stewards Union on West Coast ships was continued under the banner of the SIU Pacific District, composed of the Sailors, Firemen and Cooks. It produced greater contract gains as well as increased benefits under a merged pension plan for members of all three unions. With broad labor support, Harry Bridges' longshore union was whipped in two separate raids on SIU-affiliated fishery unions in Los Angeles Harbor and Alaska.

A demonstration of international labor unity behind the SIU Canadian District in its six-month strike against the govern-

(Continued on page 15)

CONSTITUTION

Seafarers International Union • A&G District • AFL-CIO

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.

The SIU constitution has been hailed in and outside maritime and labor circles as an outstanding example of trade union democracy. Here are a few of the many reactions to the document from members of Congress.

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

Senator James E. Murray, Montana:
"I am particularly impressed by the provisions of the constitution providing for a trial committee to hear charges against members, and guaranteeing the traditional American rights to representation, cross-examination, and confrontation by the accuser. . . . I am happy to note that your new constitution is drawn

in the spirit of democratic trade unionism."

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

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



CONSTITUTION

Seafarers International Union • A&G District • AFL-CIO

(As Amended, August, 1956)

PREAMBLE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

STATEMENT OF PRINCIPLES AND DECLARATION OF RIGHTS

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

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

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

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

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

the Union.

II

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

III

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

IV

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

V

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

VI

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

VII

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

VIII

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

CONSTITUTION

ARTICLE I

NAME AND GENERAL POWERS

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

ARTICLE II

AFFILIATION

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

ARTICLE III

MEMBERSHIP

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

Section 2. Candidates for membership shall be American citizens, or eligible for such citizenship. No candidate shall be granted membership who is a member of any dual organization or any other organization hostile to the aims, principles, and policies of this Union. No candidate shall be granted membership until he has taken the following oath of obligation:

OBLIGATION

"I pledge my honor as a man, that I will be faithful to this Union, and that I will work for its interest and will look upon every member as my brother; that I will not work for less than Union wages and that I will obey all orders of the Union. I promise that I will never reveal the proceedings of the Union to its injury or to persons not entitled to know it. And if I break this promise, I ask every member to treat me as unworthy of friendship and acquaintance. SO HELP ME GOD!"

Section 3. Members more than one quarter in arrears in dues, or more than three months in arrears in assessments or unpaid fines, shall be automatically suspended, and shall forfeit all benefits and all other rights and privileges in the Union. They shall be automatically dismissed if they are more than two quarters in arrears in dues or more than six months in arrears in assessments or unpaid fines.

This time shall not run:

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

(b) While a member is an in-patient in a USPHS Hospital.

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

(d) While a member is in the Armed Services of the

United States, provided the member was in good standing at the time of entry into the Armed Forces, and further provided he applies for reinstatement within 90 days after discharge from the Armed Forces.

(e) While a member has no opportunity to pay dues because of employment aboard an American flag merchant vessel.

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

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

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

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

Section 8. Evidence of membership or other affiliation with the Union shall at all times remain the property of the Union. Members may be required to show their evidence of membership in order to be admitted to Union meetings.

Section 9. Only members in good standing shall be allowed to vote.

ARTICLE IV

REINSTATEMENT

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

ARTICLE V

DUES AND INITIATION FEE

Section 1. All members shall pay dues quarterly, on a calendar year basis, on the first business day of each quarter, except as herein otherwise provided. The dues shall be those payable as of the date of adoption of this Constitution and may be changed only by Constitutional amendment.

Section 2. No candidate for membership shall be admitted into membership without having paid an initiation fee of one hundred (\$100.00) dollars.

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

ARTICLE VI

RETIREMENT FROM MEMBERSHIP

Section 1. Members may retire from membership by paying all unpaid dues, dues for the quarter in which they retire, assessments, fines, and other monies due and owing the Union. A retirement card shall be issued upon request, and dated as of the day that such member accomplishes these payments and request.

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

Section 3. Any person in retirement for a period of six months or more shall be restored to membership, except as herein indicated, by paying dues for the current quarter, as well as all assessments accruing and newly levied during the period of retirement. If the period of retirement is less than six (6) months, the required payments shall consist of all dues accruing during the said period of retirement, including those for the current quarter, and all assessments accrued and newly levied during that period. Upon such payment, the person in retirement shall be restored to membership, and his membership book, appropriately stamped, shall be given to him.

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

Section 5. The period of retirement shall be computed from the day as of which the retirement card is issued.

ARTICLE VII

SYSTEM OF ORGANIZATION

Section 1. This Union, and all Ports, Officers, Port Agents, Patrolmen, and members shall be governed, in this order, by:

(a) The Constitution

(b) Majority vote of the membership

Section 2. The functions of this Union shall be administered by Headquarters and Ports.

Section 3. Headquarters shall consist of the Secretary-Treasurer, and one or more Assistant Secretary-Treasurers, the exact number of which shall be determined by majority vote of the membership to be held during the month of August in any election year, as set forth more particularly in Article X, Section 1-D.

Section 4. Each Port shall consist of a Port Agent and Patrolmen, as provided for herein, and the Port shall bear the name of the city in which the Union's Port Offices are located.

Section 5. Every member of the Union shall be registered in one of three departments; namely, deck, engine, or stewards department. The definition of these departments shall be in accordance with custom and usage. This definition may be modified by a majority vote of the membership. No member may transfer from one department to another except by express approval as evidenced by a majority vote of the membership.

ARTICLE VIII

ATLANTIC AND GULF DISTRICT OFFICERS, PORT AGENTS, AND PATROLMEN

Section 1. The officers of the Union shall be elected, except as otherwise provided in this Constitution. These officers shall be the Secretary-Treasurer and one or more Assistant Secretary-Treasurers.

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

ARTICLE IX

OTHER ELECTIVE JOBS

Section 1. The following jobs in the Union shall be voted upon in the manner prescribed by this Constitution:

- (A) Meeting Chairman
- (B) Delegates
- (C) Committee Members of:
 - (a) Auditing Committee
 - (b) Trial Committee
 - (c) Quarterly Financial Committee
 - (d) Appeals Committee
 - (e) Negotiating and Strike Committee.

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

ARTICLE X

DUTIES OF OFFICERS, PORT AGENTS, AND OTHER ELECTED JOB HOLDERS

Section 1. The Secretary-Treasurer

(a) The Secretary-Treasurer shall be the Executive Officer of the Union and shall represent, and act for and in behalf of, the Union in all matters except as otherwise specifically provided for in the Constitution.

(b) He shall be a member ex-officio of all committees, port or otherwise.

(c) He shall be responsible for the organization and maintenance of the correspondence, files, and records of the Union; setting up, and maintenance of, sound accounting and bookkeeping systems; the setting up, and maintenance of, proper office and other administrative Union procedures; the proper collection, safeguarding, and expenditure of all Union funds, Port or otherwise. He shall be in charge of, and responsible for, all Union property, and shall be in charge of Headquarters and Port Offices. He shall issue a weekly comprehensive report covering the financial operations of the Union for the previous week. Wherever there are time restrictions or other considerations affecting Union action, the Secretary-Treasurer shall take appropriate action to insure observance thereof.

(d) Subject to approval by a majority vote of the membership, the Secretary-Treasurer shall designate the number and location of Ports, the jurisdiction, status, and activities thereof, and may close or open such ports, and may re-assign Port Agents and Patrolmen of closed ports to other duties, without change in wages. The Ports of New York, New Orleans, Mobile, and Baltimore may not be closed except by Constitutional amendment.

Where ports are opened between elections, the Secretary-Treasurer shall designate the Port Agents thereof, subject to approval by a majority vote of the membership.

The Secretary-Treasurer shall supervise the activities of all Ports.

Subject to approval by a majority vote of the membership, the Secretary-Treasurer shall designate, in the event of the incapacity of a Port Agent or Patrolman, a replacement to act as such during the period of incapacity.

At the first regular meeting in August of every election year, the Secretary-Treasurer shall submit to the membership a pre-balloting report. This report shall recommend the number and location of Ports, the number of Assistant Secretary-Treasurers and Agents, and the number of Port Patrolmen which are to be elected for each Port. It 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 Secretary-Treasurer 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 Patrolmen and/or Assistant Secretary-Treasurers, shall be designated as departmental or otherwise. The report shall be subject to approval or modification by a majority vote of the membership.

(e) The Headquarters of the Union shall be located in New York. The Secretary-Treasurer shall also be the Port Agent of that Port.

(f) The Secretary-Treasurer shall be chairman of the Agents' Conference and may cast one vote.

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

(h) The foregoing duties shall be in addition to those other duties elsewhere described in this Constitution, as well as those other duties lawfully imposed upon him.

(i) The responsibility of the Secretary-Treasurer may

not be delegated, but the Secretary-Treasurer may delegate to a person or persons the execution of such of his duties as he may in his discretion decide, subject to the limitations set forth in this Constitution.

(j) Immediately after assuming office, the Secretary-Treasurer shall designate one of the Assistant Secretary-Treasurers to assume his duties in case of his temporary incapacity. This designation may be changed from time to time. These designations shall be entered in the minutes of the Port where Headquarters is located. The provisions of Section 2-A of this Article shall apply in the case of a vacancy in the office of Secretary-Treasurer, as set forth in that section.

(k) Any vacancy in any office or the job of Port Agent or Patrolman shall be filled by the Secretary-Treasurer by temporary appointment except in those cases where the filling of such vacancy is otherwise provided for by this Constitution. Such appointment shall be submitted to a regular meeting for approval, modification, substitution of a replacement, or postponement of a vote to a later date, by a majority vote of the membership. In the event of the postponement of the vote, the temporary appointment shall remain in effect until a vote is taken.

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

Section 2. Assistant Secretary-Treasurer

(a) In the event the Secretary-Treasurer shall be unable to carry out his duties by reason of incapacity, the Assistant Secretary-Treasurer designated in accordance with Section 1-J of this Article shall assume the office of Secretary-Treasurer during the period of such incapacity. Upon the death, resignation, or removal from office of the Secretary-Treasurer, succession to the office shall be determined as follows:

That Port Agent of the Ports of New Orleans, Mobile, or Baltimore who received the highest number of votes in the last regular election shall be the first in line of succession. The next in the line of succession shall be that Port Agent of the said Ports who received the next highest number of votes in that election. The next in the line of succession shall be that Port Agent of the said Ports who received the next highest number of votes.

The Port Agents of the said Ports shall also be deemed to be Assistant Secretary-Treasurers, whether or not so referred to on the ballots or elsewhere.

(b) The Assistant Secretary-Treasurers shall assist the Secretary-Treasurer in the execution of the latter's duties as the latter may direct.

(c) The Assistant Secretary-Treasurers shall be members of the Agents' Conference and each may cast a vote in that body.

Section 3. Port Agents

(a) The Port Agent shall be in direct charge of the administration of Union affairs in the Port of his jurisdiction.

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

(c) He shall be prepared to account, financially or otherwise, for the activities of his Port, whenever demanded by the Secretary-Treasurer.

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

(e) The Port Agent, or someone acting under his instructions, shall open each Port meeting and shall determine whether a quorum exists. Nothing contained herein shall permit the Port Agent to otherwise act as chairman of any meeting, unless so properly designated by a majority vote of the members present at the said Port Meeting.

(f) Each elected Port Agent may cast one vote at any Agents' Conference.

(g) The Port Agent may assign each Port Patrolman to such Union jobs as fall within the jurisdiction of the Port, regardless of the departmental designation under which the Patrolman was elected.

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

(i) The foregoing is in addition to those other duties prescribed elsewhere in this Constitution.

Section 4. Port Patrolmen

Port Patrolmen shall perform whatever duties are assigned to them by the Port Agent.

Section 5. Meeting Chairmen

(a) The chairman of each meeting at any Port, including the Port in which Headquarters is located, shall be the presiding officer of the meeting, shall keep order under rules of order provided for, from time to time, by a majority vote of the membership and, if none, then by such rules as are adopted, from time to time, by a majority vote of the membership in each Port.

(b) The meeting chairman may cast a vote only in the event of a tie.

(c) The meeting chairman shall not permit the discussion of any religious subject.

Section 6. Delegates

(a) The term "delegates" shall mean those members of the Union who are elected, under the provisions of this Constitution, to attend the convention of the Seafarers International Union of North America.

(b) Each delegate shall attend the Convention and fully participate therein.

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

Section 7. Committees

(a) Auditing Committee

The Auditing Committee in each Port shall audit the regular weekly financial report of the Port Agent and, in writing, certify or refuse to certify said report. The Auditing Committee for the Port where Headquarters is located shall also audit the Secretary-Treasurer's financial report, to which the same rules as to certification and refusal to certify shall apply. The said report in its entirety shall then be presented to the membership with action thereon to be taken as per a majority vote of the membership.

(b) Trial Committee

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

(c) Quarterly Financial Committee

1. The Quarterly Financial Committee shall make a quarterly (thirteen week) audit of the finances of Headquarters and each Port, shall note discrepancies where they exist, shall report on their findings, and make recommendations. Members of this Committee may make dissenting reports, separate recommendations, and separate findings.

2. The report and recommendations of this Committee shall be completed within a reasonable time after the election of the members thereof, and shall be submitted to the Secretary-Treasurer who shall cause the same to be read in all Ports, at the first or second regular meeting subsequent to the submission of the said report and recommendations.

3. All Port Agents are responsible for complying with all demands made for records, bills, vouchers, receipts, etc., by the said Quarterly Financial Committee.

4. No report shall be considered as complete without an accompanying report and audit statement by a competent accountant, and the Secretary-Treasurer is charged with the selection of such an accountant, who must be certified under state law.

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

(d) Appeals Committee

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

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

(e) Negotiating and Strike Committee

1. The Negotiating and Strike Committee shall represent the Union in all negotiations for contracts and changes in contracts, with persons, firms, corporations, or agencies, etc., wherein wages, hours, benefits, or other terms and conditions of employment of the members of this Union are involved.

2. Upon completion of negotiations, the Committee shall submit a report and recommendations to the membership of the Union at a regular or special meeting. The Committee may also make interim reports and recommendations and submit them to the membership at a regular or a special meeting.

3. A Port may establish a similar Committee for itself provided permission by a majority vote of the membership has been obtained. In such event, the Port Negotiating and Strike Committee shall forward its report and recommendations, together with comments by the Port Agent, to the Secretary-Treasurer, who shall then cause the said report and recommendations to be submitted to the membership of the Union at the earliest subsequent regular or special meeting, whichever he chooses, together with any report and recommendations which the Secretary-Treasurer deems desirable to make. The Port Negotiating and Strike Committee shall submit the report and recommendations upon completion of the negotiations, and may submit interim reports and recommendations, in the same manner above set forth.

4. In no event shall a Negotiations and Strike Committee obligate this Union or any Port thereof, in any manner, without the approval of the membership of the Union as evidenced by a majority vote of the membership.

5. A Negotiating and Strike Committee may decide the time of entry into a strike, provided prior authority, as evidenced by a majority vote of the membership, is granted therefor. In all other cases, a majority vote of the membership shall decide when a strike shall begin.

6. This Committee shall be charged with the preparation and execution of a strike plan which shall be binding on all members and other persons affiliated with

this Union. However, a majority vote of the membership may repeal, or otherwise treat or dispose of any part or all of a strike plan.

**ARTICLE XI
WAGES AND TERMS OF OFFICE OF OFFICERS AND
OTHER ELECTIVE JOB HOLDERS, UNION
EMPLOYEES, AND OTHERS**

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

- Secretary-Treasurer
- Assistant Secretary-Treasurer
- Port Agent
- Patrolman

The term of two years set forth herein is expressly subject to the provisions for assumption of office as contained in Article XIII, Sec. 6(c), 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 a majority vote of the membership.

Section 4. Subject to approval by a majority vote of the membership, all other classifications of employees of the Union shall be hired or discharged, as well as compensated, as recommended by the Secretary-Treasurer.

Section 5. Subject to approval by a majority vote of the membership, the Secretary-Treasurer may contract for, or retain, the services of any person, firm, or corporation, not employees of the Union, when he deems it necessary in the best interests of the Union.

Section 6. The foregoing provisions of this Article do not apply to any corporation, business, or other venture in which this Union participates, or which it organizes or creates. In such situations, instructions conveyed by a majority vote of the membership shall be followed.

**ARTICLE XII
QUALIFICATIONS FOR OFFICERS, PORT AGENTS,
PATROLMEN, AND OTHER ELECTIVE JOBS**

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

(a) He has at least three (3) years of seetime, in an unlicensed capacity, aboard an American flag merchant vessel or vessels; if he is seeking the job of Patrolman or Assistant Secretary-Treasurer in a specified department, this seetime must be in that department, and

(b) He has at least four (4) months of seetime, 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, or affiliates, or at the Union's direction, or a combination of these, between January 1st and the time of nomination, and

(c) He has been in continuous good standing in the Union for at least two (2) years immediately prior to his nomination, and

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

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

Section 3. All candidates for and holders of elective offices and jobs, whether elected or appointed in accordance with this Constitution, shall maintain membership in good standing. Failure to do so shall result in ineligibility to hold such office or job and shall constitute an incapacity with regard to such office or job.

**ARTICLE XIII
ELECTIONS FOR OFFICERS, PORT AGENTS
AND PATROLMEN**

Section 1. Nominations

Any member may submit his name for nomination for any office, or the job of Port Agent or Port Patrolman, by delivering or sending a letter addressed to the Credentials Committee, in care of the Secretary-Treasurer, at the address of Headquarters. The Secretary-Treasurer is charged with the safekeeping of these letters and shall turn them over to the Credentials Committee upon the latter's request. This letter shall be dated and shall contain the following:

- (a) The name of the candidate
- (b) His home address and mailing address
- (c) His book number
- (d) The title of the office or other job for which he is a candidate, including the name of the Port in the event the position sought is that of Agent or Patrolman
- (e) Proof of citizenship
- (f) Proof of seetime and/or employment as required for candidates.

The letter must reach Headquarters no earlier than August 12th and no later than September 12th of the election year.

Section 2. Credentials Committee

(a) A Credentials Committee shall be elected at the first regular meeting in September of the election year, at the Port where Headquarters is located. It shall consist of six members in attendance at the meeting, with two members from each of the Deck, Engine and Stewards Departments. In the event any Committee member is unable to serve, the Committee shall suspend until the Secretary-Treasurer calls a special meeting at the Port in order to elect a replacement. The Committee's results shall be by majority vote, with any tie vote being resolved by

a majority vote of the membership at a special meeting called for that purpose at Headquarters Port.

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

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

The Committee's report shall be prepared early enough to allow the applicant to appear before it and still reach the Ports in time for the first regular meeting after its election.

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

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

Section 3. Balloting Procedure.

(a) The Secretary-Treasurer shall insure the proper and timely preparation of ballots, without partiality as to candidates or Ports. The ballots may contain general information and instructive comments not inconsistent with the provisions of this Constitution. All qualified candidates shall be listed thereon alphabetically within each category. The listing of the Ports shall follow a geographical pattern, commencing with the most northerly Port on the Atlantic coast, following the Atlantic coast down to the most southerly Port on that coast, then westerly along the Gulf of Mexico and so on, until the list of Ports is exhausted. There shall be allotted write-in space, on each ballot, sufficient to permit each member voting to write in as many names as there are offices and jobs to be voted upon. Each ballot shall be so prepared as to have the number thereon placed at the top thereof and shall be so perforated as to enable that portion containing the said number to be easily removed. On this removable portion shall also be placed a short statement indicating the nature of the ballot and the voting dates thereof.

(b) The ballots so prepared at the direction of the Secretary-Treasurer shall be the only official ballots. No others may be used. Each ballot shall be numbered as indicated in the preceding paragraph and shall be numbered consecutively, commencing with number 1. A sufficient amount shall be printed and distributed to each Port. A record of the ballots, both by serial numbers and amount, sent thereto shall be maintained by the Secretary-Treasurer, who shall also send each Port Agent a verification list indicating the amount and serial numbers of the ballots sent. Each Port Agent shall maintain separate records of the ballots sent him and shall inspect and count the ballots, when received, to insure that the amount sent, as well as the numbers thereon, conform to the amount and numbers listed by the Secretary-Treasurer as having been sent to that Port. The Port Agent shall immediately execute and return, to the Secretary-Treasurer, a receipt acknowledging the correctness of the amount and numbers of the ballots sent, or shall notify the Secretary-Treasurer of any discrepancy. Discrepancies shall be corrected as soon as possible prior to the voting period. In any event, receipts shall be forwarded for ballots actually received. The Secretary-Treasurer shall prepare a file in which shall be kept memoranda and correspondence dealing with the election. This file shall at all times be available to any member asking for inspection of the same at Headquarters.

(c) Balloting shall take place in person, at Port Offices, and shall be secret. No signature of any voter, or other distinguishing mark, shall appear on the ballot, except that any member may write in the name or names of any member or members, as appropriate, for any office, or the job of Port Agent or Patrolman.

(d) No member may vote without displaying his Union Book, in which there shall be placed an appropriate notation of the date and of the fact of voting, both prior to being handed a ballot. A ballot shall then be

handed to the member who shall thereupon sign his name on a roster sheet (which shall be kept in duplicate), together with his book number, and ballot number. The portion of the ballot on which the ballot number is printed shall then be removed, placed near the roster sheet, and the member shall proceed to the voting site.

(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 Sunday or 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 AM, and continue until 5:00 PM, except that, on Saturdays, voting shall commence at 9:00 AM and continue until 12 Noon, and, on regular meeting days, voting shall commence at 9:00 AM and continue until 7:30 PM.

Section 4. Polls Committees

(a) Each Port shall elect, prior to the beginning of the voting on each voting day, a Polls Committee, consisting of three members. For the purpose of holding a meeting for the election of a Polls Committee only, and notwithstanding the provisions of Article XXIV, 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 AM and 9:00 AM, 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 Headquarters. In no case shall voting take place unless a duly elected Polls Committee is functioning.

(b) The duly elected Polls Committee shall collect all unused ballots, the voting rosters, the numbered stubs of those ballots already used, the ballot box or boxes, and the ballot records and files kept by the Port Agent. It shall then proceed to compare the serial numbers and amounts of stubs with the number of names and corresponding serial numbers on the roster, and then compare the serial number and the amounts of ballots used with the verification list, as corrected, and ascertain whether the unused ballots, both by serial numbers and amount, represent the difference between what appears on the verification list, as corrected, and the ballots used. 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, with the same effect as indicated in Article I.

(c) The Polls Committee shall also insure that the ballot box is locked and sealed, which lock and seal shall not be opened except in the manner hereinafter set forth. The same procedure as is set forth in the preceding paragraph with regard to discrepancies shall be utilized in the event the Polls Committee has reason to believe the lock and seal have been illegally tampered with.

(d) The Polls Committee shall permit qualified members only to vote. Prior thereto, it shall ascertain whether they are in good standing, stamp their book with the word "voted," and the date, issue ballots to voters, insure that proper registration on the roster takes place, collect the stubs, and keep them in numerical order. It shall preserve good order and decorum at the voting site and vicinity thereof. All members and others affiliated with the Union are charged with the duty of assisting the Polls Committee, when called upon, in the preservation of order and decorum.

(e) In order to maintain the secrecy and accuracy of the ballot, and to eliminate the possibility of errors or irregularities in any one day's balloting affecting all the balloting in any 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, or envelopes, 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 envelope or 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 Headquarters, 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 Headquarters, 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 Headquarters, 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.

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, information, and belief of those required to make such certifications.

(c) The Union Tallying Committee shall consist of 14 members. Six shall be elected from Headquarters Port, and two shall be elected from each of the four ports of Baltimore, Mobile, New Orleans, and San Francisco. The six to be elected from Headquarters Port shall consist of two from each of the three departments of the Union. The others shall be elected without regard to department. The election shall be held at the last regular meeting in December of the election year. No Officer, Port Agent, Patrolman, or candidate for office, or the job of Port Agent or Patrolman, shall be eligible for election to this Committee. In addition to its duties hereinbefore set forth, the Union Tallying Committee shall be charged

with the tally 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 provisions 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 Headquarters Port as soon as possible after their election but, in any event, shall arrive at Headquarters Port prior to the first business day after December 31 of the election year. Each member of the Committee not elected from Headquarters Port shall be reimbursed for transportation, meals, and lodging expense occasioned by their traveling to and returning from Headquarters 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. Decisions 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 dissents 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.

(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 Sec. 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 Headquarters, all in the same package, but bound separately, by the most rapid means practicable, but, in any case, so as to reach Headquarters in time to enable the Secretary-Treasurer 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 modified accordingly, and, as modified, accepted and final. If the report is not accepted, the numerical results 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 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 results deemed final and accepted as provided in this Article. It shall be the duty of the Secretary-Treasurer to notify each individual elected.

(b) All reports by Committees and the Secretary-Treasurer under this Article, except those of the Polls Committees, shall be entered in the minutes of the Port where Headquarters is located. Polls Committee reports shall be entered in the minutes of the Port where it functions.

(c) The duly elected Secretary-Treasurer, Assistant Secretary-Treasurers, Port Agents, and Port Patrolmen shall take over their respective offices and jobs, and assume the duties thereof, at midnight of the night of the Election Report meeting, or the next regular meeting, depending upon at 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, Sec. 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 Secretary-Treasurer to assume office, the provisions of Article X, Section 2(a), as to succession shall apply until such office is assumed. If he does not assume office within 90 days, the line of succession shall apply until the expiration of the term. All other cases of failure to assume office shall be dealt with as decided by a majority vote of the membership.

(d) Before assuming office, every Officer, Port Agent, and Patrolman shall take the following oath:

"I do solemnly swear that I will faithfully execute the duties of _____ of the Seafarers International Union of North America, Atlantic and Gulf District, and I will, to the best of my ability, protect and preserve the Constitution of this Union and the welfare of the membership."

ARTICLE XIV

OTHER ELECTIONS

Section 1. Auditing Committee.

Each port shall elect an Auditing Committee on Friday of each week, at 3:00 P.M., for the purpose of auditing the financial report for that week. These reports shall be submitted to the next regular meeting of that port, for membership action. The Committee shall consist of three members. No Officer, Port Agent, Patrolman, or employee shall be eligible to serve on this Committee. The election shall be by majority vote of the members in attendance at the meeting, provided that any member eligible to serve may nominate himself.

The same provisions shall apply with regard to the Port where Headquarters is located except that the Auditing Committee there shall audit the financial reports of the Headquarters Port Agent and the Secretary-Treasurer.

Section 2. Quarterly Financial Committee.

The Quarterly Financial Committee shall be elected at the Port where Headquarters is located, at the first or second regular meeting held after the close of the calendar quarter for which the Committee is to make the required audit. It shall be the duty of the Secretary-Treasurer to decide at which of these meetings the election shall take place. The Committee shall consist of six members, with two members from each of the Deck, Engine and Stewards Departments. No officer, Port Agent, Patrolman or employee shall be eligible to serve on this Committee. The members shall be elected by a majority vote of the members present at the meeting provided that any member eligible to serve may nominate himself.

Section 3. Trial Committee.

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

Section 4. Appeals Committee.

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

Section 5. Negotiating and Strike Committee.

The members of a Negotiating and Strike Committee, whether of a Port or otherwise, shall be composed of as many members as shall be determined, by a majority vote of the membership, upon recommendation of the Secretary-Treasurer. Any member may attend any meeting of this Committee provided he observes decorum. However, a limit may be set by the chairman of the Committee on the number of those who may attend.

Section 6. Meeting Chairman.

The meeting Chairman shall be a member elected from the floor by majority vote of the members at any meeting.

Section 7. Delegates.

As soon as the Secretary-Treasurer is advised as to the date and duly authorized number of delegates to the convention of the Seafarers International Union of North America, he shall communicate such facts to the Port Agent of each Port, together with recommendations as to generally applicable rules for the election of delegates. These facts and recommendations shall be announced and read at the first regular meeting thereafter. Unless changed by a majority vote of the membership during that meeting, the election rules shall apply. These rules shall not prohibit any member from nominating himself. The results of the election shall be communicated to each Port Agent, posted on the bulletin board, and announced at the next regular meeting of the Port. Rules of election hereunder may include provisions for automatic election of all qualified nominees, in the event the number of such nominees does not exceed the number of delegates to be elected.

**ARTICLE XV
TRIALS AND APPEALS**

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

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

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

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

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

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

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

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

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

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

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

- (a) Accept the findings and recommendations, or
- (b) Reject the findings and recommendations, or
- (c) Accept the findings, but modify the recommendations, or

(d) Order a new trial after finding that substantial justice has not been done with regard to the charges. In this event, a new trial shall take place at the Port where Headquarters is located and, upon application, the accused, the accusers, and their witnesses shall be furnished transportation and subsistence.

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

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

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

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

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

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

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

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

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

(d) If there is no substantial evidence to support a finding of guilt, the Appeals Committee shall recommend that the charge on which the finding was based be dismissed.

(e) The Appeals Committee may recommend lesser punishment.

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

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

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

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

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

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

Section 19. Any accused may waive any or all rights and privileges granted to him by this Article. If an accused has been properly notified of his trial and fails to attend without properly requesting a postponement, the Trial Committee may hold its trial without his presence.

**ARTICLE XVI
OFFENSES AND PENALTIES**

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

- (a) Proof of membership in any organization advocating the overthrow of the Government of the United States by force;
- (b) Acting as an informer against the interest of the Union or the membership in any organizational campaign;
- (c) Acting as an informer for, or agent, of the Company against the interests of the membership or the Union;
- (d) The commission of any act as part of a conspiracy to destroy the Union.

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

- (a) Wilfully misappropriating or misusing Union property of the value in excess of \$50.00;
- (b) Unauthorized use of Union property, records, stamps, seals, etc., for the purpose of personal gain;
- (c) Wilful misuse of any office or job, elective or not, within the Union for the purpose of personal gain, financial or otherwise, or the wilful refusal or failure to execute the duties or functions of the said office or job, or gross neglect or abuse in executing such duties or functions;
- (d) Unauthorized voting, or unauthorized handling of ballots, stubs, rosters, verification lists, ballot boxes, or election files, or election material of any sort;
- (e) Preferring charges with knowledge that such charges are false;

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

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

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

(i) Paying for, or receiving money for, employment aboard a vessel;

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

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

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

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

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

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

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

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

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

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

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

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

(e) Disorderly conduct in the Union Hall;

(f) Gambling in the Union Hall;

(g) Negligent failure to join ship.

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

Section 6. If offense against the Union and its principles and policies takes place in the meeting, the meeting may go into a Committee of the Whole and try the member at once, and in this case, the findings and recommendation of the Committee of the Whole shall be acted upon as if the report were made by a duly elected Trial Committee.

Section 7. This Union, and its members, shall not be deemed to waive any claim, or personal or property rights to which it or its members are entitled, by bringing the member to trial or enforcing a penalty as provided in this Constitution.

Section 8. Any member under suspension for an offense under this Article shall continue to pay all dues and assessments and must observe his duties to the Union, members, officials and job holders.

ARTICLE XVII PUBLICATIONS

This Union may publish such pamphlets, journals, newspapers, magazines, periodicals, and general literature, in such manner as may be determined, from time to time, by a majority vote of the membership.

ARTICLE XVIII BONDS

Officers and job holders, whether elected or appointed, as well as all other employees of the Union, may be required to be bonded under such terms and conditions as may be determined, from time to time, by a majority vote of the membership.

ARTICLE XIX EXPENDITURES

Section 1. Policies or specific instructions with regard to expenditures to be made or expenses to be incurred shall be determined by a majority vote of the membership. In the event no contrary policies or instructions are in existence, the Secretary-Treasurer may authorize, make, and incur such expenditures and expenses as lie within the authority conferred upon him by Article X and Article XI of this Constitution.

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

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

ARTICLE XX INCOME

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

Section 2. No member shall be required to pay or deliver any sum of money to any Union representative without obtaining an official Union receipt, signed and dated. It shall be the duty of the member to demand such receipt.

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

(a) The ballot must be secret.

(b) The assessment must be approved by a 2/3 majority of the valid ballots cast.

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

ARTICLE XXI

PERMITS AND OTHER TYPES OF UNION AFFILIATION

This Union, by majority vote of the membership, may provide for affiliation with it by individuals in a lesser capacity than membership, or in a capacity other than membership. By majority vote of the membership, the Union may provide for the rights and obligations incident to such capacities or affiliations. These rights and obligations may include, but are not limited to: (a) the applicability or non-applicability of all or any part of this Constitution; (b) the terms of such affiliation; (c) the right of the Union to 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

FORMULATION OF SHIPPING RULES

Section 1. The formulation of shipping rules shall not be deemed part of any routine administrative task. Shipping rules governing the details of the assignments of jobs and governing conduct and procedure connected

therewith may be issued and take effect only after approval by a majority vote of the membership. Shipping rules duly issued shall be deemed to be Union policy.

Section 2. A majority vote of the membership may make special exceptions or rules for any company or vessel, for organizational purposes, whether covered by a contract or not.

ARTICLE XXIII QUORUMS

Section 1. Unless elsewhere herein otherwise specifically provided, the quorum for a special meeting of a Port shall be six members.

Section 2. The quorum for a regular meeting of a Port shall be seven members.

Section 3. The quorum for the Agents' Conference shall be a majority of those eligible to attend.

Section 4. Unless otherwise specifically set forth herein, the quorum for any committee shall be the majority of those duly elected or appointed thereto.

Section 5. Unless otherwise specifically set forth herein, the decisions, reports, recommendations, or other functions of any segment of the Union requiring a quorum to act officially, shall be that of the majority of the quorum, and shall not be official or effective unless the quorum requirements are met.

ARTICLE XXIV MEETINGS

Section 1. All ports shall hold regular meetings, provided a quorum is present, on every other Wednesday, at 7:00 P.M. If such meeting night falls on a holiday, the meeting shall take place, providing a quorum is present, at 7:00 P.M. the following night. In the event a quorum is not present at 7:00 P.M., the Port Agent of the pertinent port shall postpone the opening of the meeting until a quorum is present, but in no event later than 7:30 P.M. A majority vote of the membership shall be sufficient to change the date of any future regular meeting.

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

ARTICLE XXV AGENTS' CONFERENCE

Section 1. The Secretary-Treasurer shall call an Agents' Conference once a year, and may call, with the approval of a majority vote of the membership, additional Agents' Conferences during the year. The time and place of each such meeting shall be fixed by the Secretary-Treasurer. These conferences may be postponed or cancelled by a majority vote of the membership in case of emergency. A majority vote of the membership shall determine when such emergency exists.

Section 2. The Agents' Conference may discuss and prepare reports and recommendations on any part of the Union's activities, policies and plans. The adoption of any such recommendation by a majority vote of the membership shall make the provisions thereof binding Union policy, until modified or otherwise altered by a majority vote of the membership provided such recommendation is not inconsistent with the provisions of this Constitution.

ARTICLE XXVI DEFINITIONS AND MISCELLANEOUS PROVISIONS RELATING THERETO

Section 1. Incapacity. Unless otherwise set forth or dealt with herein, the term "incapacity" shall mean any illness or condition preventing the affected person from carrying out his duties for more than 30 days; or absence from the United States; or suspension from office or membership as provided for in this Constitution; or the due replacement of one under an incapacity as indicated. However, nothing contained in this Article shall be deemed to prohibit the execution of the functions of more than one job and/or office, in which event no incapacity shall be deemed to exist with regard to the regular job or office of the one taking over the duties and functions of the one incapacitated. The period of incapacity shall be the time during which the circumstances exist.

Section 2. Unless otherwise set forth or dealt with herein, the term "vacancy," and the term "vacancy not caused by an incapacity," shall be deemed to be the same, and shall include failure to perform the functions of any office or job by reason of death, or resignation, or expulsion from the Union with no further right to appeal in accordance with the provisions of this Constitution.

Section 3. When applicable to the Union as a whole, the term, "majority vote of the membership," shall mean the majority of all the valid votes cast by members at an official meeting of those Ports holding a meeting. This definition shall prevail notwithstanding that one or more Ports cannot hold meetings because of no quorum. For that purpose of this section, the term "regularly scheduled meeting-night at which the pertinent vote may take place" shall refer to a meeting or meetings during the time period within which a vote must be taken in accordance with:

(a) The Constitution

(b) Union policy, and

(c) Custom and usage of the Union

in the indicated priority.

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

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

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

Section 7. The term "Election Year" shall be deemed

to mean that calendar year prior to the calendar year in which elected officials and other elected job-holders are required to assume office. The first election year shall be deemed to be 1954.

Section 8. The terms, "this Constitution," and "this amended Constitution," shall be deemed to have the same meaning and shall refer to the Constitution which takes the place of the one adopted by the Union in 1939, as amended up through August 1951.

Section 9. The term, "member in good standing," shall mean a member not in arrears or under suspension or sentence of expulsion. Unless otherwise expressly indicated, the term, "member," shall mean a member in good standing.

Section 10. The term, "membership book," shall mean any official certificate issued as evidence of Union membership.

Section 11. Whenever the day on which a Union meeting or action is to take place falls on a holiday, the meeting or action shall be put off until the next business day, at the same hour.

ARTICLE XXVII AMENDMENTS

This Constitution shall be amended in the following manner:

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

Section 2. When a proposed amendment is accepted by a majority vote of the membership, it shall be referred to a Constitutional Committee in the Port where Headquarters is located. This Committee shall be composed of six members, two from each Department and shall be elected in accordance with such rules as are established

by a majority vote of that Port. The Committee will act on all proposed amendments referred to it. The Committee may receive whatever advice and assistance, legal or otherwise, it deems necessary. It shall prepare a report on the amendment together with any proposed changes or substitutions or recommendations, and the reasons for such recommendations. The latter shall then be submitted to the membership by the Secretary-Treasurer. If a majority vote of the membership approves the amendment as recommended, it shall then be voted upon, in a yes or no vote by the membership of the Union by secret ballot in accordance with the procedure outlined in Article XIII, Section 3(b) through Section 5, 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) 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 2/3 majority of the valid ballots cast, the amendment shall become effective immediately upon notification by the Headquarters Tallying Committee to the Secretary-Treasurer that the amendment has been so approved, unless otherwise specified in the amendment. The Secretary-Treasurer shall immediately notify all Ports of the results of the vote on the amendment.

ARTICLE XXVIII TRANSITION CLAUSE

Section 1. It is the purpose and intent of this Article to provide for an orderly transition from Union operations and activities as governed by the Constitution in effect prior to the adoption of this amended Constitution, to operations and activities conducted in accordance with this amended Constitution. Accordingly, the following sections are to be given the interpretation required to effectuate the foregoing purpose and intent.

Section 2. All routine administrative, accounting, and other similar procedures and processes of this Union, in effect immediately prior to the adoption of this amended Constitution, shall be deemed to be permitted hereunder and shall continue in effect, unless or until changed, in accordance with the provisions hereof.

Section 3. All methods and means of collecting and disbursing Union funds, all segregations of Union funds, the sequence of regular meeting nights, rules of order generally followed, bonding procedures, shipping rules, permit systems, reinstatement procedures, and any other practices or procedure, in effect immediately prior to the adoption of this amended Constitution, shall be deemed to be permitted hereunder, and shall continue in effect unless or until changed in accordance with the provisions hereof.

Section 4. All Union policies, customs, and usage, including those with regard to admission into membership, in effect immediately prior to the adoption of this amended Constitution, shall be deemed to be permitted hereunder and shall continue in effect unless or until changed in accordance with the provisions hereof.

Section 5. The Secretary-Treasurer, the Assistant Secretary-Treasurer, all Port Agents and Patrolmen, and all others elected as a result of the balloting held by this Union during November and December of 1952, shall be deemed to have been duly elected in conformity with the provisions of this Constitution. From the date of adoption of this Constitution, they shall execute the powers and functions, and assume the responsibilities, of the said offices and jobs, as set forth in this Constitution. They shall hold office, pursuant hereto, until the expiration date of the terms of office set forth herein. The terms of Article XIII, only insofar as they apply to election of Officials, Port Agents, and Patrolmen, shall take effect the first election year.

SUMMARY of SIU CONSTITUTION



ARTICLE I—Name and General Powers: Designates the name of the union and defines its general powers.

ARTICLE II—Affiliation: Provides for affiliation of the Atlantic and Gulf District with the Seafarers International Union of North America, the American Federation of Labor and other bodies as may be determined by a majority vote of the membership.

ARTICLE III—Membership: Sets forth that new members may be admitted under rules set by a majority vote of the membership—Defines certain eligibility requirements that must be met by candidates for new membership—Provides relief for members who may be unable to pay dues because of incapacity beyond their control—States the Union's oath of obligation—Outlines rules for suspension and dismissal for non-payment of dues and assessments—Rights of membership to expel those who might support dual and hostile groups.

ARTICLE IV—Reinstatement: Gives the membership the right to set rules for reinstatement of dismissed members.

ARTICLE V—Dues and Initiation Fee: Cites the existing dues schedule, initiation fee and method of payment—Provides dues may not be changed except by constitutional amendment—Permits the membership, by majority vote, to waive dues and initiation fees for organizational purposes only.

ARTICLE VI—Retirement from Membership: Defines the procedure by which a Seafarer may retire his book and outlines the method of reinstatement.

ARTICLE VII—System of Organization: Designates the departments of the Union and provides for administrative authority.

ARTICLE VIII—Officers: Designates the following as elective officers: the Secretary-Treasurer, Assistant Secretary-Treasurers and Port Agents and Patrolmen.

ARTICLE IX—Other Elective Jobs: Provides that meeting chairmen, delegates and members of certain committees must be elected by the membership.

ARTICLE X—Duties of Elective Officers: Defines the duties of the Secretary-Treasurer, Assistant Secretary-Treasurers, Port Agents, Patrolmen, Meeting Chairmen, Delegates and members of the Auditing, Trial, Quarterly Financial, Appeals and Negotiating and Strike Committees—Provides procedure for filling vacancies in office—Requires all Port Agents to file weekly financial reports—Establishes membership control over actions and reports of officials and committees.

ARTICLE XI—Wages and Terms of Office: Provides that the Secretary-Treasurer, Assistant Secretary-Treasurers, Port Agents and Patrolmen shall serve for two-year terms and that their wages shall be set by a majority vote of the membership—Provides for hiring and dismissal of other employes and personnel, subject to a majority vote of the membership.

ARTICLE XII—Qualifications for Elective Office: Sets forth that any member has the right to nominate himself for any office—Lists eligibility requirements for the various offices.

ARTICLE XIII—Elections: Describes procedure for nomination to office—Provides for election of a six-member Credentials Committee to inspect the candidates' eligibility according to rules of Constitution—Establishes safeguards for the right of a member to nominate himself to office. Describes the Union's balloting procedure in detail—Provides for election of Polls Committees to conduct elections and of a district-wide Tallying Committee, including members from New York, Baltimore, Mobile, New Orleans and San Francisco to tabulate results—Sets forth manner for installation of officers.

ARTICLE XIV—Other Elections: Provides procedure for election of meeting chairmen, delegates and members of the following committees: Auditing, Quarterly Financial, Trial, Appeals, Negotiating and Strike—Defines qualifications for these positions.

ARTICLE XV—Trials and Appeals: Reaffirms the right of every member to a fair trial by an impartial committee of his Union brothers.

Lists in detail the procedure for bringing charges and for presenting charges to the membership—Provides for election of five-member trial committee and defines Committee's procedure and duties—Requires that accused must be confronted by the accuser—Gives accused right to representation by a brother member before the trial committee—Requires presentation of the Committee's findings to the membership for acceptance, rejection or modification by a majority vote of the members—Provides procedure for appeals.

ARTICLE XVI—Offenses and Penalties: Lists in detail the offenses for which a member may be brought to trial—Places limitations on penalties that may be imposed upon members found guilty of such offenses—Gives a member the right to waive trial and accept an automatic penalty for infractions not involving suspension or dismissal from the Union—Provides for trial by meeting acting as committee as a whole for offenses committed during course of meeting.

ARTICLE XVII—Publications: Gives the membership the right to authorize the publication of a newspaper and other literature.

ARTICLE XVIII—Bonds: Provides for bonding of officers and employes of the Union under such conditions as may be determined by the membership.

ARTICLE XIX—Expenditures: Provides that the membership shall determine policies or specific instructions with regard to expenditures.

ARTICLE XX—Income: Defines the Union's sources of income—Sets forth the duty of members to require Union representatives to give them a receipt for any payment of money to the Union—Provides that no assessment may be levied unless approved by a two-thirds majority of the valid ballots cast by the members in a secret election—Gives membership power to set up general rules for assessment balloting—Provides for the Union to derive income from dividends, interest and legitimate business operations.

ARTICLE XXI—Degrees of Membership: Provides that rules for affiliation of individuals other than full members must be determined by the Union's membership.

ARTICLE XXII—Formulation of Shipping Rules: Guarantees, as did the previous Constitution, that shipping rules may not be revised unless approved by membership.

ARTICLE XXIII—Quorums: Provides that the quorum for a special meeting of any port shall be six members and the quorum for a regular Port meeting shall be seven members.

ARTICLE XXIV—Meetings: Sets the time and date for regular meetings at 7 PM on every other Wednesday—Exceptions are noted for holidays and failure to obtain a quorum.

ARTICLE XXV—Agent's Conference: Provides for an annual conference of Port Agents to be called by the Secretary-Treasurer.

ARTICLE XXVI—Definitions: Defines various terms used frequently in the language of the Constitution.

ARTICLE XXVII—Amendments: Details procedure for amendment of the Constitution by the membership.

ARTICLE XXVIII—Transition Clause: Provides for transfer of Union practices and procedures to regulation by proposed Constitution.