

# *Joint Effort Launched to Secure Cargo for American-Flag Vessels*

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## **SEAFARERS LOG**

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



### *MTD Voices Opposition to Compulsory Arbitration in Transportation Industry*

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## 1971

### **SIU Election Supplement**

For Your Information and Convenience

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### **Seafarers Educational Conference**

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# Kings Point Symposium Examines 'What Makes American Seamen Run'

A government agency and leaders of maritime labor unions, including SIU President Paul Hall, established a first in maritime labor history when a symposium on the "U.S. Seamen and the Seafaring Environment" was held in the National Maritime Research Center at the

ment agency devoted to a discussion of the American Seafarer and his environment," Gibson said. He called the meeting "appropriate" in considering the role of the Seafarers who, in spite of all the new technology, take the ships out and are responsible for their safe voyages.

The objectives of the symposium were to examine the living and working conditions onboard ship as well as the particular attitudes, pressures and needs of the modern seamen. "It is a tribute to the trade union movement that the status and welfare of the American Seafarer has undergone such dramatic improvements," Gibson added.

However, the modern ships provide "both benefits and drawbacks," Gibson told the audience of 50 participants. "While many of the dirty and oppressive jobs have been eliminated, the manual and mental attitudes of the Seafarers has been altered."

Mrs. Helen Delich Bentley, chairman, Federal Maritime Commission, said, "Major collective bargaining problems continue to plague the industry." Although a host of social and economic problems have devel-



SIU President Paul Hall, left, during symposium at the Merchant Marine Academy. Across the table, from the right, are Mel Barisic, vice president of the National Maritime Union; Hoyt Had-dock of the AFL-CIO Maritime Committee; Ray McKay of District 2, Marine Engineers Benefi-cial Association; and Jesse Calhoun of MEBA District 1.



Gibson

U.S. Merchant Marine Academy, Kings Point, N.Y. Morris Weisberger, SIUNA vice president also attended the symposium.

The one-day symposium was initiated by Andrew E. Gibson, assistant secretary of commerce for maritime affairs.

"To my knowledge this is the first time a symposium has ever been sponsored by a govern-



Morris Weisberger

oped from the mechanization and automated equipment, these problems only "get temporarily adjusted," she re-

marked. "Unless something is done, fleet modernization will be constant source of trouble," Mrs. Bentley concluded.

Dr. Bernard P. Indik, professor of Industrial Psychology, Rutgers University, referred to a ship as a "total institution." He discussed the various impacts organizations have on individuals and its importance to merchant marines specifically.

Seamen can't be considered as a unity group, stated Professor C. J. Bartlett, University of Maryland. Bartlett discussed several different types of Seafarers and their attitudes in his speech, "Occupational Analysis of the Seafarer."

A profile of the American merchant marine officer was presented by Professor Martin

J. Schwimmer of the Merchant Marine Academy.

Rear Admiral Arthur B. Engel, USCG (Ret.), Academy superintendent, and Louis E. Davis, professor of Organizational Sciences, University of California also addressed the symposium participants.



Bentley

## A Threat to Free Collective Bargaining

Proof of the need to be aware of the business pending before Congress is given in full measure by a bill under consideration of the House Interstate and Foreign Commerce Committee.

It purports to be an attempt to unify collective bargaining regulations in maritime and other fields such as railroads, trucking, aerospace and longshore. What it really is, however, is a grave threat to any collective bargaining in any of those fields.

The threat comes in proposed alternatives to genuine bargaining that would make the government or its appointees the final word on any contract.

One alternative suggests an additional 30-day anti-strike injunction to follow where the 80-day Taft-Hartley injunction has failed. To us, that would be merely compounding an already proven failure.

A second procedure outlined in the bill would enable the President to appoint a board that would study the issues in dispute and grant permission for a partial strike or lockout. That would be cumbersome, to say the least, and probably it would be totally unworkable.

The third alternative is really the one to worry about, both as professional sailors and as trade unionists. For it raises once again the ghost of "compulsory arbitration" with all the evils those two words imply.

Under terms of the bill, an arbitration board would hear one "final offer" and one "alternative final offer" from each side in a labor dispute. Then, through whatever process such a board chose, one of these four alternatives would be selected and would become the binding collective labor agreement.

To Seafarers that means that someone, or some group of men, without any experience in working on or operating a ship, could control wages, working conditions, fringe benefit levels and all the other numerous elements of a bargaining agreement in our industry.

That smacks of some kind of "Big Brother" scheme, where, when trade unions face management across the

bargaining table they would be unable to bargain for their members. They would have to bargain to please the "Big Brother" arbitration board.

That is a frightening prospect, because it opens the way for tyranny. Tyrants could rule wages, hours, working conditions and even selection of the place of work.

And compulsory arbitration is a grave limitation of industrial democracy, and industrial democracy is a dear commodity and many men have paid a severe price to keep it. If workers adopt bargaining goals, can we as free Americans allow government to tell us they know better? Or shall we negotiate for our just share of the industry's wealth? Our preference must be with the latter.

And compulsory arbitration, of course, means a ban on strikes. That ban would apply no matter how just a cause. Men and women of the labor movement would be forced to break the law to preserve their freedom. And a law that would force men and women to do that is tyranny of the worst kind.

Free collective bargaining by free men and women is a precious commodity and we will work to preserve it because we must. We must because the evidence is clear that democracy through economic freedom are the two elements that have made this nation strong.

If we allow a weakening now, or at any time in the future we will jeopardize all that we have and that we hope to have in the future.

We will take our stand on the side of freedom.



Paul Hall



# MTD Voices Opposition to Transportation Labor Bill



Organized labor has launched a drive against a bill pending in Congress that would establish compulsory arbitration in labor-management disputes in all phases of the transportation industry.

Paul Hall, testifying at House Interstate and Foreign Commerce subcommittee hearings in his dual capacities as president of the Seafarers International Union and the AFL-CIO Maritime Trades Department, objected to inclusion of maritime in the "national emergency" provisions of the pending legislation.

Hall said that it would be "impossible to visualize any labor-management dispute that would have a national impact" in maritime.

He added, "It is the neglect of our fleet, rather than its labor-management relations, that threaten our national today with a 'national emergency.'"

## Trouble Provisions

But, said Hall, the real trouble with the bill was its provisions on means of settling transportation labor difficulties when they do have national impact.

"As a trade unionist," Hall said, "I can say that we are totally committed in our opposition to any legislation that would erode the tradition of free collective bargaining that has made our nation strong, has kept her free and protected each of us against the tyranny of economic repression through government regulation."

The bill's major provisions would add a second injunction to the Taft-Hartley Act's 80-day "cooling-off" period. This injunction would be for 30 days.

The bill also would enable the President to appoint a board to study issues of national health and safety involved in transportation strikes, and employer that board to order men to work if the national health and safety required it.

## 'Final Offers'

A third provision calls for a board to select binding provisions from among four "final offers" presented by the disputing unions and managements.

Hall said it all added up to a "compulsory labor-management disaster."

Collective bargaining, he asserted, "has always worked best when the government has interfered least."

Hall continued, "the most valuable thing a man has is his right to work or not work as he sees fit." Sending men back to work against their will leaves deep scars, Hall told the subcommittee.

"It may be best to continue as we are, without any new laws. You know, you can't really compel people to do what they don't want to do," he said.

Aside from that, Hall made it clear he felt that there was a real danger to freedom in permitting Presidents or their appointees to intervene in labor disputes in the transportation field only.

## 'The Workings of Democracy'

"Once you start cocking the dice against any segment of our society," he told the congressmen, "you are tampering with the very workings of democracy."

He reaffirmed his belief in collective bargaining, saying that it, "has provided the individual workers with a way to defend himself against the overwhelming economic odds of management. It has given him the means to lift himself from his knees."

Hall concluded his testimony with a request that the subcommittee, "carefully consider the implications of the legislation before you in terms of altering a system and a concept that has proven its value as a foundation upon which we have built a tradition of economic freedom."

Other labor spokesmen from railroad, trucking, airline and longshore unions appeared in opposition to the bill.

## Bewildering Inclusion

Andrew Biemiller, legislative director of the AFL-CIO, said the inclusion of maritime, trucking and longshore industries in the bill along with railroads and airlines left him "rather bewildered."

He said maritime's inclusion was "peculiar" because "of the unfortunately small percentage of shipments that are carried in American-flag ships and of the further unfortunate fact that the Supreme Court has ruled that the Taft-Hartley Act does not apply to American owned 'flag of convenience' ships. It is thus apparent that no maritime strike is going to create a 'national emergency' under the bill."

While the bill is aimed primarily at solving disputes in the railroad industry, railroad union spokesmen unanimously called the measure compulsory arbitration and expressed their opposition to it.

## Two-Pronged Emphasis on Cargo

### Cargo Bills Studied By House Committee

A full-scale congressional investigation into maritime problems of securing cargo for American-flag merchant ships has been launched by the House Merchant Marine and Fisheries Committee. Hearings are now being held and are expected to continue at least three weeks, Rep. Edward A. Garmatz (D-Md.), committee chairman, said.

"These hearings will constitute the most comprehensive Congressional examination ever conducted on the subject of cargo for American-flag vessels," Garmatz said. An extensive list of witnesses will be called to testify, he added.

#### Proposals Outlined

The Maryland congressman has introduced two bills relating to cargo promotion. One calls for all military cargo to be shipped aboard privately-owned American-flag vessels whenever possible. The other measure is designed to close a loophole in the existing cargo preference laws by having all agricultural or other products financed by an instrumentality of the U.S. government shipped exclusively in American-flag ships.

Two other proposals also will be introduced by Rep. Garmatz. First, he suggested a tie-

in with President Nixon's plan to give business a seven percent tax credit for capital investment.

"This type of legislative stimulus to the American merchant marine is just what the nation's new maritime program needs in the coming months," Garmatz explained. Though freight payments are deductible on corporate tax forms, a seven percent tax credit for use of U.S.-flag vessels would mean a further tax decrease of \$7,000 for each \$100,000 shipped in American-flag vessels.

Maritime experts have been dismayed at the Administration's failure to tie American shipping into the new economic plan, which allows a tax credit for equipment delivered prior to February, 1973, and halves it for materials delivered thereafter, but ordered in the 90-day wage-price freeze period. All ships ordered from American yards could qualify for the lower investment credit said the Federal Maritime Administration.

The second bill Garmatz plans to introduce requires that when government cargo is procured or sold it should be carried 100 percent on American-flag ships—provided the freight rates are equal to those charged by foreign-flag ships.

### National Maritime Council Formed To Promote Use of U.S.-flag Ships

In an effort to promote the use of U.S.-flag ships, maritime management and labor have joined with representatives of government to form the National Maritime Council.

SIU President Paul Hall is a member of the NMC's 33-man board of governors and of the 12-member executive committee.

The impetus for the formation of the NMC came from Andrew E. Gibson, assistant secretary of the U.S. Commerce Department for maritime affairs, whose agency is responsible for the promotion of the U.S.-flag merchant marine.

Mr. Gibson stressed that the NMC is a means of unifying the often fragmented effort of maritime industry and labor to attract more cargoes for American ships.

#### Aggravating Problem

He was joined in that by Paul H. Richardson, president of Sea-Land Services, Inc. and chairman of the NMC board of governors, who added that the lack of cargo for American ships aggravates the nation's balance of payments problem and could impede future maritime development.

Richardson explained that shipper interest in the American fleet must be maintained

and improved in order to permit the nation's ship owners to accumulate the funds with which to build new ships under the provisions of the Merchant Marine Act of 1970.

To accomplish its goals, the NMC governors named three regional action groups to meet with shippers in their area and attempt to convince them to ship in U.S.-flag vessels.

#### Regional Representatives

The eastern regional team includes SIU Vice President Earl Shepard who was nominated for the post by President Hall.

Hall named SIU Vice President Lindsey Williams to serve on the central region group and SIUNA Vice President Morris Weisberger to serve on the western region group.

Also serving on the executive committee of NMC are:

James R. Barker, president of Moore-McCormack Lines, who was elected chairman of the executive committee.

Edwin M. Hood, president of the Shipbuilders Council, and treasurer of NMC.

Capt. J. W. Clark, president of Delta Steamship Lines, Inc.

Robert E. Benedict, president of American Mail Lines.

Thomas Smith, president of Farrell Lines.

Jesse Calhoun, president of the Marine Engineers Benevolent Association.

Joseph Curran, president of the National Maritime Union.

Thomas W. Gleason, president of the International Longshoremen's Association.

Page Groton of the International Marine Council.

### MSC Grants \$6 Million Contract To Sea-Land, Inc.

Sea-Land Service, Inc., an SIU-contracted company, has been awarded a \$6 million contract to carry military cargo to defense installations in the Aleutian island chain. Currently two semi government-owned containerships are used by the Military Sealift Command to support forces there.

The agreement, covering a two-year period, will be effective in April, 1972 according to the MSC. About 60,000 tons of cargo will be carried annually between Seattle and Kodiak and Adak, Alaska, by Sea-Land, a pioneer in containerized shipping.



# Progress Through Knowledge Stressed At Seafarers Educational Conference

More than 100 delegates from ports throughout the country attended the sixth in the continuing series of Seafarers Educational Conferences at the Harry Lundeberg School of Seamanship in Piney Point, Md.

During the 10-day conference delegates were instructed in various areas of concern:

- Labor union history.
- SIU Constitution.
- SIU Contract.

- SIU Pension, Vacation and Welfare Plans.
- Union meetings and shipboard behavior.
- Legal and political issues and how they affect the union and its members.
- SIU educational programs.

## Chairmen Report on Politics



**Wallace Perry**  
Baltimore

Politics and the law were the subjects of Workshop 1. It is probably the most important subjects we have studied, as all the other conference subjects seem to relate to politics and law.

To protect American labor unions, like ourselves, against unfair practices, and the laws that are passed in Congress, the SIU had to involve itself in politics. The early sailors' unions found out that without help, the laws were not enforced. That's why we need SPAD to help us keep the senators and congressmen on our side.

If we want to have jobs we must continue to support SPAD. And when the big corporations bring pressure to bear, we must have MDL.



**Hubert Weeks**  
Mobile

A detailed slide study of politics and legal aspects of our union were shown us in Workshop 3. All aspects of these subjects were interesting and educational to me.

Like the rest of my brother seafarers, I am concerned about our future and this industry. After today I know what every member of this union has to do to secure his future and his union. He has to contribute to and talk SPAD up in both shoreside union meetings and shipboard meetings. We must buy MDL stamps to protect our officials who are indicted.

Brothers it is the officials who are indicted but actually it is the union, you and I. The time has come for the membership in this union to quit letting the patrolmen and agents shoulder all the load on pushing SPAD and MDL.



**E. Andrade**  
San Francisco

Piney Point is an experience you will not regret. Here you will understand the wonderful advantages for your future, exactly what's in store for you here is absolutely unbelievable. You will no longer be confused with matters that have preyed on your mind. Any and all of your questions will be answered promptly, making your seafaring a skilled job.

Thanks to all the personnel here who pleasingly went out of their way to make our stay pleasant.



**Norman Garn**  
New Orleans

In Workshop 4 we were shown slides and discussed legal and political education, all of which was of great interest to me.

Even though we have a sick industry, every SIU member can be sure his book still guarantees him a job. No other maritime union can make this statement. If it has not been for good leadership and a generous membership I would not be able to make this same statement. Now we all know that it takes hard work, organization, manpower and money to be able to put our friends in office in Washington. Brothers we have the first three things, and the way to get the fourth is by the continued generous contributions to SPAD. We all know that the big money groups are trying to keep us out of politics and stop our donations to SPAD.

## '... the SIU Knows Where Our Future Lies'

**Albert Alexander**  
Norfolk

If there are any faults in the program at Piney Point, I've yet to come across any. Since I've been here, I've come to realize just how little I know about my union. If at all possible, every member should attend one of these conferences. And I can assure them that even the most skeptical would find it hard to disapprove of the program here at Piney Point.



**Carmine Capresso**  
New York

Attending the education conference meeting at Harry Lundeberg Training School in Piney Point, Maryland, I was amazed at how little I knew about the functioning of a union. Knowing my great leaders, I wasn't too surprised to see their present accomplishments. I think, that with the proper backing and determination from us seamen, the SIU knows where our future lies.



**George Hiers**  
Tampa

As a delegate to Piney Point, it was brought home to me how unfounded the rumors were about the school here. I think the school here is the best in maritime history. It brings out the amount of foresight and planning that our officials have put in to developing the base here. I am sure that a graduate from here will be a much more informed union member than the rank and file in the past.



**Jesus Granadas**  
Tampa

I am amazed at what my union has done for us in the year that has passed. Like I say, there is no other union like the SIU and will never be one like it. I think this is another step forward. I think that the trainees and the conferences are one more step ahead and it will be good for the union.



**Artulio Garcia**  
Tampa

I joined the union in 1964 and I have benefited from many of the SIU programs. Brother members, let me tell you from my heart that I'm proud to be an SIU member and also, when the ship you are on pays off, give to SPAD because when you give to SPAD, SPAD gives to you.



## Seafarers Educational Conference



# 'It Gives Me the Opportunity to Learn'



**Gerald Payne**  
New York

I realize now, that as the union has an obligation to the membership, that also the membership has just as great, if not greater, obligation to the union. It is not a one-way street.

The obligation of the membership, mainly, is to exert a strong effort to get to know your union; to know your constitution; to know the contract drawn up to work by; to get to know what plans have been formulated by the leadership and to get 100% behind them to insure their success.



**Jim Smitko**  
New York

As this educational conference draws to a close one observation I made was that as the week progressed many more members actively participated in discussions than in the beginning. I don't think this was due to us being timid, but rather to the fact that there was a definite rise in interest and a genuine wanting to become involved in the affairs of our union. If this same enthusiasm shown here can be taken aboard our ships the purpose of this conference will have been accomplished.



**William Costa**  
Boston

My trip to Piney Point for the Seafarers Educational Conference has been one of the most rewarding experiences of my life because I have learned so much about our union that I was not aware of before. By this I mean what our union has done for us in the past and what it is going to do for us in the future. I could never have believed that so much thought and energy was possible if I had not seen and heard it in person.

**Samuel Capro**  
New York

The things I like about my union's educational conference is that it gives me the opportunity to learn and understand my contract and to have a better view of union affairs. This gives me a chance to bring aboard my conference material and help brothers to understand and have a better view of what our union is doing and what we can do for our union.



**H. L. McLaughlin**  
Tampa

On my arrival I was surprised. Since I have been here I feel that every minute of my time was well spent. I got the chance to visit our farm land. And I have learned a lot about our constitution. So brothers, do not fail to support our union as we have an organization to be proud about. And never forget to give freely to SPAD, as that is like our right arm is to us today.



**Frank Camera**  
San Francisco

Coming to the SIU Educational Conference at Piney Point should be a must for all Seafarers so they can see and learn for themselves the history of the union from its beginning and struggles to survive, the continuing leadership to improve the lot of the membership thru better working conditions, wages, health, welfare and vacation plans which sometimes we disregard.



**Robert J. Metcalf**  
New York

I have gained a better understanding of the problems that confront the maritime industry today, the tremendous loss of jobs and the hard fight we have to hold the ships we still have in operation, also the part SPAD plays in helping us to try to gain help in both Houses of Congress.

## Seafarers Educational Conference



**W. A. Brown**  
Tampa

I have been sold on SPAD and my confidence has been restored and strengthened in our officials.

So I say to those who are skeptical, attend one of these conferences and get a shot in the arm like I have.



### Chairmen Report on Union Meetings



**Timothy Venable**  
Houston

We were shown slides and discussed union meetings and shipboard behavior in Workshop 2. The realization of how important these items are, were really brought across to us. The constitution, the contract all have a bearing on what we do and the actions we take at the union meetings—both ashore or at sea. Shipboard behavior has a direct bearing on how the negotiating committee can act when it comes to talking about new contracts.

Being a young man, I hope to be a Seafarer for a long time and maybe, in some way add to and help in the betterment of my union.



**Donald Hewson**  
Jacksonville

In Workshop 3 we were shown slides and discussed union meetings and shipboard behavior. I learned the importance of membership participation in meetings ashore and aboard ship. Here in our union meetings is where the policy of this organization is made.

We need to let our brother members know what we have learned here at Piney Point. One of the main points to bring back to them is the importance of donating to SPAD and MDL. It is to protect ourselves. Stand up and be counted as supporting this great union.



**Harrison Burnsed**  
Jacksonville

Leaders like Harry Lundberg and Paul Hall fought for the privilege of having the individual express his ideals and opinions. Remember men fought and died for this privilege. Regardless of your rating, union meetings make it possible for you to take an active part in the affairs of your union.

Discussing SPAD and MDL at the meeting is a must, knowing the true meaning of SPAD and a better understanding as to why our donations are needed is essential to our survival in the maritime field.



**Gilbert Trosclair**  
New Orleans

In workshop 1 we had a good discussion on union meetings and shipboard behavior. These subjects are two of the most important functions of our union, both ashore and aboard ship. I want to say to all that as seafarers we must carry out our obligations as SIU members and see to it that we have constructive shipboard meetings. Such meetings will allow us to educate our brothers as to the problems that face our union and industry today.

We also have to let everybody know the importance of getting legislation passed that will guarantee cargo for our flag ships.



## Chairmen Report on Contract



**Vernon Taylor**  
Jacksonville

In Workshop 2 we discussed our contract with the shipping companies. The contract negotiated by our SIU officials is one of the best in the business. We learned exactly what we were entitled to and what rules govern our work behavior. This is obviously the best shipping rules contract that any union has ever had and undoubtedly the best union.



**Willie Albert**  
Baltimore

In Workshop 1 we were shown slides and discussed the union contract. We all know what a union contract is and does for us. It has given us freedom! Freedom from the Army, freedom from having to buy our jobs, freedom from the boot of topside, freedom from the brass knuckles, and freedom from the fist.

But, do not take for granted that all these advances cannot be taken away from us. In reviewing the history of unions, we found that freedom has been taken away before. Legislation in Congress can undo all the good that our contracts give us.

By our donations to SPAD and MDL we can maintain our gains and even go forward in the future.



**Torry Kidd**  
Mobile

What a contract is was discussed in Workshop 3. It is a written agreement negotiated between the SIU and the company that sets forth the wage, overtime rate, security in job, working rules and living conditions aboard ship. So that each individual would know what is expected of him. Small things that one accepts as common now were not given to us, but we had to fight for it. I am sure that we all like to live as people and not as dogs. Without the union contract we would still be fighting for these things we accept as common things today.

I am very proud to be here, and also glad to know that we are all interested in the affairs of the union. It shows me that we will grow and not fall.



**Jay Cohen**  
San Francisco

In Workshop 4 we discussed and were shown slides on the SIU Contract. It is one of the most useful documents available to the Seafarer. Today it is considered one of the finest in the maritime field. Since the contract is the Seafarers "bread and butter" it is to his advantage that he knows the agreement from cover to cover.

We have to bear in mind that we must use reason and caution in future negotiations. We have learned from the conference that the future of the maritime industry is not good. By continuing to donate to SPAD and MDL, the union will have the necessary funds to prevent our enemies from doing away with the Jones Act.

## Seafarers Educational Conference

## Chairmen Report on Constitution



**Manuel Sanchez**  
Jacksonville

We were shown slides and studied the SIU Constitution in Workshop 1. The constitution is the same as the ship's wheel because it is the document by which our union has kept its straight course. It guarantees the rights of the individual. But, to exercise those rights we must know our constitution. I would urge every union member to study the constitution so he can share the responsibilities that go along with his rights and privileges in this union.

This conference has opened my eyes to the great need of political unity, and for our contributions to SPAD and MDL.

I would like to give those in command a vote of thanks for making the educational conferences possible and that we as SIU members shall continue to support them.



**William Jackson**  
Mobile

In Workshop 3 we discussed the SIU Constitution. It is our own Magna Charta and the law we live under. Every member should read and study the constitution.

The constitution also allows our union to have a political fund—SPAD. SPAD is so important to our future livelihood.

It is the main tool for fighting our enemies in the Washington political arena. Without it we would have been destroyed many years ago.

Our constitution is a great document, so is our union contract, but remember without ships and cargo our constitution will be left to gather dust. So let's all be loyal and responsible members and participate at all times in the union.



**Edwin Rihn**  
New Orleans

We discussed the SIU Constitution in Workshop 4. It is one of the most important documents that effects our lives as Seafarers. It is really the "rules of the road" by which we conduct ourselves as union men. Since the union began, changes have been made in it in order to comply with the changes in the law of the land.

We can be very thankful to those Seafarers who wrote the original preamble. They had the foresight to prepare the way. This membership has shown its support of the union through its contributions to SPAD. Only through SPAD can we support those lawmakers in the Congress and Senate, who in turn will support us.



**Thomas Fleming**  
Philadelphia

I cannot elaborate on what has been said before. We have learned what SPAD and MDL are doing for us and shall continue to do.

I also went to the farm yesterday, and suggest a name for the future village—Union Village for Retired Seamen.

It is not what the union can do for me but what I can do for my union.

## Seafarers Educational Conference



# 'I Feel the Conference is the Best Ever'



**Riley Carey**  
New York

When I came to Piney Point, I came like a lot of others thinking that we were here to be brainwashed. Nothing is further from the truth. Aside from enjoying ourselves we will all leave a lot wiser.



**Arlie Dillard**  
Houston

I was like many of you other brothers. I did not know what SPAD really meant until I came to Piney Point. I wish that every one of you brothers of the SIU could come to Piney Point to learn about your union and SPAD as I did and all I learned about how shipboard meetings should be conducted.



**Paul D. Anthony**  
New York

I feel that the educational conference is one of the best ideas anyone could have come up with. Many of our younger brothers just take everything for granted. The old-timers sometimes forget what it was like in the '30s and '20s before the union became strong.

**Florian Clarke**  
Baltimore

I admit that at first I was skeptical of the whole project, but the scabs have fallen from my eyes. I doubt very much if any other labor organization has the facilities for training and recreation that the Seafarers International Union has here at Piney Point.



**Patrick Dorrian**  
Philadelphia

Piney Point is certainly the place where no matter what a seaman's mental attitude is upon coming here, he will find it the place where he will relax in his own atmosphere. After a while, enjoying the beauty of it all, a man with sea time behind him can't help but reflect and utter a silent prayer. Here it is — truly a monument.



**Michael Bolger**  
New York

I know a few young men that came to this school and when they did they had very little more than nothing. Their outlook on life was bitter.

A year has passed and I just saw one of these young men and he tells me he is going to get his AB's ticket soon and that he's got \$3,000 saved in the bank. His outlook on life (people) has turned 180 degrees for the better.



**Joseph Curtis**  
Mobile

As a delegate to the Seafarers Educational Conference I was impressed upon my arrival at Piney Point with the extent of its accomplishments, the training of fine young men for a life at sea who will be our successors, the degree of its completion as a vacation center for all Seafarers, and the dedication of our SIU officials and academic staff to further goals.



**Terrence L. Fox**  
New York

I think that the educational conferences will be the saviour of our union someday because our fight is on Capitol Hill now. There is only one way to fight on Capitol Hill and that is with money, through SPAD and brain power. We can donate money but that is only half of the battle. We have to be smart enough to use it in the right places.



**Lance Bailey**  
New Orleans

Here at Piney Point everything is made to keep the members happy and at the same time learn how to help keep our union going and that means a lot. Piney Point will help all members leaving here to have a complete knowledge about how the union is run and who's on our side in Washington, which means a lot.

## Chairmen Report on Education



**Al Oromaner**  
San Francisco

I am very impressed by the entire setup, but especially with the program as presented in our workshop sessions.

In our Workshop 4 we had a very interesting and informative slide presentation on education. After the slides we read the recommendations made at the March conference and concurred with them 100 percent.

I would like to say that I am very pleased to have been at Piney Point and would like to thank the staff for their kindness.



**Harvey Lee**  
Mobile

Many unions have sponsored workers' educational programs for many years, but few as complete and diversified as those carried on by the SIU. Our union not only covers vocational and trade union education but academic education as well. Our trade union education program is given to the trainees here at Piney Point. At sea it is carried on by the ship's committee through the shipboard meeting.

The conference we are attending is a tribute to the union's effort to keep us well-informed. I recommend that our union not only continue these programs, but expands them.



**Stanley Krawczynski**  
Houston

We have seen how a union was born which today walks tall with unity and strength. Today it stands out as a big giant ready to help all of its union brothers.

We have seen how the welfare, pension and vacation plan was formed. I have come closer to my union. Every member should give to SPAD with pride and dignity so this union of ours can go on to greater achievements.



**Bill Butts**  
New Orleans

In Workshop 3 we discussed education and the Harry Lundeberg School, which is without a doubt the best thing that ever happened to the SIU membership, and for that matter the American Merchant Marine. This school not only better educates Seafarers for tomorrow but also educates oldtimers who did not have this opportunity in their young days. The curriculum is great because it offers a second chance to the drop-out who thought he would never make the grade.

We have to understand why legislation in Washington can make us or destroy us. And how bills such as the Jones Act, the 50-50 Cargo Preference Act, the Merchant Marine Act of 1970, and many others have a direct bearing on our livelihood.



## Chairmen Report on History



**Eugene Dakin**  
Boston

The history of the American labor movement began with the history of these United States. None fought so long or as hard as the American merchant seaman. Here was a group of workers who were nothing more than slaves until they joined together in unions to fight for a decent life. Our union fought the toughest fight of all—and is still fighting.

In the beginning we had to overcome a very tough shipowner. Today we have to fight for him because the shipowner is the weak and weary one not the SIU seaman. The real opponent to the American seaman has been and still is an unresponsive government.



**Walter Butterson**  
Norfolk

In Workshop 2 we thoroughly discussed labor history, especially the history of our union, the SIU. The slides really showed how hard a fight the sailor has had to gain the working conditions and job security we enjoy today. Most important is the fact that these benefits were won only by having a true spirit of the brotherhood of the sea.

We also learned that our fight has changed from the docks to the Congress in Washington, D.C. Support our union 100 percent. Assist our union officials wherever possible. Donate to SPAD and MDL.



**James Gross**  
Baltimore

The labor history with all its struggles and problems were discussed in Workshop 3. We have come a long way since 1938, and all of us should be proud of what we have.

Again, it shows that unless we are active in politics, we will not be able to enjoy the security and benefits we have. This workshop recommends supporting SPAD, MDL and carrying the message back to our brothers aboard ship.



**Lonnie Hargesheimer**  
Houston

In Workshop 4 we saw slides and discussed the labor movement from 1794 through current times. It was very interesting but, what was the most interesting was the founding of the SIU in 1938—its struggles and victories. I am proud to be a member of such a progressive union. None of this would have been possible without the good leadership and informed membership as we have in the SIU.

I urge all Brothers who have not attended one of these conferences to do so. With this type of education that the members receive at Piney Point, I know there will always be an SIU.

## 'Our Eyes and Ears Have Been Opened'



**Harry F. Goodwin**  
New Orleans

The school for the trainees is the best I have ever heard of. They not only learn about the three departments aboard a ship, but they can also take grammar school and high school courses as well.

I have found that a lot of hard work and much planning have been done by our officials to insure and safeguard our future.



**Phillip Broadus**  
Mobile

I am glad to be a delegate at this conference. I have learned a great deal about my organization. I have had many things brought to light that I didn't fully understand in the past. I have learned how we Seafarers stand in Washington, D.C. with the political part of our organization. I am glad to know that we do have a voice in the Capitol.



**James Hawkins**  
New Orleans

When I first heard of Piney Point, I was under the impression that it was just another Harry Lundeberg Life Boat School.

After arriving I found out it was also to educate all the seamen in this union's affairs about the constitution, history of the labor movement and all about our agreement with different shipping companies.

**Charles Furedi**  
Houston

Our eyes and ears have been open, in these last 10 days, to a greater knowledge of what really lies ahead in the future. The Seafarer today can feel secure in the knowledge that his fight for greater things, shall continue to gain many strides in the field of the maritime industry.



**Frank Burley**  
Houston

Since the birth of the SIU 'til today many members do not fully realize the struggles and the hard times that have passed. Yes, today we are sitting here enjoying good food, good housing and a place to speak out freely. Years ago if you opened your mouth to protest, a size 12 boot was put into it. We've come a long way.



**James Bigner**  
Houston

I learned important facts at this educational conference about the SIU that I never knew existed. I realized the blood, sweat and muscle that went into making our union what it is today.



**Benjamin L. Freeman**  
Jacksonville

I came to Piney Point with misgivings in my heart. I half believed the things I heard on the ships and local bars. The first day I was pleasantly surprised when I found I was interested in the flicks and talk by V. Gordon. I can state now, loud and clear that each day was as interesting as the day before. I have to say that the officials and the teachers were the finest in explaining and telling of union activities.



**Benjamin Huggins**  
Mobile

This has not only been an educational conference but also a vocational conference for most of the delegates. As for myself I have been surprised to see how this HLS school is run. Not only are the young seamen given an education but they are taught the history of the SIU. They are taught seamanship and how to work together as a team. And most people would not believe it, but these young seamen are taught discipline and respect that they were not taught at home.



**Tony Aronica**  
Jacksonville

When I attended the work shops I was very much impressed. The material used to educate the delegates was good. All of it was honest.

The subjects that were discussed will be useful to all of us because we deal with them daily. We talked and studied the following: Labor History, HLSS, Constitution, Pension, Welfare, Vacation and Contract.



# 'I Advise All Members to Attend A Conference



**Barry O'Toole**  
New York

I went through this school in 1969 and I am surprised at the changes that have been made since I completed the school. When I was here it seemed like all I did was work. Now the trainees have classroom training and can earn a high school diploma, and also can learn the 3rd cook jobs and other jobs that they'll need to know when they get on their first ship, and won't have to be a burden to the crew members that I'm sure I must have been.



**Curley Weisebrot**  
New Orleans

The most important single issue of the conference appears to me to be the understanding and the meaning of SPAD, what it is, and what it does. The growth and strength of our union has to come from political action, or as our instructor pointed out from "the political arena"—to protect our union and to help us continue to grow we need political power and political laws favorable to us, as it is the law that can hurt or make our union.



**William Stewart**  
Boston

It's good to know that the future Seafarers will come out from Piney Point trainees and not from skid row or the cast-offs from other unions—or worse yet finks from non-union companies.

It's pleasant here at Piney Point. I feel relaxed here because I'm with my kind of people—seamen. Everyone connected with the base are nice people. The service is excellent. The food is out of this world.

**James Jerscheid**  
Baltimore

I was very impressed by the Seafarers Educational Conference, what the union is doing to better our future as seamen and what SPAD and MDL are doing for us in Washington. I never did know much about SPAD and MDL before I came to Piney Point. There is a lot to learn here about the union. In the workshop they help you to understand the constitution, contract, and your pension, welfare and vacation benefits.



**Fred Janci**  
New York

This conference, which I strongly advise all members to attend, is to teach each one of us the purpose and function of our union and our union officials. Each of the main points—history, constitution, contracts, education, union meetings, pensions and welfare, and politics—are taken one at a time. Slides, movies, and written material are provided and each topic is discussed thoroughly.



**James Mann**  
Houston

I learned important facts about the SIU that I never knew existed. I would like to see more SIU brothers get the chance to attend the conference, it is a great educational program. We learned about the contract and the ways it was drawn up and for what purpose and the way it is used. We learned about the welfare plan and the different sounds of it and its benefits and how it covers your dependents.



**George John**  
New York

I was very much impressed by the Harry Lundeberg School of Seamanship. Here the men are trained in physical aspects as well as in academics. Also the school is approved by the Coast Guard. The seamen who wish can study in the school and then sit before the Maryland State Board of Education and receive the equivalent of a high school diploma.



**Walter Makin**  
Mobile

It has been brought home to me again how fortunate we the rank-and-file members are to have such inspired dedicated leadership in all our elected union officials who not only have helped build an organization, but have planned for the coming years with such foresight and determination to set the union on substantial progressive courses of training, education and development.



**James Lyness**  
Seattle

We had the chance to discuss and ask questions both in workshops and at the afternoon assembly. I for one found out in great detail. I was truly amazed as well as impressed during our discussions in general sessions at the extent and quality of the facilities and faculty which have been made available to our people at Piney Point.

(Continued on page 27)

## Chairmen Report on Benefits



**Charles Scott**  
Houston

We talked about pension, welfare and vacations benefits in Workshop 4. The pension plan we have is one of the best. A Seafarer can qualify in three different ways and when he goes on pension he does not have to worry because the plan is financially sound. The money is there to pay his pension for the rest of his life. This is no accident that we now enjoy this security. It is the result of long range planning by this union's leadership.



**Rudy DeBoissiere**  
Houston

In Workshop 1 we had a very good discussion on pension, welfare and vacation benefits. I don't think anyone at this time really knows what benefits we really do have, or about the long hard struggle we have fought in just a few short years.

We should all be proud of our officers and staff leadership. We have the best people in the industry. As they forge ahead so shall we reap the benefits.



**Ronald Burton**

The subject was pension, welfare, vacation and job security in Workshop 3. Also the inhuman hazards the seamen of the past endured were mentioned. The fringe benefits that we seamen of the SIU enjoy today, I am sure will be improved for future seafarers.

Members should now realize that the pension and welfare funds have been handled wisely. It is comforting to know that we really don't have to be too concerned that our plan will ever go broke.



**John Shields**  
Wilmington

In Workshop 2 we were shown slides and discussed the SIU pension, welfare and vacation benefits compared with other maritime unions. It makes a member proud to be able to say he is SIU because now I know that we have the best pension, welfare and vacation benefits.

I would recommend conference members to take the educational material given them, back aboard ship and use it to help educate our fellow brothers, and stress the importance of their donating to SPAD and MDL.





# editorials

## Freedom of Speech

Punishment of those who disagree by those in power has always been one of the hallmarks of tyranny. That is why the reassignment of Seattle PHS Hospital Director Dr. Willard P. Johnson is so frightening.

Dr. Johnson was reassigned by the Department of Health, Education and Welfare because he dared to protest the department's plan to close his hospital and the seven other PHS facilities in the nation.

That smacks, as Rep. Paul Rogers (D-Fla.) put it, of "gestapoism." Rep. Rogers went on to say it was "a heavy-handed attempt to muzzle the voice of opposition," and we can agree with that, too.

The only comment on the reassignment from HEW was a statement by Dr. Vernon E. Wilson, chief of HEW's Health Service Administration, who characterized Dr. Johnson's protest as "inappropriate for a senior program official of the service."

In other words, Dr. Wilson wants his underlings to toe the line on all policy matters, even such bad policy as closing hospitals.

Dr. Wilson said it was "inappropriate" that Dr. Johnson signed a letter sent to groups representing PHS beneficiaries expressing opposition to the closing of the Seattle hospital and urging a protest rally.

For that simple act of conscience a good doctor and good administrator has been ousted by HEW. That, as Rep. Thomas S. Foley (D-Wash.) said at an MTD luncheon, "means that anyone who steps out of line in any way, is likely to be fired for using his rights as an American."

Rep. Foley said the ouster was of grave concern to him, and it ought to be of grave concern to all who care about freedom of speech as well as those who care about keeping the PHS hospitals open.

## Labor and Phase II

Organized labor, after receiving the personal assurances of President Nixon that the proposed Phase II Pay Board would be independent of the Cost of Living Council, has agreed to cooperate with the Administration's efforts to control the cost of living.

The decision came after a meeting of the AFL-CIO Executive Council received a memo initialed by the President detailing the role of the Pay Board—on which labor will be represented—and the Price Board which will be composed of a number of public members.

Attending the meeting, and concurring in the Council's statement of cooperation were the presidents of two unions not in the federation: Leonard Woodcock of the United Auto Workers and Frank Fitzsimmons of the Teamsters.

It was a rare show of unity in organized

labor, and there was also a united reaffirmation that labor intends to carry on its battles against the President's tax proposals and for more jobs.

One thing more, the Council said it would set up "watch-dog" units to monitor prices during Phase II.

As union men it is part of our duty to ourselves to monitor the prices we pay in stores and shops in all parts of the nation, and to be willing to report increases that seem in violation of the Price Board policies, once they are established.

But the overriding consideration is that in cooperating with the Administration's efforts to hold the line on the cost of living, the leaders of organized labor have agreed to lay aside their differences and work together for a better quality of life for all Americans.

## letters to the editor

### Buy American or Sink

To the Editor:

This is a letter that appeared in our newspaper.

"Buy American Or Sink"

Our dollar is in trouble by our protecting the world while others' reserves build up because they did not have to spend for their own military to protect themselves. Also, most of the world turned protectionist, flooded the United States with exports but would not take America's exports. America should have let the world sink long ago.

Now, please do me this very, very important favor? Advertise to high heaven for a "Buy American" campaign? To pull ourselves out of our grave situation, we must Buy American, and now!

Please advertise "Buy American." We must or we will sink. One has to be in Europe now to see just how grave it is. Don't forget, Buy American!

William Hose

This is the letter I sent in reply.

To the Editor:

In answer to the letter of August 29, by William Hose, I say amen!

It would be the best way to fight unemployment. If we refuse to buy goods produced in foreign countries more products would be produced in America.

Putting enough strength behind a "Buy American" movement would force some of our industries to move back to the United States creating more jobs for our people.

To be sure the goods may cost more at first, but supply and demand would soon level it off. When prices are stable the unions will stop asking for pay boosts. Results, a healthy economy for our country.

When we go to the polls remember the politicians that advocate all American exports be shipped on foreign-flag ships. Our ships pay a lot more taxes than they do. Our American seamen are the finest and so are our ships. They have the highest safety in the world. The government is building 30 ships a year. For what? They are useless without cargo to fill their bottoms. The cost of shipping per ton is the same regardless of which flag the ship flies.

So let's help our American economy, fight poverty, by buying American produced.

Walter F. Mueller

### Extends Gratitude

To the Editor:

I wish to thank the Seafarers Pension Plan for the fine way that it is taking care of the SIU "Oldtimers," and for the prompt sending of monthly pension checks.

I am 75 years old and still going strong.

William Pat Driscoll  
Sailors' Snug Harbor  
Staten Island, N.Y.

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# 1971 Election Supplement

## SIU ATLANTIC, GULF, LAKES & INLAND WATERS DISTRICT Election

This election supplement is published for your information and convenience. It contains all available information concerning the 1971 SIU elections including:

- Voting Procedures
- Article XIII of the SIU Constitution
- Credentials Committee Report and membership action
- Candidates' Appeals from Credentials Committee Report and membership action
- Sample Ballot

### Here Are Voting Procedures

Secret ballots, for the election of officers and job holders for the term 1972-1975, will be available to members of the Atlantic, Gulf, Lakes and Inland Waters District of the Seafarers International Union of North America in 16 U.S. ports, in Puerto Rico and in Yokohama, Japan from Nov. 1 through Dec. 31. The ballot will contain the names of all qualified candidates as determined by the Union's Credentials Committee and membership in accordance with the Union's Constitution.

Members will also decide whether to amend the SIU Constitution to make San Francisco a Constitutional Port.

The election will be conducted by a mail ballot as provided by the Union's amended constitution. Secret ballots, together with self-addressed, stamped envelopes for mailing, will be available to full-book members in good standing at union halls in Baltimore, Boston, Brooklyn, Houston, Jacksonville, Fla.; Mobile, Ala.; New Orleans, Norfolk, Va.; Philadelphia, Port Arthur, Tex.; River Rouge, Mich.; St. Louis, San Francisco, Seattle, Wash.; Tampa, Fla., and Terminal Island, Calif., as well as Santurce, Puerto Rico, and Yokohama, Japan.

A full list of cities and street address where ballots will be available accompanies this story.

Election procedures are spelled out in detail in Article XIII of the SIU Constitution, which is printed in this special supplement of the *Log*.

Seafarers may pick up their ballots and mailing envelopes from 9 a.m. until noon, Mondays through Saturdays, except on legal holidays, at any of the designated port-city locations from Nov. 1 through Dec. 31.

Mailing envelopes containing ballots must be postmarked no later than Midnight, Dec. 31, 1971, and must be received by Jan. 5, 1972.

Only full-book members in good standing are eligible to vote. Each member must present his book to the port agent or the agent's designated representative when the member secures his ballot, his ballot envelope and a postage-paid, pre-addressed envelope in which to return the ballot envelope containing the ballot. When the member receives his ballot, his book will be stamped with the word "voted" and the date.

The top part of the ballot above the perforated line will be retained by the port agent.

In cases where a member does not produce his book, or where there is a question about his being in good standing or otherwise ineligible to vote, the member will receive a mailing envelope of a different color marked with the word "challenge."

Absentee ballots will be available to members who believe they will be at sea or in a Public Health

Service Hospital during the voting period, and unable to secure a ballot. Requests for absentee ballots must be made by registered or certified mail postmarked no later than midnight, Nov. 15. The requests must be mailed to the Secretary-Treasurer's office at SIU headquarters in Brooklyn. Seafarers requesting absentee ballots are cautioned to include with the request the address where they want the ballot to be mailed.

Once he receives his ballot and envelopes, the member's vote becomes completely secret as after he marks his ballot in secret, he inserts it into the envelope marked "Ballot," seals it and places it into the mailing envelope already addressed to the Depository Bank, seals the mailing envelope and mails it in a U.S. Post Office box.

While he must sign his name on the first line of the upper left-hand corner of the mailing envelope, and print his name and book number on the second line, the secrecy of the ballot—which is encased in an unmarked ballot envelope—is complete.

No ballot will be opened for counting until all envelopes containing valid ballots have first been opened, the ballot envelope removed intact, and all ballot envelopes mixed together. In no way will there be any connection between the mailing envelope—containing the Seafarer's name—and the ballot envelope or the ballot itself.

Ballots will be counted by a rank-and-file Union Tallying Committee consisting of two members elected from each of the seven Constitutional Ports. They will be elected in December.

In addition to candidates found qualified, several full book members threw in for offices or jobs. However, as shown by the Credentials Committee Report and membership action on it, as well as appeals from the Report, and membership action on the appeals, they did not meet the eligibility rules laid out in the Union Constitution. Under the Union's Constitution and the law, there was no choice but to find such Brothers not qualified and this resulted in qualified candidates being unopposed.

The qualified candidates and the offices to which they are seeking election are:

Paul Hall, president; Cal Tanner, executive vice president; Al Kerr, secretary-treasurer; Robert Matthews, vice president in charge of contracts and contract enforcement; Earl Shepard, vice president in charge of the Atlantic Coast; Lindsey J. Williams, vice president in charge of the Gulf Coast, and J. Al Tanner, vice president in charge of the Lakes and Inland Waters.

Frank Drozak, Leon Hall, Jr., William W. Hall and Edward X. Mooney, headquarters' representatives; Joseph DiGiorgio, New York port agent; Ted Babkowski, Jack Bluitt, Angus Campbell, Eugene Dakin, Luigi Iovino, Pasquale (Pat) Marinelli, George McCartney, Frank Mongelli, Keith Terpe and Steve (Zubovich) Troy, New York joint patrolmen.

John F. Fay, Philadelphia agent; Albert (Al) Bernstein and Belarmino (Bennie) Gonzalez, Philadelphia joint patrolmen; Rexford Dickey, Baltimore agent; W. Paul Gonsorchik, Tony Kastina, Robert Pomerlane and Benjamin Wilson, Baltimore joint patrolmen; Louis Neira, Mobile agent; Harold J. Fischer, Robert L. Jordan, E. B. (Mac) McAuley and William J. Morris, Mobile joint patrolmen.

C. J. (Buck) Stephens, New Orleans agent; Thomas E. Gould, Louis Guarino, Herman M. Troxclair and Stanley Zeagler, New Orleans joint patrolmen; Paul Drozak, Houston agent; "Pete" Drewes, Roan Lightfoot, Franklin Taylor and Robert F. (Mickey) Wilburn, Houston joint patrolmen, and Frank (Scottie) Aubusson, Detroit agent.

The proposition on whether to make San Francisco a SIU Constitutional port would establish Thursdays during the second week following the first Sunday of every month for their meetings.

Present SIU Constitutional Ports are New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston and Detroit.

#### Where To Pick Up Ballots

Seafarers may secure their ballots and envelopes from 9 a.m. until noon, Monday through Saturday, excluding holidays, from Nov. 1 through Dec. 31 at the following port locations:

Baltimore, Md.—1216 E. Baltimore Street  
Boston, Mass.—215 Essex Street, Second Floor  
Brooklyn, N.Y.—673 Fourth Avenue  
Houston, Tex.—5804 Canal Street  
Jacksonville, Fla.—2608 Pearl Street S.E.  
Mobile, Ala.—1 S. Lawrence Street  
New Orleans, La.—630 Jackson Avenue  
Norfolk, Va.—115 Third Street  
Philadelphia, Pa.—2604 S. Fourth Street  
Port Arthur, Tex.—534 Ninth Avenue  
River Rouge, Mich.—10225 W. Jefferson Avenue  
St. Louis, Mo.—4577 Gravois Avenue  
Santurce, P.R.—1313 Fernandez Juncos, Stop 20  
San Francisco, Calif.—1321 Mission Street  
Seattle, Wash.—2505 First Avenue  
Tampa, Fla.—312 Harrison Street  
Terminal Island, Calif.—450 Seaside Avenue  
Yokohama—Post Office Box 429, Yokohama Port  
Post, 5-6 Nihon Odori, Nakaku, Yokohama, Japan



# SIU Constitution Rules on Elections

## Article XIII

### Elections for Officers, Headquarters Representatives, Port Agents and Patrolmen

#### Section 1. Nominations.

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

- The name of the candidate.
- His home address and mailing address.
- His book number.
- The title of the office or other job for which he is a candidate, including the name of the Port in the event the position sought is that of Agent or Patrolman.
- Proof of citizenship.
- Proof of seafaring and/or employment as required for candidates.
- In the event the member is on a ship he shall notify the Credentials Committee what ship he is on. This shall be done also if he ships subsequent to forwarding his credentials.
- Annexing a certificate in the following form, signed and dated by the proposed nominee:

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

Date .....  
Signature of member .....

Book No. ....

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

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

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

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

#### Section 2. Credentials Committee.

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

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

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

(c) When an applicant has been disqualified by the committee, he shall be notified immediately by telegram at the addresses listed by him pursuant to Section 1 of this Article. He shall also be sent a letter containing the reasons for such disqualification by air mail, special delivery, registered or certified, to the mailing address designated pursuant to Section 1(b) of this Article. A disqualified applicant shall have

the right to take an appeal to the membership from the decision of the Committee. He shall forward copies of such appeal to each port, where the appeal shall be presented and voted upon at a regular meeting no later than the second meeting after the Committee's election. It is the responsibility of the applicant to insure timely delivery of his appeal. In any event, without prejudice to his written appeal, the applicant may appear in person before the Committee within two days after the day on which the telegram is sent, to correct his application or argue for his qualification.

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

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

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

#### Section 3. Balloting Procedures.

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

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

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

(c) The ballots so prepared at the direction of the Secretary-Treasurer shall be the only official ballots. No others may be used. Each ballot shall be numbered as indicated in the preceding paragraph and shall be numbered consecutively, commencing with number 1. A sufficient amount shall be printed and distributed to each Port. A record of the ballots, both by serial numbers and amount, sent thereto, shall be maintained by the Secretary-Treasurer, who shall also send each Port Agent a verification list indicating the amount and serial numbers of the ballots sent. The Secretary-Treasurer shall also send to each Port Agent a sufficient amount of blank opaque envelopes containing the word, "Ballot" on the face of the envelope, as well as a sufficient amount of opaque mailing envelopes, first class postage prepaid and printed on the face thereon as the addressee shall be the name and address of the depository for the receipt of such ballots as designated by the President in the manner provided by Article X, Section 1, of this Constitution. In the upper left-hand corner of such mailing envelope, there shall be printed thereon, as a top line, provision for the voter's signature and on another line immediately thereunder, provision for the printing of the voter's name and book number. In addition, the Secretary-Treasurer shall also send a sufficient amount of mailing envelopes identical with the mailing envelopes mentioned above, except that they shall be of different color, and shall contain on the face of such envelope in bold letters, the word, "Challenge." The Secretary-Treasurer shall further furnish a sufficient amount of "Roster Sheets" which shall have printed thereon, at the top thereof, the year of the election, and immediately thereunder, five (5) vertical columns designated, date, ballot number, signature full book member's name, book number and comments, and such roster sheets shall contain horizontal lines immediately under the captions of each of the above five columns. The Secretary-Treasurer shall also send a sufficient amount of envelopes with the printed name and address of the depository on the face thereof, and in the upper left-hand corner, the name of the port and address, and on the face of such envelope, should be printed the words, "Roster Sheets and Ballot Stubs." Each Port Agent shall maintain separate records of the ballots sent him and shall inspect and count the ballots when received, to insure that the amount sent, as well as the number thereon, conform to the amount and numbers listed by the Secretary-Treasurer as having been sent to that Port. The Port Agent shall immediately execute and return to the Secretary-Treasurer a receipt, acknowledging the correctness of the amount and the numbers of the ballots sent, or shall notify the Secretary-Treasurer of any discrepancy. Discrepancies shall be corrected as soon as possible prior to the voting period. In any event, receipts shall be forwarded for all the aforementioned election material actually received. The Secretary-Treasurer shall prepare a file in which shall be kept memoranda and correspondence dealing with the election. This file shall at all times be available to any member asking for inspection of the same at the office of the Secretary-Treasurer and shall be turned over to the Union Tallying Committee.

(d) Balloting shall be secret. Only full book members in good standing may vote. Each full book member may secure his ballot at Port offices, from the Port Agent or his duly designated representative at such port. Each Port Agent shall

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

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

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

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

(b) The Union Tallying Committee shall consist of 14 full book members. Two shall be elected from each of the seven ports of New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston and Detroit. The election shall be held at the regular meeting in December of the election year, or if the Executive Board otherwise determines prior thereto, at a special meeting held in the aforesaid ports, on the first business day of the last week of said month. No officer, Headquarters Representative, Port Agent, Patrolman, or candidate for office, or the job of Headquarters Representative, Port Agent or Patrolman, shall be eligible for election to this Committee, except as provided for in Article X, Section 4. In addition to its duties herein set forth, the Union Tallying Committee shall be charged with the tallying of all the ballots and the preparation of a closing report setting forth, in complete detail, the results of the election, including a complete accounting of all ballots and stubs, and reconciliation of the same with the rosters, and receipts of the Port Agents, all with detailed reference to serial numbers and amounts and



# SIU Constitution Rules on Election

## Continued

with each total broken down into port totals. The Tallying Committee shall have access to all election records and files for their inspection, examination and verification. The report shall clearly detail all discrepancies discovered and shall contain recommendations for the treatment of these discrepancies. All members of the Committee shall sign the report, without prejudice, however, to the right of any member thereof to submit a dissenting report as to the accuracy of the count and the validity of the ballots, with pertinent details.

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

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

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

(d) The report of the Committee shall be made up in sufficient copies to comply with the following requirements: two

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

(e) Any full book member claiming a violation of the election and balloting procedure or the conduct of the same, shall within 72 hours of the occurrence of the claimed violation, notify the Secretary-Treasurer at Headquarters, in writing, by certified mail, of the same, setting forth his name, book number and the details so that appropriate corrective action if warranted may be taken. The Secretary-Treasurer shall expeditiously investigate the facts concerning the claimed violation, take such action as may be necessary if any, and make a report and recommendation, if necessary, a copy of which shall be sent to the member and the original shall be filed for the Union Tallying Committee for their appropriate action, report and recommendation, if any. The foregoing shall not be applicable to matters involving the Credentials Committee's action or report, the provisions of Article XIII, Sections 1 and 2 being the pertinent provisions applicable to such matters.

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

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

or appeal from the action of the majority of the membership at the Election Report Meetings.

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

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

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

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

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

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

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

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

## Report of Credentials Committee

We, the undersigned Committee on Credentials, were duly elected at the regular business meeting at Headquarters on August 2nd, 1971, in accordance with the Constitution. Your Committee has examined the credentials of the candidates for elective office or job in the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District, for the years of 1972-73-74-75, as per Article XI, Section 1, and submit the following report:

We qualified or disqualified those men who submitted for office by our Constitution and particularly by the rules of our Constitution as contained in Articles XII and XIII. Article XII is known as **Qualifications For Officers, Headquarters Representatives, Port Agents, Patrolmen and Other Elective Jobs**. The Article reads as follows:

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

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

years immediately prior to his nomination; and

- c) He has at least one hundred (100) days of seetime, in an unlicensed capacity, aboard an American-flag merchant vessel or vessels covered by contract with this Union, or one hundred (100) days of employment with, or in any office or job of, the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction, or a combination of these, between January 1st and the time of nomination in the election year; and
- d) He is a citizen of the United States of America; and
- e) He is not disqualified by law. He is not receiving a pension from this Union's Pension Fund, if any, or from a Union-Management Fund to which Fund this Union is a party or from a company under contract with this Union.

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

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

Article XIII, is known as, **Elections for Officers, Headquarters Representatives, Port Agents and Patrolmen**. Sections 1 and 2 of that Article read as follows:

"Section 1. **Nominations.** Except as provided in Section 2(b) of this Article, any full book member may sub-

mit his name for nomination for any office, or the job of Headquarters Representative, Port Agent or Patrolman, by delivering or causing to be delivered in person, to the office of the Secretary-Treasurer at headquarters, or sending, a letter addressed to the Credentials Committee, in care of the Secretary-Treasurer, at the address of headquarters. This letter shall be dated and shall contain the following:

- a) The name of the candidate.
- b) His home address and mailing address.
- c) His book number.
- d) The title of the office or other job for which he is a candidate, including the name of the Port in the event the position sought is that of Agent or Patrolman.
- e) Proof of citizenship.
- f) Proof of seetime and/or employment as required for candidates.
- g) In the event the member is on a ship he shall notify the Credentials Committee what ship he is on. This shall be done also if he ships subsequent to forwarding his credentials.
- h) Annexing a certificate in the following form, signed and dated by the proposed nominee:  
"I hereby certify that I am not now, nor, for the five (5) years last past, have I been either a member of the Communist Party or convicted of, or served any part of a prison term resulting from conviction of robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, viola-



# Report of Credentials Committee

## Continued

tion of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of Title II or III of the Landrum-Griffin Act, or conspiracy to commit any such crimes."

Dated .....

Book No. .... Signature of Member

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

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

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

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

### Section 2. Credentials Committee.

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

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

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

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

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

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

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

Further, the Committee in making its determinations as to a candidate's continuous good standing, followed the action of the membership in reference to the due date of the payment of assessments, which assessment payments were required during part of the period covered for a candidate's continuous good standing. In the April, 1965 membership meetings, the membership went on record that commencing with the year 1966 all annual assessments shall be due and payable at the same time that the First Quarter's dues in each year are payable as per the Constitution. The membership then, in its November, 1967 membership meetings, reaffirmed this action of the membership in requiring that annual assessments be due and payable at the same time that the First Quarter's dues in each year are payable as per the Constitution.

The foregoing is further substantiated by Article XXIV, Section 9 of our Constitution which reads as follows:

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

Your Committee was further guided by the following action that was adopted by the membership at the regular membership meetings held in July of this year, 1971:

#### "1971 ELECTION OF AGLIWD OFFICERS"

Under Article XII, Sub-section 1(b) of our Constitution, to be eligible for office a member, among other requirements, must be a full book member in continuous good standing in the Union for at least three (3) years immediately prior to his nomination, and under Article XII, Sub-section 1(c), among other requirements, must have at least one hundred days' seetime in an unlicensed capacity aboard an American-flag merchant vessel covered by contract with the Union, or one hundred days of employment with, or in any office or job of, the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction, or a combination of these, between January 1st and the time of nomination in the election year.

During our last officers' election in 1968, the Unions' Credentials Committee in making its report to the membership, who then approved the report, recommended that Sub-section 1(b) for the election, be applied as follows:

"That any otherwise qualified member who in the three year period prior to nomination failed to pay his monetary obligations within the time required, but thereafter paid and the Union accepted payment and the member was in good standing with all rights and privileges, shall be considered to be in continuous good standing for the purpose of nomination and election to office"

The Credentials Committee report as approved by the membership in 1968 also recommended that Sub-section 1(c) for that election, be applied as follows:

"That in computing seetime for the purpose of this sub-section, credit shall be given for each day of employment plus the equal amount for each day of vacation credit during the period between January 1 and the time of nomination in the election year."

As we all know, the United States Department of Labor thereafter challenged our 1968 officers' election and, among other things, challenged the two above-mentioned actions in that election.

It is, therefore, recommended that in our officers' election this year the Credentials Committee observe the clear language of our Constitution without change or interpretation, which among other qualifications requires as to Article XII, Sub-section 1(b), that to be eligible, the candidate be a full book member in continuous good

standing for at least three years immediately prior to his nomination, with the term "good standing" as defined in Article XXIV, Section 9, to wit, a member whose monetary obligations to the Union are not in arrears for thirty days or more or who is not under suspension or expulsion effective in accordance with the Constitution.

And as to Sub-section 1(c) the clear constitutional language without change or interpretation, to wit, that such candidate have at least one hundred days' seetime in an unlicensed capacity aboard an American-flag merchant vessel or vessels covered by contract with the Union, or one hundred days of employment with or in any office or job of, the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction, or a combination of these, between January 1st and the Union's direction, or a combination of these, between January 1st and the time of nomination in the election year."

The Committee in their deliberations made initial decisions with appropriate notification to candidates and subsequent further notifications as a result of their continued deliberations. In the course of their deliberations the Committee ultimately came to decisions which are later set forth. In arriving at these ultimate decisions, the Committee was most concerned with carrying out a stated principle of our Union, which is that "every qualified member shall have the right to nominate himself for, and, if election or appointed, to hold office in this Union."

In connection with the foregoing, we have also consulted with the Secretary-Treasurer, who, under our Constitution, has the obligation to insure appropriate election procedures as legally required. (Article XIII, Section 7.) Our Secretary-Treasurer has further consulted with the Union's Counsel as to the law applicable in Union nominations and elections.

The following is a complete listing of all men who submitted their credentials to the Committee. The men's names and the office or job for which they submitted such credentials are listed in the order in which this Committee feels they should be placed on the general ballot, that is, in alphabetical order under the office or job for which they run, and that the Ports, following the Headquarters' offices, beginning with Boston, be arranged on the ballot geographically, as has been done in the past. Following each man's name and book number is his qualification or disqualification, followed by the reason for same.

#### PRESIDENT

LEO CRONSOHN, C-801—Disqualified

Was not in continuous good standing for three (3) years previous to nomination.

JUAN V. FERNANDEZ, F-59—Disqualified

Was not in continuous good standing for three (3) years previous to nomination.

PAUL HALL, H-1—Qualified

Credentials in order.

SIDNEY ROTHMAN, R-325—Disqualified

Was not in continuous good standing for three (3) years previous to nomination.

#### EXECUTIVE VICE PRESIDENT

CAL TANNER, T-1—Qualified

Credentials in order.

#### SECRETARY-TREASURER

JOHN COLE, C-8—Disqualified

Does not have 100 days' seetime from January 1, 1971 to date of nomination; receiving a pension from a Fund to which this Union is a party and as such, ineligible under the Constitution, to run for office.

AL KERR, K-7—Qualified

Credentials in order.

#### VICE-PRESIDENT

##### IN CHARGE OF CONTRACTS AND CONTRACT ENFORCEMENT

ROBERT A. MATTHEWS, M-1—Qualified

Credentials in order.

##### VICE-PRESIDENT IN CHARGE OF THE ATLANTIC COAST

EDWIN DAVIS, D-526—Disqualified

Was not in continuous good standing for three (3) years previous to nomination.

EARL SHEPARD, S-2—Qualified

Credentials in order.

##### VICE-PRESIDENT IN CHARGE OF THE GULF COAST

WILLIAM H. REYNOLDS, R-590—Disqualified

Was not in continuous good standing for three (3) years previous to nomination.

LINDSEY J. WILLIAMS, W-1—Qualified

Credentials in order.



# Report of Credentials Committee

## Continued

### VICE-PRESIDENT IN CHARGE OF THE LAKES AND INLAND WATERS

AL TANNER, T-12—Qualified  
Credentials in order.

### HEADQUARTERS REPRESENTATIVE

FRANK DROZAK, D-22—Qualified  
Credentials in order.  
WILLIAM W. HALL, H-272—Qualified  
Credentials in order.  
LEON HALL, JR., H-125—Qualified  
Credentials in order.  
EDWARD X. MOONEY, M-7—Qualified  
Credentials in order.

### NEW YORK AGENT

JOSEPH DIGIORGIO, D-2—Qualified  
Credentials in order.

### NEW YORK JOINT PATROLMAN

TED BABKOWSKI, B-1—Qualified  
Credentials in order.  
JACK BLUITT, B-15—Qualified  
Credentials in order.  
ANGUS CAMPBELL, C-127—Qualified  
Credentials in order.  
EUGENE DAKIN, D-9—Qualified  
Credentials in order.  
LUIGI IOVINO, I-11—Qualified  
Credentials in order.  
PASQUALE (PAT) MARINELLI, M-462—Qualified  
Credentials in order.  
GEORGE MCCARTNEY, M-948—Qualified  
Credentials in order.  
FANK MONGELLI, M-1111—Qualified  
Credentials in order.  
KEITH TERPE, T-3—Qualified  
Credentials in order.  
STEVE (ZUBOVICH) TROY, T-485—Qualified  
Credentials in order.

### PHILADELPHIA AGENT

JOHN F. FAY, F-363—Qualified  
Credentials in order.

### PHILADELPHIA JOINT PATROLMAN

ALBERT (AL) BERNSTEIN, B-3—Qualified  
Credentials in order.  
BELARMINO (BENNIE) GONZALEZ, G-4—Qualified  
Credentials in order.

### BALTIMORE AGENT

REXFORD DICKEY, D-6—Qualified  
Credentials in order.

### BALTIMORE JOINT PATROLMAN

W. P. GONSORCHIK, G-2—Qualified  
Credentials in order.  
TONY KASTINA, K-5—Qualified  
Credentials in order.  
ROBERT POMERLANE, P-437—Qualified  
Credentials in order.  
BENJAMIN WILSON, W-217—Qualified  
Credentials in order.

### MOBILE AGENT

LOUIS NEIRA, N-1—Qualified  
Credentials in order.

### MOBILE JOINT PATROLMAN

HAROLD J. FISCHER, F-1—Qualified  
Credentials in order.  
ROBERT L. JORDAN, J-1—Qualified  
Credentials in order.  
E. B. (MAC) McAULEY, M-20—Qualified  
Credentials in order.  
WILLIAM J. MORRIS, M-4—Qualified  
Credentials in order.  
WILLIAM SLATER, S-1206—Disqualified  
Was not in continuous good standing for three (3) years previous to nomination.

### NEW ORLEANS AGENT

C. J. "BUCK" STEPHENS, I-4—Qualified  
Credentials in order.

### NEW ORLEANS JOINT PATROLMAN

WILLIAM AUTRY, A-522—Disqualified  
Was not in continuous good standing for three (3) years previous to nomination.  
THOMAS E. GOULD, G-267—Qualified  
Credentials in order.  
LOUIS GUARINO, G-520—Qualified  
Credentials in order.  
HERMAN M. TROXCLAIR, T-4—Qualified  
Credentials in order.  
STANLEY ZEAGLER, Z-60—Qualified  
Credentials in order.

### HOUSTON AGENT

PAUL DROZAK, D-180—Qualified  
Credentials in order.

### HOUSTON JOINT PATROLMAN

"PETE" DREWES, D-177—Qualified  
Credentials in order.  
ROAN LIGHTFOOT, L-562—Qualified  
Credentials in order.  
FRANKLIN TAYLOR, T-180—Qualified  
Credentials in order.  
ROBERT F. (MICKY) WILBURN, W-6—Qualified  
Credentials in order.

### DETROIT AGENT

FRANK "SCOTTIE" AUBUSSON, A-8—Qualified  
Credentials in order.

### OTHER

EDWARD ADAMS, A-473—Disqualified  
Failed to give name of the Port for which has been running for Patrolman; was not in continuous good standing for three (3) years previous to nomination.  
HAROLD E. ARLINGHAUS, A-104—Disqualified  
Submitted credentials for Patrolman, Port of Wilmington, which job was not carried in the President's Pre-Balloting Report; was not in continuous good standing for three (3) years previous to nomination.  
GEORGE L. TOLLIVER, T-158—Disqualified  
Submitted credentials for Steward Dept. Patrolman—failed to give the name of the Port for which he was submitting; does not have 100 days' seetime from January 1, 1971 to date of nomination; was not in continuous good standing for three (3) years previous to nomination.

As will be noted in the foregoing sections of the Committee's report, the provisions of the SIU Constitution governing election procedure made it mandatory that some of the men who had been nominated be disqualified. In light of these circumstances, the Committee wishes to call to the attention of all members, the necessity of following all requirements and procedures, which are established by our Constitution to govern eligibility to candidacy to Union office. However, at this time the Committee particularly desires to point out the provisions of Article XIII, Section 2(c) of the Constitution, wherein is spelled out in detail the right of a disqualified candidate to appeal from a decision of the Credentials Committee and how he does it.

In compliance with Article XIII, Section 2, paragraph (b) of our Constitution, and in an attempt to give every nominee every consideration and to try to prevent any disqualifications by this Committee, Frank Rodriguez, Book No. R-862, and Emilio DiPietro, Book No. D-768, of the Credentials Committee, remained at the entrance of the Headquarters building of the Union until midnight of Sunday, August 15, 1971 to receive any credentials that might have been delivered either by mail or by hand after the closing of business hours by the Union. In fact, since August 15th, 1971 fell on a Sunday, which is not a normal business day, upon the advice of our Secretary-Treasurer and legal Counsel, the Chairman of the Committee, Frank Rodriguez, R-862, remained at the entrance of the Headquarters building of the Union until midnight of August 16th, 1971 to receive any credentials that might have been delivered either by mail or by hand after the closing of business hours by the Union on that date.

The Committee points out, that in the President's Pre-Balloting Report approved by the membership as per the Constitution, and published in the June SEAFARERS LOG, the exact offices and jobs for which nominations were to be made was set forth. Included therein were the jobs of: New York Joint Patrolman, Philadelphia Joint Patrolman, Baltimore Joint Patrolman, Mobile Joint Patrolman, New Orleans Joint Patrolman and Houston Joint Patrolman. Notwithstanding the foregoing, credentials were received from the following candidates for the following jobs:

Eugene Dakin, D-9 .....Patrolman, New York  
W. Paul Gonsorchik, G-2 .....Patrolman, Baltimore  
William Slater, S-1206 .....Patrolman, Mobile

The Committee noted that concerning the above three (3) candidates there is no position of "Patrolman" for each of such Ports, but the position is "Joint Patrolman" for each of such Ports. It is clear, however, to your Committee that the intent of the candidates is for Joint Patrolman of such Ports and such clear intent must be recognized. Accordingly, the Committee holds that the above three (3) candidates should be disqualified for their failure to use the word "Joint."

In passing upon the credentials for certain of the nominees, this Committee had to make a number of disqualifications, and the following are the details relative to each of those disqualifications:

### 1. Leo Cronsohn, C-108—Candidate for President.

Union records reveal that Brother Cronsohn did not pay his First Quarter dues for 1969 until the week ending April 11, 1969, when they should have been paid no later than January 30, 1969. Records further reveal that he also failed to pay his 1969 General Fund Assessment until the week ending April 11, 1969, when it should have been paid no later than January 30, 1969. He further failed to pay his AOA Assessment for 1969 until the week ending April 11, 1969, when it should have been paid no later than January 30, 1969. Records further reveal that the above Union monetary payment requirements were not excused by reason of the provisions of Article III, Section 3 of the Constitution, hereafter set forth. Therefore, Brother Cronsohn was disqualified under Article XII, Section 1, paragraph (b) of our Constitution, which reads as follows: "(b) He has been a full book member in continuous good standing in the Union for at least three (3) years immediately prior to his nomination;". This section of the Constitution is further supported by Article V, Section 1, which reads as follows: "Section 1. All members shall pay dues quarterly, on a calendar year basis, not later than the first business day of each quarter, except as herein otherwise provided. The dues shall be those payable as of the date of adoption of this Constitution as amended and may be changed only by Constitutional amendment.", and Article XXIV, Section 9 of our Constitution which reads as follows: "Section 9. The term, 'member in good standing', shall mean a member whose monetary obligations to the Union are not in arrears for thirty days or more, or who is not under suspension or expulsion effective in accordance with this Constitution. Unless otherwise expressly indicated, the term 'member' shall mean a member in good standing.", and Article III, Section 3 of our Constitution which reads as follows:

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

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

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

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

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

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

(Underlining supplied by the Committee.)

This Committee is bound by the Constitution, and had to decide on the basis of the Constitution—it had no other choice. Based on the foregoing and the available records, this Committee disqualified Brother Cronsohn for the office of President.

### 2. Juan V. Fernandez, F-59—Candidate for President.

Union records reveal that Brother Fernandez did not pay his Fourth Quarter dues for 1968 until the week ending November 15, 1968, when they should have been paid no later than October 30, 1968. Further, he also failed to pay his First Quarter dues for 1969 until the week ending May 2, 1969, when they should have been paid by January 30, 1969. Further, he did not pay his Third Quarter dues for 1969 until the week ending October 24, 1969, when they should have been paid by July 30, 1969, and the General Fund Assessment for 1969 was not paid until the week ending May 2, 1969, when it should have been paid by January 30, 1969. Further, the AOA Assessment for 1969 was not paid until the week ending May 2, 1969, when it should have been paid by January 30, 1969; and the First Quarter dues for 1970 were not paid until the week ending May 1, 1970, when they should have been paid by January 30, 1970. Records further reveal that the above Union monetary payment requirements were not excused by reason of the provisions of Article III, Section 3 of the Constitution, hereafter set forth.

Therefore, Brother Fernandez was disqualified under Article XII, Section 1, Paragraph (b) of our Constitution, which reads as follows: "(b) He has been a full book member in continuous good standing in the Union for at least three (3) years immediately prior to his nomination;". This section of the Constitution is further supported by Article V, Section 1, which reads as fol-



# Report of Credentials Committee

## Continued

lows: "Section 1. All members shall pay dues quarterly, on a calendar year basis, not later than the first business day of each quarter, except as herein otherwise provided. The dues shall be those payable as of the date of adoption of this Constitution as amended, and may be changed only by Constitutional amendment," and Article XXIV, Section 9 of our Constitution which reads as follows: "Section 9. The term 'member in good standing' shall mean a member whose monetary obligations to the Union are not in arrears for thirty days or more, or who is not under suspension or expulsion effective in accordance with this Constitution. Unless otherwise expressly indicated, the term 'member' shall mean a member in good standing," and Article III, Section 3 of our Constitution, which reads as follows:

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

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

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

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

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

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

(Underlining supplied by the Committee.)

This Committee is bound by the Constitution, and had to decide on the basis of the Constitution—it had no other choice. Based on the foregoing and the available records, this Committee disqualified Brother Fernandez for the office of President.

### 3. Sidney Rothman, R-325—Candidate for President.

Union records reveal that Brother Rothman did not pay his dues for the Third Quarter of 1968 until the week ending August 9, 1968, when they should have been paid by July 30, 1968. The First Quarter dues for 1969 were not paid until the week ending March 21, 1969, when they should have been paid no later than January 30, 1969. The Fourth Quarter dues for 1969 were not paid until the week ending March 27, 1970 and should have been paid by October 30, 1969. Further, the AOA for 1969 was not paid until the week ending August 29, 1969 when it should have been paid by January 30, 1969. The Second Quarter dues for 1970 were not paid until the week ending July 3, 1970, when they should have been paid by April 30, 1970; and the Fourth Quarter dues for 1970 were not paid until the week ending February 5, 1971, when they should have been paid by October 30, 1970. Further, the Second Quarter dues for 1971 were not paid until the week ending June 25, 1971, when they should have been paid by April 30, 1971. Records further reveal that the above Union monetary payment requirements were not excused by reason of the provisions of Article III, Section 3 of the Constitution; hereafter set forth.

Therefore, Brother Rothman was disqualified under Article XII, Section 1, paragraph (b) of our Constitution, which reads as follows: "(b) He has been a full book member in continuous good standing in the Union for at least three (3) years immediately prior to his nomination;" This section of the Constitution is further supported by Article V, Section 1, which reads as follows: "Section 1. All members shall pay dues quarterly, on a calendar year basis, not later than the first business day of each quarter, except as herein otherwise provided. The dues shall be those payable as of the date of adoption of this Constitution as amended and may be changed only by Constitutional amendment," and Article XXIV, Section 9 of our Constitution which reads as follows: "Section 9. The term, 'member in good standing' shall mean a member whose monetary obligations to the Union are not in arrears for thirty days or more, or who is not under suspension or expulsion effective in accordance with this Constitution. Unless otherwise expressly indicated, the term 'member' shall mean a member in good standing," and Article III, Section 3 of our Constitution which reads as follows:

"Section 3. Members more than one quarter in arrears in dues shall be automatically suspended, and shall forfeit all benefits and all other rights and privileges in the Union. They shall be automatically dismissed if they are more than two quarters in arrears in dues. An arrearage in dues shall be computed from the first day of the ap-

plicable quarter, but this time shall not run:

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

"(b) While a member is an inpatient in a USPHS or other accredited hospital.

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

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

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

(Underlining supplied by the Committee.)

In addition to the foregoing, Brother Rothman had also been disqualified for his failure to submit the Certificate as called for by the Landrum-Griffin Act and by Article XIII, Section 1(h) of our Constitution. However, after having been notified by the Committee by telegram, as per Article XIII, Section 2(c) of the Constitution, he appeared personally before this Committee on August 16, 1971 and presented the aforementioned Certificate, which was accepted by the Committee. At this same personal appearance before the Committee, he made no presentations relative to his disqualification for his failure to maintain continuous good standing for the three-year period as called for in Article XII, Section 1 (b) referred to above.

This Committee is bound by the Constitution, and had to decide on the basis of the Constitution—it had no other choice. Based on the foregoing and the available records, this Committee disqualified Brother Rothman for the office of President.

### 4. John Cole, C-8—Candidate for Secretary-Treasurer.

Brother Cole submitted a letter without any supporting documents, constituting his nomination for the office of Secretary-Treasurer. Based upon the statements contained in his letter and examination of all available records, Brother Cole has no seetime between January 1, 1971 and the time of his nomination and, furthermore, has been since December 1967 to date receiving a pension from a Union-Management Fund, to which Fund our Union is a party and, as such, Brother Cole is a pensioner. Therefore, Brother Cole was disqualified under Article XII, Sections 1(c) and (e) of our Constitution, which reads as follows:

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

"... (c) He has at least one hundred (100) days of seetime in an unlicensed capacity aboard an American-flag merchant vessel or vessels covered by contract with this Union, or one hundred (100) days of employment with, or in any office or job of, the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction, or a combination of these, between January 1st and the time of nomination in the election year; and ...

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

This Committee is bound by the Constitution, and had to decide on the basis of the Constitution—it had no other choice. Based on the foregoing and the available records, this Committee disqualified Brother Cole for the office of Secretary-Treasurer.

### 5. Edwin Davis, D-526—Candidate for Vice President in Charge of the Atlantic Coast.

Union records reveal that Brother Davis did not pay his Fourth Quarter dues for 1969 until the week ending January 30, 1970, when they should have been paid no later than October 30, 1969. The Union records further reveal that he also failed to pay his 1969 General Fund Assessment until the week ending April 11, 1969, when it should have been paid no later than January 30, 1969. He further failed to pay his AOA Assessment for 1969 until the week ending April 11, 1969, when it should have been paid no later than January 30, 1969. Further, he did not pay his Third Quarter dues for 1970 until the week ending November 6, 1970, when they should have been paid no later than July 30th, 1970. As of the writing of this report, the Committee has been unable to find any record of Brother Davis having paid the Third Quarter dues for 1971. Records further reveal that the above Union monetary payment requirements were not excused by reason of the provisions of Article III, Section 3 of the Constitution, hereafter set forth.

Therefore, Brother Davis was disqualified under Ar-

ticle XII, Section 1, paragraph (b) of our Constitution, which reads as follows: "(b) He has been a full book member in continuous good standing in the Union for at least three (3) years immediately prior to his nomination;" This section of the Constitution is further supported by Article V, Section 1, which reads as follows: "Section 1. All members shall pay dues quarterly, on a calendar year basis, not later than the first business day of each quarter, except as herein otherwise provided. The dues shall be those payable as of the date of adoption of this Constitution as amended and may be changed only by Constitutional amendment," and Article XXIV, Section 9 of our Constitution which reads as follows: "Section 9. The term 'member in good standing' shall mean a member whose monetary obligations to the Union are not in arrears for thirty days or more, or who is not under suspension or expulsion effective in accordance with this Constitution. Unless otherwise expressly indicated, the term 'member' shall mean a member in good standing," and Article III, Section 3 of our Constitution which reads as follows:

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

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

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

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

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

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

(Underlining supplied by the Committee.)

This Committee is bound by the Constitution and had to decide on the basis of the Constitution—it had no other choice. Based on the foregoing and the available records, this Committee disqualified Brother Davis for the office of Vice-President in Charge of the Atlantic Coast.

### 6. William H. Reynolds, Sr., R-590—Candidate for Vice President in Charge of the Gulf Coast.

Union records reveal that Brother Reynolds did not pay his AOA Assessment for 1969 until the week ending March 21, 1969, when it should have been paid no later than January 30, 1969. As of the writing of this report, the Committee has been unable to find any record of Brother Reynolds having paid the Third Quarter dues for 1971. Records further reveal that the above Union monetary payment requirements were not excused by reason of the provisions of Article III, Section 3 of the Constitution, hereafter set forth.

Therefore, Brother Reynolds was disqualified under Article XII, Section 1, paragraph (b) of our Constitution, which reads as follows: "(b) He has been a full book member in continuous good standing in the Union for at least three (3) years immediately prior to his nomination;" This section of the Constitution is further supported by Article V, Section 1, which reads as follows: "Section 1. All members shall pay dues quarterly, on a calendar year basis, not later than the first business day of each quarter, except as herein otherwise provided. The dues shall be those payable as of the date of adoption of this Constitution as amended and may be changed only by Constitutional amendment," and Article XXIV, Section 9 of our Constitution which reads as follows: "Section 9. The term, 'member in good standing' shall mean a member whose monetary obligations to the Union are not in arrears for thirty days or more, or who is not under suspension or expulsion effective in accordance with this Constitution. Unless otherwise expressly indicated, the term 'member' shall mean a member in good standing," and Article II, Section 3 of our Constitution which reads as follows:

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

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

"(b) While a member is an in-patient in a USPHS or



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other accredited hospital.

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

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

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

(Underlining supplied by the Committee.)

This Committee is bound by the Constitution, and had to decide on the basis of the Constitution—it had no other choice. Based on the foregoing and the available records, this Committee disqualified Brother Reynolds for the Office of Vice-President in Charge of the Gulf Coast.

### 7. William Slater, S-1206—Candidate for Mobile Joint Patrolman.

Union records reveal that Brother Slater did not pay his First Quarter dues for 1969 until the week ending June 13, 1969, when they should have been paid no later than January 30, 1969. Records further reveal that he also failed to pay his 1969 General Fund Assessment until the week ending June 13, 1969, when it should have been paid no later than January 30, 1969. He further failed to pay his AOA Assessment for 1969 until the week ending June 13, 1969, when it should have been paid no later than January 30, 1969. As of the writing of this report, the Committee has been unable to find any record of Brother Slater having paid the Third Quarter dues for 1971. Records further reveal that the above Union monetary payment requirements were not excused by reason of the provisions of Article III, Section 3 of the Constitution, hereafter set forth. Therefore, Brother Slater was disqualified under Article XII, Section 1, paragraph (b) of our Constitution, which reads as follows: "(b) He has been a full book member in continuous good standing in the Union for at least three (3) years immediately prior to his nomination". This section of the Constitution is further supported by Article V, Section 1, which reads as follows: "Section 1. All members shall pay dues quarterly, on a calendar year basis, no later than the first business day of each quarter, except as herein otherwise provided. The dues shall be those payable as of the date of adoption of this Constitution as amended and may be changed only by Constitutional amendment.", and Article XXIV, Section 9 of our Constitution which reads as follows: "Section 9. The term, 'member in good standing' shall mean a member whose monetary obligations to the Union are not in arrears for thirty days or more, or who is not under suspension or expulsion effective in accordance with this Constitution. Unless otherwise expressly indicated, the term 'member' shall mean a member in good standing.", and Article III, Section 3 of our Constitution which reads as follows:

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

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

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

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

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

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

(Underlining by the Committee.)

This Committee is bound by the Constitution, and had to decide on the basis of the Constitution—it had no other choice. Based on the foregoing and available records, this Committee disqualified Brother Slater for the job of Mobile Joint Patrolman.

### 8. William Autry, A-522—Candidate for New Orleans Joint Patrolman.

Union records reveal that Brother Autry did not pay his Second Quarter dues for 1969 until the week ending August 1, 1969, when they should have been paid no later than April 30, 1969. Further, he failed to pay his First Quarter dues for 1971 until the week ending March 26, 1971, when they should have been paid no later than January 30, 1971. Records further reveal that the above Union monetary payment requirements were not excused by reason of the provisions of Article III, Section 3 of the Constitution, hereafter set forth. Therefore, Brother Autry was disqualified under Article XII, Section 1, paragraph (b) of our Constitution, which reads as follows: "(b) He has been a full book member in continuous good standing in the Union for at least three (3) years immediately prior to his nomination". This section of the Constitution is further supported by Article V, Section 1, which reads as follows: "Section 1. All members shall pay dues quarterly, on a calendar year basis, no later than the first business day of each quarter, except as herein otherwise provided. The dues shall be those payable as of the date of adoption of this Constitution as amended and may be changed only by Constitutional amendment.", and Article XXIV, Section 9 of our Constitution which reads as follows: "Section 9. The term, 'member in good standing' shall mean a member whose monetary obligations to the Union are not in arrears for thirty days or more, or who is not under suspension or expulsion effective in accordance with this Constitution. Unless otherwise expressly indicated, the term, 'member' shall mean a member in good standing", and Article III, Section 3 of our Constitution which reads as follows:

tion 1, paragraph (b) of our Constitution, which reads as follows: "(b) He has been a full book member in continuous good standing in the Union for at least three (3) years immediately prior to his nomination". This section of the Constitution is further supported by Article V, Section 1, which reads as follows: "Section 1. All members shall pay dues quarterly, on a calendar year basis, no later than the first business day of each quarter, except as herein otherwise provided. The dues shall be those payable as of the date of adoption of this Constitution as amended and may be changed only by Constitutional amendment", and Article XXIV, Section 9 of our Constitution which reads as follows: "Section 9. The term, 'member in good standing' shall mean a member whose monetary obligations to the Union are not in arrears for thirty days or more, or who is not under suspension or expulsion effective in accordance with this Constitution. Unless otherwise expressly indicated, the term 'member' shall mean a member in good standing", and Article III, Section 3 of our Constitution which reads as follows:

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

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

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

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

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

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

(Underlining supplied by the Committee.)

This Committee is bound by the Constitution and had to decide on the basis of the Constitution—it had no other choice. Based on the foregoing and the available records, this Committee disqualified Brother Autry for the job of New Orleans Joint Patrolman.

### 9. Edwards Adams, A-473—Candidate for Joint Patrolman (No Port).

Union records reveal that Brother Adams did not pay his Fourth Quarter dues for 1968 until the week ending April 11, 1969, when they should have been paid no later than October 30, 1968. Further, he also failed to pay his First Quarter dues for 1969 until the week ending June 13, 1969, when they should have been paid by January 30, 1969. Further, he did not pay his Third Quarter dues for 1969 until the week ending November 7, 1969, when they should have been paid by July 30, 1969. Also, he did not pay his Fourth Quarter dues for 1969 until the week ending November 7, 1969, when they should have been paid by October 30, 1969, and the General Fund Assessment for 1969 was not paid until the week ending June 13, 1969, when it should have been paid by January 30, 1969. Further, the AOA Assessment for 1969 was not paid until the week ending June 13, 1969, when it should have been paid no later than January 30, 1969, and the Second Quarter dues for 1970 were not paid until the week ending September 4, 1970, when they should have been paid by April 30, 1970. As of the writing of this report, the Committee has been unable to find any record of Brother Adams having paid the Third Quarter dues for 1971. Records further reveal that the above Union monetary payment requirements were not excused by reason of the provisions of Article III, Section 3 of the Constitution, hereafter set forth. Therefore, Brother Adams was disqualified under Article XII, Section 1, paragraph (b) of our Constitution which reads as follows: "(b) He has been a full book member in continuous good standing in the Union for at least three (3) years immediately prior to his nomination". This section of the Constitution is further supported by Article V, Section 1, which reads as follows: "Section 1. All members shall pay dues quarterly, on a calendar year basis, no later than the first business day of each quarter, except as herein otherwise provided. The dues shall be those payable as of the date of adoption of this Constitution as amended and may be changed only by Constitutional amendment", and Article XXIV, Section 9 of our Constitution which reads as follows: "Section 9. The term, 'member in good standing' shall mean a member whose monetary obligations to the Union are not in arrears for thirty days or more, or who is not under suspension or expulsion effective in accordance with this Constitution. Unless otherwise expressly indicated, the term, 'member' shall mean a member in good standing", and Article III, Section 3 of our Constitution which reads as follows:

as follows:

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

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

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

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

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

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

(Underlining supplied by the Committee.)

Further, Brother Adams nominated himself for a Patrolman rather than a Joint Patrolman. For the reason set forth earlier in this Committee's report, he is not disqualified for the same. However, he failed to name the Port for which he was such a candidate, and as to be noted, Joint Patrolman positions are open for the Ports of New York, Philadelphia, Baltimore, Mobile, New Orleans and Houston. It is obvious, therefore, that he is not a qualified candidate for a stated position as he has failed to name the Port for which he is a candidate, as called for in Article XIII, Section 1(d) of our Constitution, which reads as follows:

**"Section 1. Nominations.**

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

**"... (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."**

This Committee is bound by the Constitution and had to decide on the basis of the Constitution—it had no other choice. Based on the foregoing and the available records, this Committee disqualified Brother Adams for the job of Joint Patrolman (No Port).

### 10. Harold E. Arlinghaus, A-104—Candidate for Wilmington Joint Patrolman.

Union records reveal that Brother Arlinghaus has not paid his Third Quarter dues for 1968, when they should have been paid no later than July 30, 1968. Further, he also failed to pay his Second Quarter dues for 1970 until the week ending January 29, 1971, when they should have been paid by April 30, 1970. Further, he did not pay his Third Quarter dues for 1970 until the week ending January 29, 1971, when they should have been paid by July 30, 1970, and he did not pay his Fourth Quarter dues for 1970 until the week ending January 29, 1971, when they should have been paid no later than October 30, 1970. As of the writing of this report, the Committee has been unable to find any record of Brother Arlinghaus having paid the Second Quarter dues for 1971, which should have been paid by April 30, 1971, or of his having paid the Third Quarter dues for 1971, which should have been paid by July 30, 1971. Records further reveal that the above Union monetary payment requirements were not excused by reason of the provisions of Article III, Section 3 of the Constitution, hereafter set forth. Therefore, Brother Arlinghaus was disqualified under Article XII, Section 1, paragraph (b) of our Constitution which reads as follows: "(b) He has been a full book member in continuous good standing in the Union for at least three (3) years immediately prior to his nomination". This section of the Constitution is further supported by Article V, Section 1, which reads as follows: "Section 1. All members shall pay dues quarterly on a calendar year basis, not later than the first business day of each quarter, except as herein otherwise provided. The dues shall be those payable as of the date of adoption of this Constitution as amended and may be changed only by Constitutional amendment", and Article XXIV, Section 9 of our Constitution which reads as follows: "Section 9. The term, 'member in good standing' shall mean a member whose monetary obligations to the Union are not in arrears for thirty days or more, or who is not under suspension or expulsion effective in accordance with this Constitution. Unless otherwise expressly indicated, the term, 'member' shall mean a member in good standing", and Article III, Section 3 of our Constitution which reads as follows:



# Report of Credentials Committee

## Conclusion

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

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

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

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

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

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

(Underlining supplied by the Committee.)

In addition to the foregoing, he submitted credentials for the position of Patrolman, Port of Wilmington. The failure to use the word "Joint," assuming there was the position of Joint Patrolman, Port of Wilmington, would not in itself disqualify him for that position for the reason expressed before in this report concerning that issue. However, there is no such position as Joint Patrolman or Patrolman, Port of Wilmington, nor was such a job carried in the President's Pre-balloting Report. Article XIII, Section 1(d) of our Constitution reads as follows:

"Section 1. Nominations. Except as provided in Section 2(b) of this Article, any full book member may submit his name for nomination for any office, or the job of Headquarters Representative, Port Agent or Patrolman, by delivering or causing to be delivered in person, to the office of the Secretary Treasurer at Headquarters, or sending a letter addressed to the Credentials Committee, in care of the Secretary-Treasurer, at the address of headquarters. This letter shall be dated and shall contain the following:

"... The 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."

This Committee is bound by the Constitution and had to decide on the basis of the Constitution—it had no other choice. Based on the foregoing and available records, this Committee must and does find Brother Arlinghaus not qualified for an office or job.

**11. George L. Tolliver, T-158—Candidate for Joint Patrolman (No Port).**

As of the writing of this report, the Committee has been unable to find any record of Brother Tolliver having paid the Third Quarter dues for 1971, which should have been paid by July 30, 1971. Records further reveal that the above Union monetary payment requirement was not excused by reason of the provisions of Article III, Section 3 of the Constitution, hereafter set forth. Therefore, Brother Tolliver was disqualified under Article

XII, Section 1, paragraph (b) of our Constitution, which reads as follows: "(b) He has been a full book member in continuous good standing in the Union for at least three (3) years immediately prior to his nomination." This section of the Constitution is further supported by Article V, Section 1, which reads as follows: "Section 1. All members shall pay dues quarterly, on a calendar basis, no later than the first business day of each quarter, except as herein otherwise provided. The dues shall be those payable as of the date of adoption of this Constitution as amended and may be changed only by Constitutional amendment." and Article XXIV, Section 9 of our Constitution which reads as follows: "Section 9. The term, 'member in good standing' shall mean a member whose monetary obligations to the Union are not in arrears for thirty days or more, or who is not under suspension or expulsion effective in accordance with this Constitution. Unless otherwise expressly indicated, the term 'member' shall mean a member in good standing." and Article III, Section 3 of our Constitution which reads as follows:

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

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

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

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

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

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

(Underlining supplied by the Committee.)

In addition to the foregoing, Brother Tolliver has been disqualified for his failure to have one-hundred (100) days of seetime between January 1, 1971 and the date of nomination as called for in Article XII, Section 1(c) of our Constitution which reads as follows:

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

"... (c) He has at least one hundred (100) days of seetime in an unlicensed capacity, aboard an American-flag merchant vessel or vessels covered by contract with this Union, its subsidiaries and its affiliates, or in any employment at the Union's direction, or a combination of these, between January 1st and the time of nomination in the election year."

Further, Brother Tolliver nominated himself for the position of Steward Department Patrolman. Similarly as to other candidates as expressed above in this report,

failure to use the word "Joint" would not disqualify him. However, he failed to name the Port for which he was such a candidate and as to be noted, Joint Patrolman positions are open for the Ports of New York, Philadelphia, Baltimore, Mobile, New Orleans and Houston. It is obvious, therefore, that he is not a qualified candidate for a stated position as he has failed to name the Port for which he is a candidate, as called for in Article XIII, Section 1(d) of our Constitution, which reads as follows:

"Section 1. Nominations.

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

"... (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."

This Committee is bound by the Constitution, and had to decide on the basis of the Constitution—it had no other choice. Based on the foregoing and the available records, this Committee must and does find Brother Tolliver not qualified for an office or job.

Telegrams were sent to each man who was disqualified by the Committee, telling him of his disqualification, as well as a detailed letter being sent to each man so disqualified, all in compliance with our Constitution. In addition, each man disqualified received a copy of our Constitution, so that the disqualified nominee would have available the procedure to be used in appeal from the decision of the Credentials Committee.

The membership can readily see from the foregoing report, that your Committee has made every effort possible within the confines of our Constitution to qualify every nominee.

All credentials were turned over to the Committee in good order at 9:00 A.M. Tuesday, August 3rd, 1971, or have been received by mail since that date. All credentials have been examined in strict accordance with the Constitution. Any defect in the credentials disposed of by the Committee has been the sole responsibility of the sender and no person adversely affected by such defect has denied this to the Committee.

This Committee, having completed its duties, adjourned at 2:00 P.M. on August 23, 1971 in the Headquarters offices of the Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters District, 675 Fourth Avenue, Brooklyn, New York 11232.

Dated: August 23, 1971

Fraternally submitted:

*Fred Rodriguez* R-862  
F. Rodriguez, R-862 Deck Dept. Chairman  
*E. D. Porter*  
E. D. Porter, G-788 Engine Dept.  
*Udo Pascoe* P-752  
Udo Pascoe, P-752 Steward Dept.

*Emilio Inelli* T-188  
E. Terrelli, T-188 Deck Dept.  
*C. Carrozzini* C-236  
C. Carrozzini, C-236 Engine Dept.  
*J. H. Hillman* J-281  
J. H. Hillman, Jr., J-281 Steward Dept.

The report of the Credentials Committee was concurred in by the membership at their September membership meetings and posted on the bulletin boards at the Ports.

## Candidates' Appeals from Credentials Committee Report

The following appeals were presented to and acted upon by the membership.

October 4, 1971

As Secretary-Treasurer, pursuant to Article XIII, Section 7, I am required to report to you for your action the following appeals.

As per Article XIII, Section 2, the Credentials Committee issued its Report concerning the candidacy of applicants for Union office. A copy of this Report has been posted on the bulletin board in each Port. As the Report shows, all candidates disqualified by the Credentials Committee were duly notified of their disqualification by the Credentials Committee. Three (3) disqualified candidates have appealed their disqualification and as provided by Article XIII, Section 2(d) of the Constitution, the membership is required to act on their appeals. Each of the three (3) appeals are required to be acted on separately.

**1. JOHN COLE, C-8—Candidate for Secretary-Treasurer.**

The Credentials Committee concerning this candidate found and reported as follows: "Brother Cole submitted a letter without any supporting documents, constituting his nomination for the office of Secretary-Treasurer. Based upon the statements contained in his letter and examination of all available records, Brother Cole has no seetime between January 1, 1971 and the time of his nomination and, furthermore, has been



# Candidates' Appeals from Credentials Committee Report

## Continued

since December 1967 to date receiving a pension from a Union-Management Fund, to which Fund our Union is a party and, as such, Brother Cole is a pensioner. Therefore, Brother Cole was disqualified under Article XII, Sections 1(c) and (e) of our Constitution, which read as follows:

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

... (c) He has at least one hundred (100) days of seetime in an unlicensed capacity aboard an American-flag merchant vessel or vessels covered by contract with this Union, or one hundred (100) days of employment with, or in any office or job of, the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction, or a combination of these, between January 1st and the time of nomination in the election year; and ...

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

"This Committee is bound by the Constitution, and had to decide on the basis of the Constitution—it had no other choice. Based on the foregoing and the available records, this Committee disqualified Brother Cole for the office of Secretary-Treasurer."

Brother Cole's appeal is as follows:

"118 Hilltop Acres  
Yonkers, New York 10704  
September 4, 1971

### "Appeal from Decision of Credentials Committee Membership Meeting

#### Brother Seafarers:

My nomination for the office of Secretary-Treasurer was rejected because I was unable to make 100 days seetime in the current year. Not permitted equal "suffer incapacity, or incarceration, I can't interchange my unfit status for seetime opportunity with Union officials who are constitutionally qualified should they as incumbents can do for employment time, when on unlimited leaves of absence. Kerr's UNCONSTITUTIONAL pre-balloting recommendations in July set the tone for the coming "contest." The Credentials Committee felt that Executive Board sponsored inconsistencies with the law were secondary to the technicality I was stuck with. Sure-thing Kerr elected not to face me in a political match-up as he would be forced to debate forbidden issues of deep membership frustration instead of his narrow self-serving business unionism.

"I received my telegram of disqualification August 18th having been sent, August 14th. O.K., Western Union was being struck, yet my nomination went in first, my rejection letter was held up till last, contrary to the requirement 'I be notified immediately.' Not having Kerr's teletype facilities delay in getting word to the scattered grass roots team prevented choice of a replacement for me, as well as hurting in coordination of an effort to reroute another vote of confidence for perennial repeaters on the ballot to a bona fide election.

"An analysis of our 1968 election at Cornell University last year reached these conclusions: 'The Constitution and By-laws of the SIU are used by incumbents to maintain their power. Until independents can qualify for office as easily as the incumbents can, until equal access to campaign devices are granted and until challengers have the right to impartial nomination and balloting procedures guaranteed through an impartial constitutional or by-law provision, membership participation in union government would continue to be severely limited. Perhaps the outcome of the pending court action in which John Cole has petitioned for a new election and continued pressure from the Department of Labor may result in greater individual democracy in the future for SIU members.'

"I submit that the administration is in violation of Article XVI, Section 2(h); Article XXIII, Section 3; Article XIII, Section 2(a), among others. The first two violations coupled with a ritualistic reading at every meeting of the oath of obligation which inhibits members from speaking freely are matters of general concern because it says in effect: Don't betray your union brothers by dissenting from Executive Board policy, so help you GOD! Hitherto, anyone who questioned official authority was found guilty of malicious vilification and was liable to expulsion. This illegal threat is still carried in the constitution to overawe members despite a 1965 high court ruling against it. So much for member's voice, what power has its vote? In the last half year two independent actions (Mobile's bid for replacements after 6 months for Vietnam Sealift—weary members; and New York's request for a maintenance raise for dry docked Seafarers, were politely heard and promptly forgotten. They were referred to a Negotiating Committee that never even assembled for the contract's annual wage review when NMU's automatic boost pushed their scales ahead of ours again. They can't blame Nixon's freeze for that.

"A third constitutional breach has to do with the tainted composition of the Credentials Committee itself. In the event of a tie vote, a special meeting has to be called to resolve the winner of the run-off by majority vote of the membership. This body carried an unconstitutional 7, and no amount of hand votes can make its finding valid, an arbitrary ruling put the odd man in, the game rules were flim-flammed to keep me out. The Committee was blind to the double standard in the requirements which allows incumbents substitutes during the qualifying period to stand in for them and when they are disabled or on leaves of absence, it would not countenance my certified injury as an extenuating circumstance. Applicability to the rules when affecting themselves, the Committee didn't want to know about, which leaves the hand-picked sixth committeeman open to suspicion of being a plant. At any rate, two holier than thou ineligible collaborators in putting me down as a candidate.

"Kerr has to bear responsibility for the irregularities which deprive Seafarers from adequate safeguards to insure a fair election as he is ex-officio member of the committee. Make the Secretary-Treasurer sweat for his job on The Good Ship Lollypop. Vote me his opposite number on the ballot.

Fraternally submitted  
Signed/ John Cole (C-8)"

Brother Cole's appeal was received in sufficient time for presentation at the September membership meetings of the Constitutional Ports of Headquarters—Port of New York, Houston, New Orleans and Mobile, and the membership at such Ports acted

upon his appeal. At the Port of Baltimore, Brother Cole's appeal was not received until after the September membership meeting, and at the Ports of Detroit and Philadelphia there was no quorum for the September membership meeting. In view of this, Brother Cole's appeal is to be presented to the membership at their October membership meetings at the Ports of Philadelphia, Baltimore and Detroit, provided, of course, there is a quorum present for the holding of a membership meeting.

### 2. SIDNEY ROTHMAN, R-325—Candidate for President

The Credentials Committee concerning this candidate found and reported as follows: "Union records reveal that Brother Rothman did not pay his dues for the Third Quarter of 1968 until the week ending August 9, 1968, when they should have been paid by July 30, 1968. The First Quarter dues for 1969 were not paid until the week ending March 27, 1970 and should have been paid by October 30, 1969. Further, the AOA for 1969 was not paid until the week ending August 29, 1969 when it should have been paid by January 30, 1969. The Second Quarter dues for 1970 were not paid until the week ending July 3, 1970, when they should have been paid by April 30, 1970; and the Fourth Quarter dues for 1970 were not paid until the week ending February 5, 1971, when they should have been paid by October 30, 1970. Further, the Second Quarter dues for 1971 were not paid until the week ending June 25, 1971, when they should have been paid by April 30, 1971. Records further reveal that the above Union monetary payment requirements were not excused by reason of the provisions of Article III, Section 3 of the Constitution, hereafter set forth.

"Therefore, Brother Rothman was disqualified under Article XII, Section 1, paragraph (b) of our Constitution, which reads as follows: '(b) He has been a full book member in continuous good standing in the Union for at least three (3) years immediately prior to his nomination.' This section of the Constitution is further supported by Article V, Section 1, which reads as follows: 'Section 1. All members shall pay dues quarterly, on a calendar year basis, no later than the first business day of each quarter, except as herein otherwise provided. The dues shall be those payable as of the date of adoption of this Constitution as amended and may be changed only by Constitutional amendment,' and Article XXIV, Section 9 of our Constitution which reads as follows: 'Section 9. The term, 'member in good standing,' shall mean a member whose monetary obligations to the Union are not in arrears for thirty days or more, or who is not under suspension or expulsion effective in accordance with this Constitution. Unless otherwise expressly indicated, the term 'member' shall mean a member in good standing,' and Article III, Section 3 of our Constitution which reads as follows:

• 'Section 3. Members more than one quarter in arrears in dues shall be automatically dismissed if they are more than two quarters in arrears in dues. An arrearage in dues shall be computed from the first day of the applicable quarter, but this time shall not run:

- '(a) While a member is actually participating in a strike or lockout.
- '(b) While a member is an in-patient in a USPHS or other accredited hospital.
- '(c) While a member is under an incapacity due to activity in behalf of the Union.
- '(d) While a member is in the armed services of the United States, provided he applies for reinstatement within ninety (90) days after discharge from the armed forces.
- '(d) While a member has no opportunity to pay dues because of employment aboard an American flag merchant vessel.

(Underlining supplied by the Committee.)

"In addition to the foregoing, Brother Rothman had also been disqualified for his failure to submit the Certificate as called for by the Landrum-Griffin Act and by Article XIII, Section 1(h) of our Constitution. However, after having been notified by the Committee by telegram, as per Article XIII, Section 2(c) of the Constitution, he appeared personally before this Committee on August 16, 1971 and presented the aforementioned Certificate, which was accepted by the Committee. At this same personal appearance before the Committee, he made no presentations relative to his disqualification for his failure to maintain continuous good standing for the three-year period as called for in Article XII, Section 1(b) referred to above.

"This Committee is bound by the Constitution, and had to decide on the basis of the Constitution—it had no other choice. Based on the foregoing and available records, this Committee disqualified Brother Rothman for the office of President."

Brother Rothman's appeal is as follows:

A letter dated August 23, 1971, which reads as follows:

"S. Rothman—R-324  
8-23-71

### "TO THE CREDENTIALS COMMITTEE:

Protest against disqualification for office of President.

Reason for being disqualified was that my dues weren't paid on time—1968-1969-1970.

My qualification for a member in good standing. My dues were paid on August 4, 1971 when I threw in for Candidate, which I should be entitled to run for office. The way the constitution reads as, that if your one day behind paying your dues within 3 yrs, your blackball for running for office. There are many running for office, haven't gone to sea from 8 yrs to 27 yrs, that don't even have one day on deep sea ships, our safe guards for the individual member has no rights according to our constitution because the Executive Board makes the rules.

As yours,  
Signed/ S. Rothman"

In reply thereto, letter of Secretary-Treasurer Kerr, dated August 24, 1971, which reads as follows:

"August 24, 1971

"Mr. Sidney Rothman  
437 46th Street  
Brooklyn, New York 11220  
Dear Bro. Rothman:

Your registered letter dated August 23, 1971 addressed to the Seafarers International Union Credentials Committee, was received by the Union today. Please be advised that the Credentials Committee concluded its work and report on August 23, 1971 and then disbanded.

"According to the records, the Credentials Committee, by registered letter dated August 13, 1971, received by you on August 13, 1971, notified you of your dis-



# Candidates' Appeals from Credentials Committee Report

## Continued

qualification and the procedures required to be followed. We enclose herewith a copy of such letter and a copy of the Union's Constitution and direct your attention to Article XIII, Sections 2(c) and (d).

Fraternally,  
SEAFARERS INTERNATIONAL UNION  
OF NORTH AMERICA-AGLIWD  
Signed/ Al Kerr—Secretary-Treasurer

Brother Rothman's letter of September 20, 1971, which reads as follows:

"September 20, 1971

"**APPEAL FROM DECISION OF CREDENTIALS COMMITTEE**  
Brother Seafarers:

The Report of the Credentials Committee is invalid, because three members from the Steward Dept. were nominated August 2, 1971. The last two finished in a tie, one to serve on the Committee, the other to be alternate.

Article XIII, Section 2(a) states:

The Committee results shall be by majority vote, with any tie vote being resolved by a majority vote of the membership at a Special Meeting called for that purpose at that Port.

Chairman DiGiorgio entertained the motion to carry the illegal extra man. I urge you to allow my name to go on the ballot for the office of President.

Fraternally yours,  
Signed/ S. Rothman  
R-325

Relative to the election of the Credentials Committee at Headquarters—Port of New York at their membership meeting of August 2, 1971, the minutes relating to the election of the Credentials Committee reads as follows:

"Motion by E. Mooney, Book No. M-7, seconded by Jack Bluitt, Book No. B-15, to open nominations for election of a Credentials Committee consisting of six (6) members—two (2) from each department.

"Nominated	Book No.	Department	Votes Received	Elected
F. Rodriguez	B-862	Deck	100	X
E. Terrelli	T-188	Deck	108	X
J. Gonzales	G-812	Deck	19	
E. A. Parr	P-1	Deck	24	
W. Koflowitch	K-467	Deck	13	
E. DiPietro	D-768	Engine	99	X
C. Caropresco	C-236	Engine	119	X
G. McAlpine	M-362	Engine	25	
O. Paschal	P-752	Steward	99	X
J. Gibbons, Jr.	G-751	Steward	123	X
C. A. Carr	C-714	Steward	20	
M. Bass	B-128	Steward	21	

"Motion by E. Mooney, Book No. M-7, seconded by Jack Bluitt, Book No. B-15, that nominations be closed and members with the highest number of votes stand elected. Carried unanimously. The above members were elected by a majority vote of members present at the meeting."

In addition, at the membership meeting at Headquarters—Port of New York on September 7, 1971, the minutes of the August 2, 1971 Headquarters membership meeting were read and accepted without objection. The record further reveals that Brother Rothman was present at the September 7th membership meeting at Headquarters.

### 3. LEO CRONSOHN, C-801—Candidate for President.

The Credentials Committee concerning this candidate found and reported as follows:

"Union records reveal that Brother Cronsohn did not pay his First Quarter dues for 1969 until the week ending April 11, 1969, when it should have been paid no later than January 30, 1969. He further failed to pay his AOA Assessment for 1969 until the week ending April 11, 1969, when it should have been paid no later than January 30, 1969. Records further reveal that the above Union monetary payment requirements were not excused by reason of the provisions of Article III, Section 3 of the Constitution, hereafter set forth. Therefore, Brother Cronsohn was disqualified under Article XII, Section 1, paragraph (b) of our Constitution which reads as follows: '(b) He has been a full book member in continuous good standing in the Union for at least three (3) years immediately prior to his nomination.' This section of the Constitution is further supported by Article V, Section 1, which reads as follows: 'Section 1. All members shall pay dues quarterly on a calendar year basis, no later than the first business day of each quarter, except as herein otherwise provided. The dues shall be those payable as of the date of adoption of "this Constitution as amended and may be changed only by Constitutional amendment," and Article XXIV, Section 9 of our Constitution which reads as follows: 'Section 9.' The term, 'member in good standing,' shall mean a member whose monetary obligations to the Union are not in arrears for thirty days or more, or whose is not under suspension or expulsion effective in accordance with this Constitution. Unless otherwise expressly indicated, the term 'member' shall mean a member in good standing,' and Article III, Section 3 of our Constitution which reads as follows:

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

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

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

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

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

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

(Underlining supplied by the Committee.)

"This Committee is bound by the Constitution, and had to decide on the basis of the Constitution—it had no other choice. Based on the foregoing and the available records, this Committee disqualified Brother Cronsohn for the office of President."

By letter dated September 7, 1971, Brother Cronsohn advised as follows:

"P.O. Box 11516  
Santruce, P.R. 00910  
September 7, 1971

Credentials Committee  
Care of: Al Kerr  
Seafarers International Union  
675 Fourth Avenue  
Brooklyn, New York 11232

Dear Sirs (Al Kerr),

I received the notice of your "illegal disqualification" of my candidacy for President of the Seafarers International Union of North America—AGLIWD! I am hereby appealing this illegal disqualification to you for the following reasons. I would have appealed sooner but I did not receive your notice of disqualification until September 1, 1971. The reason for this is that my ship the S/S Gateway City arrived in San Juan on August 21, 1971 at about 2 P.M. Saturday, and sailed that night around midnight, so it was impossible to go to my post office in Santurce for it is only open until 12 noon on Saturdays. Enclosed find a letter from the Chief Mate to substantiate this!

"You disqualify me illegally for the following reasons:

- "1) You claim that I did not pay my dues of the second quarter in 1969 until April 11, 1969 so I am disqualified. Well I was employed aboard the S/T Overseas Rebecca from March 9, 1969 until April 11, 1971 when I paid my dues at the payoff. Article III Section 3(c) plainly states that this shall not apply 'while a member has no opportunity to pay dues because of employment aboard an American flag merchant vessel.' I will substantiate this in New York!
- "2) I was an in-patient and out-patient, unfit for duty from December 26, 1971 until the middle of February 1969. Article III Section 3(b) clears me on this point stating 'while a patient is a patient in the USPHS, or any other accredited hospital. I will substantiate this with my discharges and abstracts which are in a safe deposit box in New York. When I come to New York I will produce them!
- "3) By disqualifying me for the delay in payment of dues you have gone contrary to the law! For it plainly states in a booklet put out by the U.S. Department of Labor—'Furthermore, a member in good standing whose dues have been checked off under a collective bargaining agreement pursuant his voluntary authorization may not be disqualified from voting (or being a candidate) because of alleged delay in transmission of or default in payment of dues! You can find this in a booklet titled "Electing Union Officers" on Page 25, Section B titled "Meaning of a Member in Good Standing" last paragraph! So my very honest Union brothers you have gone contrary to the law in order to prevent an honest Union member for running for office against a bunch of corrupt union officials.

"I furthermore charge that the Credentials Committee are just pawns, and puppets of Al Kerr our most 'honest' Secretary-Treasurer! Mr. Kerr is supposed to supervise the Credentials Committee but in actuality he absolutely controls, and directs the Credentials Committee! This do I hereby truly charge! The Credentials Committee is picked by Al Kerr, and is supposedly elected at a free (kangaroo type) union meeting! So what chance does a lone outsider like me have for a fair deal?

Signed/ Leo Cronsohn, C-801

"Copies of this letter are being sent to the Secretary of Labor, and the Office of the Attorney-General in Washington, D.C.!"

With this letter of September 7, 1971, he enclosed the following statement:

"S.S. GATEWAY CITY—VOY. #445  
San Juan, Puerto Rico

### "TO WHOM IT MAY CONCERN:

This is to certify that the S.S. GATEWAY CITY docked in San Juan, Puerto on August 21, 1971 at 1335 Hrs. (1:36 P.M.) and left the dock on August 22, 1971 at 0014 Hrs. (12:14 A.M.)

Signed/ Joseph L. Hernandez,  
Chief Officer  
S.S. Gateway City

By letter dated September 25, 1971, Brother Cronsohn advised as follows:

"P.O. Box 11516  
Santruce, P.R. 00910  
September 25, 1971

"Credentials Committee care of: Al Kerr  
Seafarers International Union  
675 Fourth Avenue  
Brooklyn, New York 11232  
Sir(s),

Enclosed find a Coast Guard discharge showing that I was at sea on a S.I.U. ship the Supertanker Overseas Rebecca when you claim to of disqualified me for being in arrear in dues from January 1, 1969 until April 11, 1969!

Enclosed discharge should clear me according to this Article III, Section 3(c) of S.I.U. constitution. I just got this from my safe deposit box here in New York. Also you will find enclosed U.S.P.H.S. medical abstracts substantiating the fact that I was unfit for duty, and in the hospital during the first quarter in 1969 when I was in the arrear of dues. This should also clear me under Article III, Section 3(b) of our S.I.U. constitution! I just received these medical abstracts from San Francisco.

Actually I don't really need all these because the labor law plainly states



# Candidates' Appeals from Credentials Committee Report

## Conclusion

'Furthermore—a member in good standing whose dues have been checked off under a collective bargaining agreement pursuant his voluntary authorization may not be disqualified from voting (or being a candidate) because of alleged delay in transmission of or default in payment of dues! You can find this in a booklet titled "Electing Union Officers" on Page 25, section 8 titled 'Meaning of a member in Good Standing' last paragraph. So if the labor law of the United States plainly states that you cannot be disqualified from voting (or being a candidate) because of alleged delay in transmission of or default in payment of dues! It then is beyond me how my so very 'honest' union brothers disqualified me from being a candidate for President of the Seafarers International Union.

Well I hope the enclosed discharge and medical abstracts clears everything up, and that I will be on the ballot for the President of the Seafarers International Union (S.I.U.) in the forthcoming election.

Thank you most kindly brothers! Here's hoping for an honest election.

Very truly yours,

Signed/ **Leo Cronsohn, C-108**

With his September 25, 1971 letter he enclosed a letter dated September 14, 1971 from U.S. Public Health Service Out-Patient Clinic, San Pedro, California which reads as follows:

"September 14, 1971  
RE: CRONSOHN, Leo  
FILE: SP# 02 41 27

"Seafarer's International Union  
675 Fourth Avenue  
Brooklyn, New York 11232  
Attention: Mr. Al Kerr:  
Dear Mr. Kerr:

Mr. Cronsohn was treated in this outpatient clinic on January 21, 1969, January 28, 1969 and February 11, 1969. He was made not fit for duty on January 21, 1969 and made fit for duty on February 11, 1969.

Sincerely,

Signed/ **Veta M. Kirk**  
**Supervisor**  
**Medical Record Section**

He further enclosed a receipt (No. G 44660) for payment of his Union monetary obligations dated April 6, 1969, which reflects payment of dues for the first and second Quarters of 1969 and the payment of his General Fund and AOA 1969 assessments. In addition, he enclosed photocopy of discharge (Serial No. 1 6312414) aboard the Overseas Rebecca which reflects date of shipping as March 7, 1969 and date of discharge April 6, 1969.

Upon receipt of Brother Cronsohn's appeal dated September 7, 1971 which appeared to raise new facts, further inquiry and research was made so that all facts relative Brother Cronsohn's eligibility would be fully available and presented to the membership for their evaluation and decision. The further facts secured as a result of this investigation constitute a copy of letter dated September 13, 1969 from the Memorial Hospital of Long Branch, California; a letter dated September 13, 1971 from the Department of Health, Education and Welfare, Public Health Service, San Francisco, California, as well as a copy of letter of September 14, 1971 from the Department of Health, Education and Welfare, Public Health Service, San Pedro, California. Such letters read as follows:

"MEMORIAL HOSPITAL  
September 13, 1971

"Leo Cronsohn  
P.O. Box 11516  
Puerto Rico, 00910

TO WHOM IT MAY CONCERN.

The above patient Mr. Leo Cronsohn was admitted to this hospital on December 26, 1968 and discharged on December 30, 1968.

The above information was taken from the hospital records.

Signed/ **Mona M. Lennox—Medical Records**

The membership, at membership meetings in September and/or October, 1971, denied each of the above three appeals.

"DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE  
PUBLIC HEALTH SERVICE  
September 13, 1971

San Francisco

RE: CRONSOHN, Leo  
Reg. No. 20 05 91  
SS# 081 20 5772

"Mr. Al Kerr  
Secretary-Treasurer  
Seafarers International Union  
675 4th Avenue  
Brooklyn, New York 11232  
Dear Mr. Kerr:

This is to verify that Mr. Leo Cronsohn was admitted to this hospital on 12-30-68. He was discharged on 1-7-69 as Not Fit For Duty for two weeks and was to report to the Public Health Service Clinic in San Pedro at the end of the two weeks.

Sincerely yours,  
Signed/ (Miss) **Betty C. Brooks**  
**Clinical Social Worker**

"DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE  
PUBLIC HEALTH SERVICE  
September 14, 1971

San Pedro

RE: CRONSOHN, Leo  
FILE: SP# 02 41 27

"Seafarers International Union  
675 4th Avenue  
Brooklyn, New York 11232  
Attention: Mr. Al Kerr  
Dear Mr. Kerr:

Mr. Cronsohn was treated in this outpatient clinic on January 21, 1969, January 28, 1969 and February 11, 1969. He was made not fit for duty on January 21, 1969 and made fit for duty on February 11, 1969.

Sincerely,  
Signed/ **Veta M. Kirk**  
**Supervisor**  
**Medical Record Section**

It is to be noted that the above letter of September 14, 1971 is the original letter a copy of which is contained in Brother Cronsohn's appeal letter of September 25, 1971.

These facts show that Brother Cronsohn was a hospital in-patient from December 26, 1968 to January 7, 1969; an out-patient from January 8, 1969 to February 10, 1969 and Fit for Duty on February 11, 1969. The facts further show that Brother Cronsohn shipped on the Overseas Rebecca from March 7, 1969 to April 6, 1969 and paid on April 6, 1969 his first and second quarter 1969 dues and General Fund 1969 and AOA 1969 assessments.

As the Credentials Committee Report shows, under Article III, Section 3 of our Constitution, the time for payment of Union monetary obligations are extended, among other reasons when a member is an in-patient in a USPHS or other accredited hospital. This constitutional extension does not apply when a member is an out-patient. The Union monetary obligations which Brother Cronsohn failed to timely pay and for which the Credentials Committee disqualified him, were all due, including the grace period provided for by the constitution, no later than January 30, 1969. However, it is clear that because of Brother Cronsohn's hospital in-patient status from January 1st to January 7th, 1969, such period is extended by seven days to February 6, 1969. However, as Brother Cronsohn states and as the records reflect, he was not a hospital in-patient after January 7, 1969 nor did he ship out until March 7, 1969 and did not pay his Union monetary obligations for the quarter 1969 until April 6, 1969. As such, Brother Cronsohn's monetary obligations were in arrears for more than thirty days, with February 6, 1969 being the 30th day.

It is to be further noted that there is no evidence that Brother Cronsohn was on a dues checkoff under a collective bargaining agreement.

For a **SAMPLE BALLOT**,  
Turn the Page



No. 0000

FOR ELECTION OF OFFICERS 1972-1975  
VOTING PERIOD NOVEMBER 1st, 1971 THROUGH DECEMBER 31st, 1971

# OFFICIAL BALLOT For Election of 1972-1975 Officers

SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA  
Atlantic, Gulf, Lakes and Inland Waters District

VOTING PERIOD NOVEMBER 1st, 1971 THROUGH DECEMBER 31st, 1971

INSTRUCTIONS TO VOTERS — In order to vote for a candidate, mark a cross (X) in voting square to the left of name. If you vote for more candidates for office than specified herein your vote for such office will be invalid.

MARK YOUR BALLOT WITH PEN AND INK OR INDELIBLE PENCIL.

## PRESIDENT Vote for One

1 ☐ Paul Hall, H-1

## EXECUTIVE VICE-PRESIDENT Vote for One

2 ☐ Cal Tanner, T-1

## SECRETARY-TREASURER Vote for One

3 ☐ Al Kerr, K-7

## VICE-PRESIDENT IN CHARGE OF CONTRACTS AND CONTRACT ENFORCEMENT Vote for One

4 ☐ Robt. A. Matthews, M-1

## VICE-PRESIDENT IN CHARGE OF THE ATLANTIC COAST Vote for One

5 ☐ Earl Shepard, S-2

## VICE-PRESIDENT IN CHARGE OF THE GULF COAST Vote for One

6 ☐ Lindsey J. Williams, W-1

## VICE PRESIDENT IN CHARGE OF THE LAKES AND INLAND WATERS Vote for One

7 ☐ J. Al Tanner, T-12

## HEADQUARTERS REPRESENTATIVES Vote for Four

- 8 ☐ Frank Drozak, D-22  
9 ☐ Leon Hall, Jr., H-125  
10 ☐ William W. Hall, H-272  
11 ☐ Edward X. Mooney, M-7

## NEW YORK PORT AGENT Vote for One

12 ☐ Joseph DiGiorgio, D-2

## NEW YORK JOINT PATROLMAN Vote for Ten

- 13 ☐ Ted Babkowski, B-1  
14 ☐ Jack Bluit, B-15  
15 ☐ Angus Campbell, C-217  
16 ☐ Eugene Dakin, D-9  
17 ☐ Luigi Iovino, I-11  
18 ☐ Pasquale (Pat) Marinelli, M-462  
19 ☐ George McCartney, M-948  
20 ☐ Frank Mongelli, M-1111  
21 ☐ Keith Tenny, T-3  
22 ☐ Steve (Rubovich) Tenny, T-485

## PHILADELPHIA AGENT Vote for One

23 ☐ John F. Fay, F-205

## PHILADELPHIA JOINT PATROLMAN Vote for Two

- 24 ☐ Albert (Al) Bernstein, B-3  
25 ☐ Belarmino (Bennie) Gonzalez, B-4

## BALTIMORE AGENT Vote for One

26 ☐ Rexford Dickey, D-6

## BALTIMORE JOINT PATROLMAN Vote for Four

- 27 ☐ W. Paul Gonsorchik, G-2  
28 ☐ Tony Kastina, K-5  
29 ☐ Robert Pomerlane, P-437  
30 ☐ Benjamin Wilson, W-217

## MOBILE AGENT Vote for One

31 ☐ Louis Neira, N-1

## MOBILE JOINT PATROLMAN Vote for Four

- 32 ☐ Harold J. Fischer, F-1  
33 ☐ Robert L. Jordan, J-1  
34 ☐ E. B. "Mac" McAuley, M-20  
35 ☐ William J. Morris, M-4

## NEW ORLEANS AGENT Vote for One

36 ☐ C. J. "Buck" Stephens, S-4

## NEW ORLEANS JOINT PATROLMAN Vote for Four

- 37 ☐ Thomas E. Gould, G-267  
38 ☐ Louis Guarino, G-520  
39 ☐ Herman M. Troxclair, T-4  
40 ☐ Stanley Zeagler, Z-60

## HOUSTON AGENT Vote for One

41 ☐ Paul Drozak, D-180

## HOUSTON JOINT PATROLMAN Vote for Four

- 42 ☐ "Pete" Drewes, D-177  
43 ☐ Roan Lightfoot, L-562  
44 ☐ Franklin Taylor, T-180  
45 ☐ Robert "Mickey" Wilburn, W-6

## DETROIT AGENT Vote for One

46 ☐ Frank (Scottie) Aubusson, A-8

THE FOLLOWING CONSTITUTIONALLY ADOPTED PROPOSITION, TO BE VOTED UPON,  
IF ADOPTED, WOULD MAKE SAN FRANCISCO A CONSTITUTIONAL PORT.

### PROPOSITION

The last sentence of Article X, Section 1(e), first paragraph of our Constitution, shall be amended to read as follows:

"The Ports of New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston, Detroit and *San Francisco* may not be closed except by Constitutional amendment." (Italics are new.)

and Article XXIII, Section 1 of our Constitution, second paragraph, the first two sentences be amended to read as follows:

"During the week following the first Sunday of every month a meeting shall be held on Monday—at New York; on Tuesday—at Philadelphia; on Wednesday—at Baltimore; and on Friday—at Detroit. During the next week, meetings shall be held on Monday—at Houston; on Tuesday—at New Orleans; on Wednesday—at Mobile; and on Thursday—at *San Francisco*." (Italics are new.)

These amendments, if approved, shall become effective upon the date of certification of the Union Tallying Committee.

### ARE YOU IN FAVOR OF THE ABOVE PROPOSITION

YES

☐

NO

☐

PLACE "X" IN THE BOX OF YOUR CHOICE





The following report of a dramatic rescue at sea was prepared by Aussie Shrimpton, Chief Steward aboard the SS Transidaho, an SIU-contracted ship. This eye-witness account has been edited only for style and space limitations.



## Andy Novak Goes to France—The Hard Way

If anyone had been silly enough to tell Able Seaman Andy Novak that within 10 days of his signing articles aboard the *Transidaho* on June 11th that he would shortly be sailing under a foreign flag, he doubtless would have answered with that short, sharp, one word epithet concerning the after end of a bull that all red-blooded seamen use to express their complete and utter disbelief.

Yet that was exactly what happened, for on Sunday, June 20th, around midnight, Andy was transferred from a lifeboat manned by his shipmates to the crack French passenger liner *SS France* when both the *Transidaho* (Hudson Waterways) and the *France* (French Line) made rendezvous in the North Atlantic approximately a thousand miles from the English Channel.

This drama of a high seas medical mercy mission once again highlighted the international help and cooperation that is immediately given when a crewman becomes unexpectedly sick and needs urgent expert medical attention.

It is then that countries, flags, politics, costs and busy shipping schedules are all jettisoned. When a ship's radio crackles out its call for help the only question that needs answering is what ship is the nearest to render assistance in the age old true tradition of the brotherhood of the sea.

### Bicarb and Cussin'

Andy Novak's troubles started when he came down with severe and persistent stomach cramps. As a typical merchant seaman he just took some bicarbonate of soda, amiably cussed out the belly-robber, and tried to forget the whole thing.

But when his discomfort got steadily worse, he reported to the Chief Mate who gave him a mild medication and put him off duty. The following day he was no better, but was running no temperature.

He remained in his bunk and just hoped the pain would go away—but it didn't. Instead it got worse, and on the third day his temperature shot up to an alarming 101.7.

Andy Novak was one very sick seaman. That put the Master of the *Transidaho*, Capt. Frank C. Seitz, into the act and after collecting the evidence, he decided he needed expert medical advice.

He got into immediate radio communication with the English marine medical authorities via Lands End Radio and after consulting with a bacteriologist they sent back several messages giving a possible diagnosis and emphasizing the importance of treating the patient with a drug called chloramphenicol. But what jolted the usually unflappable captain into quick action was the repeated warning of "possible typhoid type infection."

### Into Isolation

After isolating Andy in the ship's hospital, the captain sent out an emergency radio call to all ships in the area asking for medical assistance. The call was immediately answered by four vessels that were all within striking distance and willing to help. One of those answering the call was the elite French passenger liner *SS France*. She was on an almost parallel course and belting along at a cool 31 knots bound from New York to Le Harve.

At the time of receiving the *Transidaho's* call, she was some forty miles astern of the SIU ship. A rendezvous was quickly arranged and both vessels altered course and converged with the nautical precision of two giant steel squadcars answering a "four-forty."

The *Transidaho* was the first to arrive at around 2230 but within half an hour up steamed the *France* and she slowly maneuvered into a position a couple of miles astern to await our lifeboat.

Meanwhile, back on the *Transidaho's* after deck—something like two city blocks from the bridge—Jeremiah O'Neil, the *Transidaho's* genial Second Mate, was in charge of launching the starboard side lifeboat and assembling a crew to man it.

The Chief Mate, L. Rodriguez, took his place in the stern sheets accompanied by the First Assistant Engineer John G. Nelson, together with Bosun Frank Gaspar and seven of Andy's shipmates.

### Smooth Launch

The men were strangely quiet as they clambered aboard and the rest of the launching operation went smoothly. The lifeboat

was lowered into the water and when the releasing gear uncoupled it lay there for a couple of minutes, gently wallowing in the swell before the engine engaged. The boat made a wide arc and disappeared into the blackness of the Atlantic night.

The *France* began to beam the lifeboat around its starboard bow, and into position for hoisting the sick man aboard at a main deck sideport. Quite a reception committee was awaiting them consisting of the Staff Captain and Third Officer with his boarding party, the doctor and two medical interns with a wheel chair into which they put Andy and took him off to sick bay.

There was even some wild mention of a beautiful blonde French nurse in a mini skirt but that was later discounted as the figment of someone's wishful thinking. The passengers were not allowed near the actual area of embarkation, but they could all be seen thronging the promenade deck armed with cameras to record the safe arrival aboard of Andy Novak A.B. of Morton, Pa.

Later, the following message was received from the *France*:

"Your seaman is suffering from acute intestinal blockage and you were quite right to transfer him onto my ship for he requires immediate doctor's care."

Thus, Andy Novak went to France, but he didn't stay there very long, because two days later, when the *Transidaho* picked up its North Sea pilot in the Channel port of Brixham, Devon, another message was received that said that the *France* had put Andy off in the Port of Southampton, England, where he had already undergone surgery.

Again, the team effort—the effort of the entire crew of the *Transidaho*, the effort of the crew of the *France*—proved that the "Brotherhood of the Sea" is more than a slogan, a catch-phrase. It is, it exists. Ask Andy Novak.



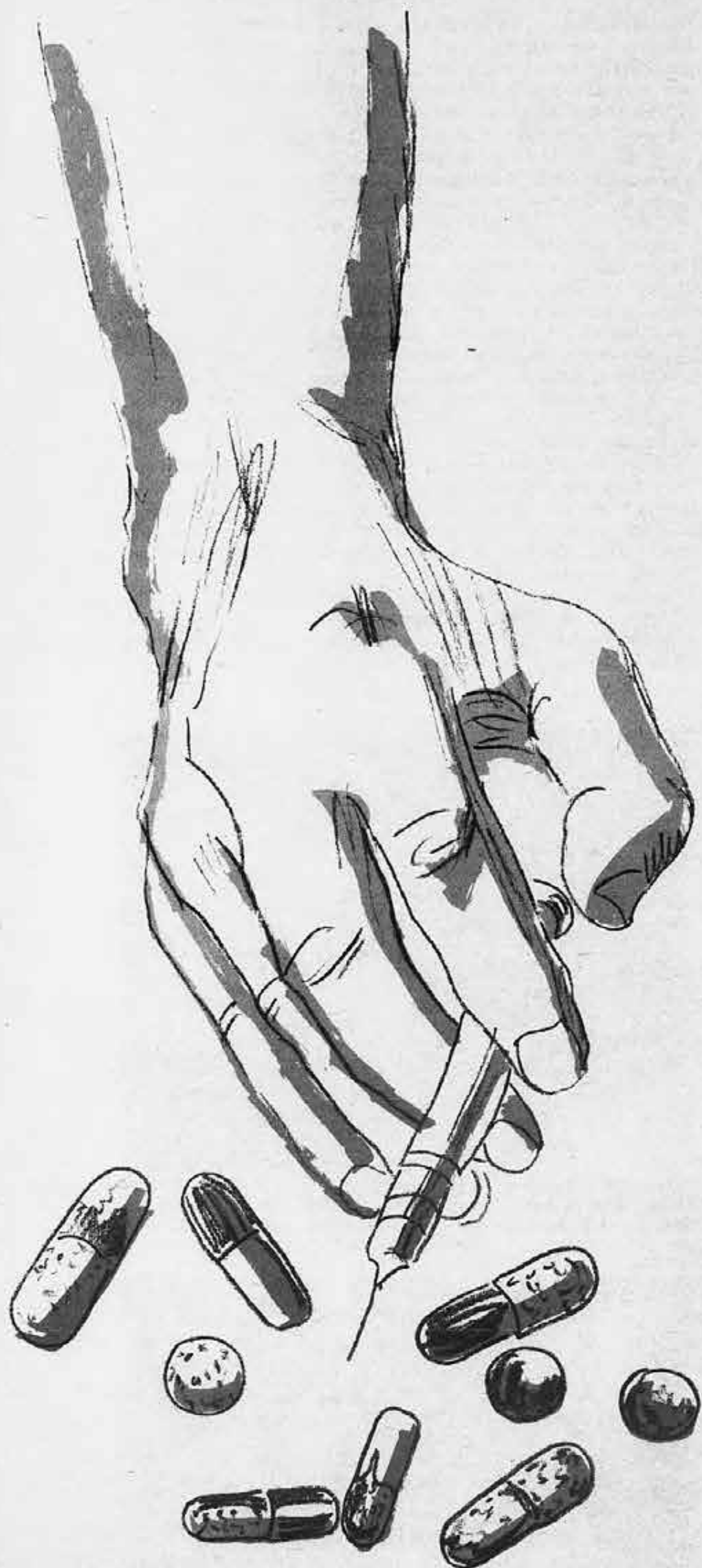
Andy Novak readied for the transfer. Standing is Messman Dick Jones. Bottom left is Charlie Wysocki, A.B.; next to him is Bill Haynie, A.B. Facing them are James Allen, wiper, and Charlie Behrens, welder.



Happy and hearty Andy Novak (third from left) met the *Transidaho* when she docked in Weehawken, N.J., last month to personally thank shipmates who helped save his life. From left are: Bill Haynie, able seaman; Charlie Hill, able seaman; Novak, and Francisco Gaspar, Bosun.



# Narcotics: The 'Grim Reaper'



When it comes to problems that affect the American people and their society, it's quite obvious that this nation's No. 1 concern is with the question of narcotics.

That word "narcotics" covers the entire range of drugs. It includes everything from marijuana to heroin. It includes barbiturates and amphetamines—the so-called "uppers" and "downers"—and everything in between.

The government has mounted a full-scale campaign against narcotics. In this fight, it has enlisted the press, radio and television, the medical profession, the churches, the schools—everybody.

The attack is based on three key points:

- The use of narcotics is illegal.
- The use of narcotics is dangerous to the health—even the life—of the user.
- The use of narcotics involves a serious "moral issue."

These are legitimate points. But for the Seafarer, the question of narcotics comes down to an even more basic issue:

Any Seafarer using narcotics—ashore or asea—loses his seaman's papers forever! A man who gets "busted" once on a narcotics charge gets busted economically, too—because he loses his right to go to sea—not just for awhile, but for the rest of his life!

That's a tough rap—losing your passport to life—but that's the way it is. A single "stick" of marijuana . . . just a couple of grains of the hard stuff . . . and a man is through in the maritime industry!

It's almost as tough on the shipmates of the man who uses—or even possesses—narcotics.

Any Seafarer caught with narcotics in his possession makes his ship—and his shipmates—"hot." It subjects the men and their vessel to constant surveillance by narcotics agents in this country and abroad.

And, of course, any Seafarer who is an addict—who uses any drug that affects his mind and his ability to function normally—endangers the lives of his shipmates. The possibility of an emergency is always present aboard ship—and only alert minds can react to an emergency.

Talk to Seafarers about the "grim reaper" and they'll tell you about accidents or storms at sea . . . or about the hazards of combat service.

They should put narcotics at the top of the list—because it can claim more lives, or it can threaten more livelihoods, than any other peril.

Narcotics. The "grim reaper." It's sure something to think about.



# History-Making Anchorage Still Delivering

In 1964, the SIU-contracted containership *Anchorage* became the first deep-draft vessel to navigate ice-clogged Cook Inlet on a passage to her namesake Port of Anchorage, Alaska. Her historic voyage changed the Port of Anchorage from a summer port to a year-round port of call for SIU-contracted ships.

Built in 1943, the *Anchorage* was formerly known as the *Bull Run*. She was converted from a tanker to a containership in 1969 and carries 354 mixed cargo containers.

On a recent voyage to the Port of New York, she was turned around in less than 24 hours and then sailed for Houston.



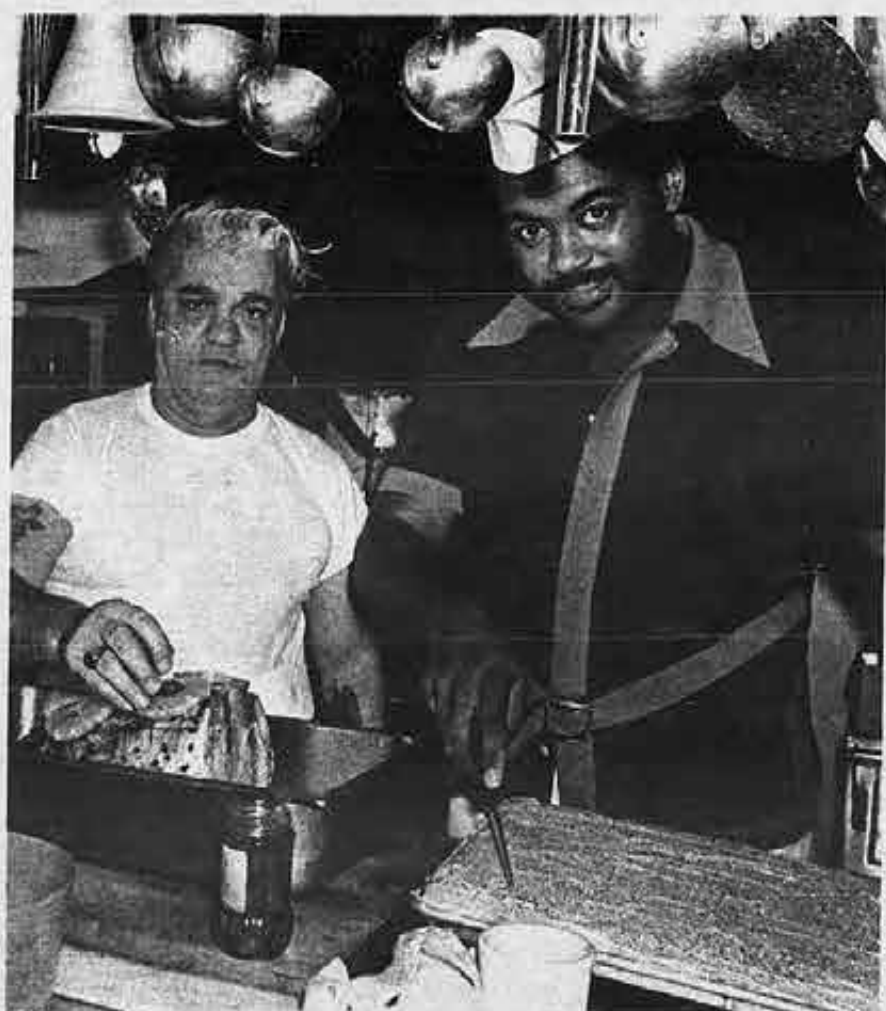
Ordinary Seaman Hector Rosado handles heaving line as the *Anchorage* prepares to dock.



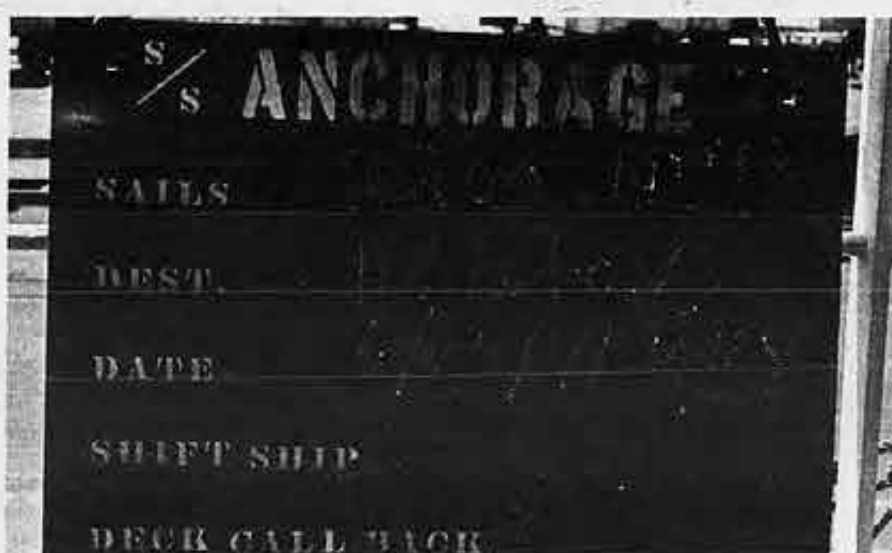
At shipboard meeting in port, New York Port Agent Leon Hall, standing, far right, fills crewmembers in on the latest maritime industry news.



Fireman Gleason Weaver keeps close watch on engine room gauges while vessel off-loads in port.



Chief cook Pete Mazzitelli, left, and Baker Robert Scott have each turned out a speciality for the evening meal. Mazzitelli puts finishing touches on fresh baked ham, as Scott prepares to slice iced gingerbread loaf.



Stan Kusiak, standing, has just completed his first trip and is receiving an assist in handling payoff from SIU Representative Luigi Iovino.







## Digest of SIU Ships' Meetings



### Seafarer Adds to Collection

Aboard the *Western Comet* in Aioi, Japan, able seaman Burton A. Owen displays his recently bought collector's item—a china plate. Owen taped the plate for protection as well as two smaller matching plates. Seafarer Owen also owns a priceless collection of crystal glass from Poland and stained glass from other countries.



### Tying Up in Thailand

Deck department Seafarers aboard the *Penn Challenger* handle lines as their ship prepares to make fast to her dock in Sattahip, Thailand. The *Penn Challenger* and other SIU-contracted tankers supply many types of fuels and oils needed in Far East ports.

**IBERVILLE** (Waterman), Aug. 1—Chairman S. R. Mehninger; Secretary W. J. McNeely; Deck Delegate Roy Peebles; Engine Delegate Charles E. Perdies; Steward Delegate Edwin Mitchell. \$19 in ship's fund. Some disputed OT in deck department. Good gang on board ship. No beefs.

**MORNING LIGHT** (Waterman), July 25—Chairman Glen Stanford; Secretary Michael Toth; Deck Delegate Jack A. Gomez; Engine Delegate Chester Miller; Steward Delegate James D. Johnson. Everything has been running smoothly with no beefs.

**TRANSSUPERIOR** (Hudson Waterways), June 27—Chairman T. M. Carver; Secretary Virgil Swanson; Deck Delegate Paul G. King; Steward Delegate Cleo Jones. Few hours disputed OT in deck department.

**STONEWALL JACKSON** (Waterman), June 27—Chairman Robert Broadus; Secretary Robert H. Pitcher; Deck Delegate Daniel W. Mizell; Engine Delegate Joseph J. Logan, Jr.; Steward Delegate P. L. Coleman. Few hours disputed OT in deck department. Everything is running smoothly.

**OVERSEAS ALASKA** (Maritime Overseas), Aug. 1—Chairman T. Trainor; Secretary Duke Gardner; Steward Delegate Bob L. Scarborough. Few hours disputed OT in deck department. Vote of thanks to the steward department for a job well done.

**SPITFIRE** (American Bulk Carriers), Aug. 8—Chairman V. C. Smith; Secretary S. A. Holden; Deck Delegate Sergio Ray; Engine Delegate B. M. Gold; Steward Delegate John R. Epperson. \$13 in ship's fund. Some disputed OT in engine and steward departments.

**FAIRLAND** (Sea-Land), Aug. 15—Chairman J. C. Keel; Secretary S. Piatal; Deck Delegate Edward J. Jordan; Engine Delegate Harry E. Hane; Steward Delegate Jack McCrume. Some disputed OT in deck department. Vote of thanks to Brother Julio Evans for loan of movie projector. Ship's delegate expressed

his thanks to a good crew. Vote of thanks was also extended to the steward department, engine department and deck department.

**JACKSONVILLE** (Sea-Land), July 26—Chairman E. Covert; Secretary I. Buckley; Deck Delegate H. Meacham; Engine Delegate A. J. Martinelli; Steward Delegate William J. Jones. \$15 in ship's fund. Some disputed OT in deck and steward departments. Vote of thanks to the steward department for a job well done.

**TRANSHAWAII** (Hudson Waterways), June 27—Chairman Edward F. Wallace; Secretary W. Seltzer; Deck Delegate D. C. Gatewood; Engine Delegate Dennis Maupin; Steward Delegate W. H. Cassidy. \$3 in ship's fund. Few hours disputed OT in deck department, otherwise no beefs. Crew would like the company to put movie projector aboard ship.

**THETIS** (Rye Marine), June 13—Chairman R. N. Mahone; Secretary S. J. Davis; Deck Delegate D. Giangiorano; Engine Delegate John J. Ashley; Steward Delegate Marvin Deloatch. \$10 in ship's fund. Some disputed OT in deck and engine departments.

**MORNING LIGHT** (Waterman), July 4—Chairman G. Stanford; Michael Toth; Deck Delegate Jack A. Gomez; Engine Delegate Chester Miller; Steward Delegate J. D. Johnson. Cooperation on this vessel above reproach, that is amongst the unlicensed crewmen. The younger brothers are learning much from the oldtimers. Everything is running smoothly in all departments. Very good steward department, serving nothing but the best.

**CONNECTICUT** (Ogden Marine), June 27—Chairman Carl Lineberry; Secretary L. A. Banks; Deck Delegate G. R. Scott; Engine Delegate James A. Slay; Steward Delegate John Fales. Some disputed OT in engine department otherwise everything is running smoothly. Vote of thanks to the steward department for a job well done.

**TRANSIDAHO** (Hudson Waterways), June 20—Chairman

Frank Gaspar; Secretary Aussie Shrimpton. \$105 in ship's fund. No beefs and no disputed OT. A good crew on board. Deck Delegate Andy Novak sick and transferred to the SS France for medical treatment. Transfer effected by lifeboat while at sea.

**ARIZPA** (Sea-Land), July 4—Chairman D. Fitzpatrick; Secretary W. Lescovich. Disputed OT in deck and engine departments. Vote of thanks was extended to the steward department for a job well done.

**SAN FRANCISCO** (Sea-Land), Aug. 22—Chairman Malcolm Woods; Secretary Henry A. Galicki; Engine Delegate Eugene W. Bent; Steward Delegate E. M. Cullerton. \$60 in extra movie fund.

**KYSKA** (Waterman), Aug. 15—Chairman B. G. Edelman; Secretary E. Johnson; Deck Delegate Joseph R. Claves; Steward Delegate J. C. Roberson. \$41 in ship's fund. Everything running smoothly with no beefs.

**ARIZPA** (Sea-Land), Aug. 8—Chairman D. Fitzpatrick; Secretary W. Lescovich; Deck Delegate Kratsas; Engine Delegate Charles P. Lord; Steward Delegate Robert A. Outtaw. Disputed OT in deck and steward departments. Beef on repairs in engine department.

**DEL ORO** (Delta), Aug. 8—Chairman Antoine Kerageorgiou; Secretary James Sumpter; Deck Delegate Joseph D. McPhee; Engine Delegate Joseph G. Arch. \$7 in ship's fund. Some disputed OT in deck and engine departments. Steward thanked all delegates and crewmembers for their cooperation during the voyage. Vote of thanks was extended to the steward department for a job well done.

**STEEL SEAFARER** (Isthmian), Aug. 9—Chairman A. Donnelly; Secretary J. P. Baliday; Deck Delegate John Wilson; Engine Delegate Kevin Conklin; Steward Delegate Edward Dale. Repair list has been submitted. Some disputed OT in deck department to be taken up with boarding patrolman.

## Seafarers Meet American Official, Enjoy Dinner in Port of Yokohama



Attending to some business in Yokohama, Japan, Seafarers pose on the grounds of the American Consulate. From left: John Henry, wiper; Mr. Matsuno, shipping agent; Joe Meyerchak, able seaman; Karl Richardson, American Consul; Ken Marston, boatswain, and Captain Doug Lewis of the *Cities Service Baltimore*.



Seafarers in Yokohama, Japan celebrate their time in port by attending a dinner at the United Seamen's Service Club. From left are: George Harding, boatswain; Fred Dorney, able seaman; Keiko Nakatagawa, SIU secretary in the port of Yokohama, and Ernest (Bill) Pierce, boatswain.



# 'Through This Program I Now Know My Rights'



**James McGray**  
Norfolk

Piney Point without question is an outstanding achievement for our future brothers and seamen in the years to come. I was down here last month to receive my lifeboat ticket, the two lifeboat instructors will help you if you really want to be helped.



**James Lewis**  
San Francisco

To express my opinion of Piney Point since I have come here from the port of San Francisco I can truthfully say that this place is beyond a question of a doubt not only a very good place to learn the past history of the Seafarers International Union but also the future of this fine organization.



**George McAlpine**  
New York

After hearing more about the legislative battles that have been fought and the battles to come, we should support our officials 100 percent, to plan not only for today but also for many years to come, let's be united and proud to be a member of the greatest union, the SIU.

**Paul Stein**  
Philadelphia

If anyone has any reservations about where your money is going, do something about it. Take a trip down and see for yourself. Words cannot describe it enough. These conferences are something that all members should attend to learn about what the union is doing and can do for its members.



**Arthur Rubinstein**  
Baltimore

When I first came to Piney Point I was quite skeptical. But after being here a week I can honestly say this is one fine school. Seeing is believing, and believe me, every Seafarer should take advantage of coming down here.



**William Statzer**  
Norfolk

During my stay at Piney Point, I have been very impressed with what I have seen and heard. In the classroom, we have dealt with everything from labor history to union meetings. I have seen what the instructors are doing with the trainees they are getting. I like what I see.



**Frank Ward**  
Jacksonville

Let me say thanks for the opportunity of being here, and especially to the officials and staff. I came, I've seen, and I'll go away a better informed union brother and I'll carry the message. As the old saying goes: "Give light and the people will find their own way." I've been enlightened.



**Thomas Tyner**  
New Orleans

In coming here to Piney Point I was very pleased at what I saw. This is the golden opportunity for everyone to learn and understand their union organization. I know that everyone here, at one time or another has gained knowledge and new ideas and to know what their future will be.



**C. A. Morrison**  
Seattle

The SIU, with HLSS, is the future and security of our members now, and seamen in the coming years of our industry. The full scope of this educational program is, in my thoughts, so great that I would like to return to this center for review as improvements are made in the maritime industry.

**Angelo J. Urli, Jr.**  
New Orleans

Perhaps one of the major goal that the Seafarers International Union achieved is the HLSS, providing all these young Americans here at Piney Point with a little hope for the future—a better education and the chance to become part of our organization, which make us feel that we do have a secure future provided for every member.



**Henry Piszatowski**  
New Orleans

Background material on our union history shows how much progress the union has made through the years and what a great struggle it was to get the good conditions, benefits and wages we now enjoy and to me it has become obvious that if we are to retain and enlarge on these gains we will have to take a direct interest in understanding the importance of SPAD.



**John W. Young**  
Wilmington

I am really proud to belong to such an organization as this is and I am sure that all the delegates past and present feel the same way as I do. I also want to stress to the entire membership to contribute generously to SPAD, because it is for the good of the entire membership and I am sure we all want what is best for our union.



**Levinson Winborne**  
San Francisco

I think that Piney Point is one of the best ideas that this union could ever come up with. For bringing the men of this union together from all ports, old and young, and teach them the problems that we face. While I have been in Piney Point, I have learned some of union history, contract, and union law.



**William Nihem**  
Jacksonville

I am glad I came to Piney Point. It not only introduced me to the HLSS, where great progress has been made in training future Seafarers, but freshly reviewed the proud history of the SIU and its struggle to get for its members higher wages, better living conditions, and dignity and respect among its fellow man.



**John Lamb**  
Mobile

I recommend all SIU brothers visit this HLS school at Piney Point and see for themselves how their union money is being spent and I think they will agree that we could not get any more for our money. These young seamen of tomorrow are well trained in union policy and are good SIU men when they finish this school.

**Nicholas Tatar**  
Houston

The Seafarers Educational Conference at Piney Point, Md., gives the SIU member a better understanding of the union and its officials.

It brings the member closer to the officials and what they are doing for the union.



**Wallace Root**  
New York

I feel that any member, regardless of his seniority, should be able to attend this conference for it will bring him closer to his union and its activities. During the course of my stay here my eyes were fully opened.



**Ernest Byers**  
New York

The HLSS training is great. It provides these young men with an opportunity to make a worthwhile career for themselves. I have been really impressed. I hope the program continues.



**Grover C. Turner**  
Seattle

I believe that only at the educational conference is the full and true history of the SIU brought out. Only here at Piney Point will you be able to get the message. I believe that every member in the SIU should make one conference here at Piney Point.



**Felix Quinonez**  
San Juan

This educational conference is very important for us because we learned a lot of things we didn't before. On my next ship I will talk to my union brothers about the importance of this conference and the educational programs that I have seen here.



**William Mortier**  
New York

Through this program I now know my obligations and my rights. I hope that this program will continue 'til most of our Seafarers have had the opportunity to go through Piney Point and return to their ships to enlighten other members on union affairs and problems.



# SIU Pension Roll Grows As More Members Retire

## Option B Pension Reminder

Applicants for the SIU-MEBA District-2 Option B pension—integrated unlicensed and licensed employment—are reminded that they are entitled to the full SIU pension and a reduced MEBA-District 2 pension, provided they have at least 18 months (548 days) of last employment in a licensed capacity from which contribution was made to MEBA-District 2 in behalf of the applicant.

The amount of the MEBA-District 2 pension benefit will be computed exclusively upon current service and determined by the MEBA-District 2 Pension Plan Trustees on an actuarial basis pursuant to such rules and regulations as may be issued by these trustees.



**Richard Stanley Asmont**, 36, joined the union in the Port of New York in 1956 and sailed in the steward department. A native of Nanticoke, Pa., Brother Asmont now makes his home in Johnson City, N.Y.



**Wilmer E. Harper**, 65, joined the union in the Port of New Orleans in 1946 and sailed in the steward department. A native of Mississippi, Brother Harper is spending his retirement in Lucedale, Miss. His retirement ended a sailing career of 47 years.



**Faustino I. Ayson**, 63, joined the union in the Port of New York in 1963 and sailed in the steward department. A native of the Philippine Islands, Seafarer Ayson now lives in Manhattan, N.Y. Ayson is a Navy veteran of World War II.



**John Joseph Giordano**, 64, is a native of New York and now makes his home in Brooklyn. One of the early members of the union, Brother Giordano joined in 1939 in the Port of New York. He sailed in the steward department. Giordano served as department delegate while sailing. He is a veteran of World War II. Brother Giordano retired after 39 years at sea.



**Demetrios N. Kambanos**, 65, joined the union in the Port of New York in 1951 and sailed in the engine department. He served picket duty in 1961. A native of Greece, Seafarer Kambanos now makes his home in Manhattan, N.Y.



**Arnold Kunnapas**, 57, is a native of Estonia and now makes his home in Teaneck, N.J. He joined the union in 1944 in the Port of New York and sailed in the engine department. His retirement ended a sailing career of 46 years.



**Joseph Samuel Moore**, 54, joined the union in 1952 in the Port of Savannah and sailed in the steward department. A native of Portal, Ga., Brother Moore now lives in Savannah. He retired after sailing 28 years.

## Special Notice

Although the basic rules of eligibility remain the same for receiving an SIU Disability Pension and the Special Disability Benefit, Seafarers are advised that as of July 1, 1971, all applicants for these benefits are required to meet the Social Security or Railroad Retirement standard of permanent disablement and must be already receiving benefits from such agencies before they can receive similar benefits from the Seafarers Welfare and Pension Plans.

In the interest of expedient processing of applications, all future applicants for a Seafarers Disability Pension or Special Disability Benefit, are asked to support their applications for these benefits by submitting a Social Security or Railroad Retirement certificate of permanent disablement at the same time that they make their request for SIU benefits.

The effective date of payment of the Seafarers Disability Pension or Special Disability Benefit, if approved by the Board of Trustees, will be the first day of the month following the date of the Social Security or Railroad Retirement certification of permanent disability, or date of receipt of the application, whichever is the later.



**Armond Ramos**, 42, joined the union in 1949 in the Port of Boston and sailed in the deck department. A native of Massachusetts, Brother Ramos now makes his home in Revere, Mass.



**James H. Shearer**, 61, joined the union in 1948 in the Port of New Orleans and sailed in the steward department. A native of Kentucky, Brother Shearer now makes his home in Houston, Tex. He retired after sailing 29 years.



**Francisco Pineiro**, 63, is a native of Puerto Rico and now lives in Brooklyn, N.Y. He joined the union in 1941 in the Port of New York and sailed in the engine department. In 1961 Brother Pineiro served picket duty. His retirement ended a sailing career of 34 years.



**William W. Royes**, 65, joined the union in the Port of New York in 1951 and sailed in the steward department. A native of the British West Indies, Brother Royes is now making his home in Cedarhurst, N.Y.



**John Hartman**, 53, joined the union in the Port of Baltimore in 1945 and sailed in the steward department. A native of the Philippine Islands, Seafarer Hartman now makes his home in Baltimore, Md. He retired after sailing 30 years.



**Terrilli D. York**, 54, joined the union in the Port of Mobile in 1948 and sailed in the steward department. He was issued a picket duty card in 1963 and in 1935 he stood watch in the District Council 37 beef. A native of Alabama, Brother York now spends his retirement in Baltimore, Md. He is an Army veteran of World War II.



**Juan Ricardo Landron**, 65, is a native of Puerto Rico and continues to make his home there. An early member of the union, Brother Landron joined in 1939 in the Port of Baltimore and sailed in the deck department. He participated in the Greater New York Harbor strike of 1961. Seafarer Landron's retirement ended a sailing career of 45 years.



**Paul Chattey**, 66, is a native of Cuba and now makes his home in New Orleans, La. One of the first members of the union, Brother Chattey joined in 1939 in the Port of Mobile. He sailed in the deck department. Seafarer Chattey retired after 41 years at sea.



**Alfred Patrick Stearns**, 62, joined the union in the Port of Mobile in 1947 and sailed in the engine department. Seafarer Stearns is a native of Florida. Stearns had been sailing 39 years when he retired.

## First Pension Checks Presented to Seafarers in New York and Frankfort Ports



Four veteran Seafarers, with more than 100 years of seetime between them, received their first monthly pension checks at the July membership meeting in the port of New York. From left are: Jose Valesquez, Frank Blandino, Peter Matuza, and Sigwart Nielsen. The four new pensioners also received best wishes for "smooth sailing" in their retirement from their shipmates at the membership meeting.



Seafarer Niles Lovegrove (right) receives his first monthly SIU pension check from Frankfort Port Agent Harold Rathbun. Brother Lovegrove sailed as a fireman on the Ann Arbor car-ferris.



## Seafaring Men Receive Reading Materials Courtesy of AMMLA

The American Merchant Marine Library Association (AMMLA) has given millions of books and magazines to more than 69,000 American-flag merchant and government ships over the last 50 years. According to the annual report of the AMMLA, known as "The Public Library of the High Seas," more than 16,689,000 books and many more magazines have been distributed in 275,250 seagoing libraryunits of the Amer-

ican Merchant Marine, Coast Guard, National Shipping Authority, Military Sealift Command, and other government vessels.

The AMMLA is an outgrowth of the World War I library service to American merchant ships by the U.S. Shipping Board and the American Library Association. Seamen contributed a record 24 percent of the library's total revenue in 1970.



## Membership Meetings' Schedule

### SIU-AGLIWD Meetings

New Orleans...Nov. 16—2:30 p.m.  
Mobile...Nov. 17—2:30 p.m.  
Wilmington...Nov. 22—2:30 p.m.  
San. Fran...Nov. 24—2:30 p.m.  
Seattle...Nov. 26—2:30 p.m.  
New York...Nov. 8—2:30 p.m.  
Philadelphia...Nov. 9—2:30 p.m.  
Baltimore...Nov. 10—2:30 p.m.  
Detroit...Nov. 19—2:30 p.m.  
†Houston...Nov. 15—2:30 p.m.

### United Industrial Workers

New Orleans...Nov. 16—7:00 p.m.  
Mobile...Nov. 17—7:00 p.m.  
New York...Nov. 8—7:00 p.m.  
Philadelphia...Nov. 9—7:00 p.m.  
Baltimore...Nov. 10—7:00 p.m.  
Houston...Nov. 15—7:00 p.m.

### Great Lakes SIU Meetings

Detroit...Nov. 1—2:00 p.m.  
Buffalo...Nov. 1—7:00 p.m.  
Alpena...Nov. 1—7:00 p.m.  
Chicago...Nov. 1—7:00 p.m.  
Duluth...Nov. 1—7:00 p.m.  
Frankfort...Nov. 1—7:30 p.m.

### Great Lakes Tug and Dredge Section

Chicago...Nov. 16—7:30 p.m.  
†Sault Ste Marie Nov. 18—7:30 p.m.

Buffalo...Nov. 17—7:30 p.m.  
Duluth...Nov. 19—7:30 p.m.  
Cleveland...Nov. 19—7:30 p.m.  
Toledo...Nov. 19—7:30 p.m.  
Detroit...Nov. 15—7:30 p.m.  
Milwaukee...Nov. 15—7:30 p.m.

### SIU Inland Boatmen's Union

New Orleans...Nov. 16—5:00 p.m.  
Mobile...Nov. 17—5:00 p.m.  
Philadelphia...Nov. 9—5:00 p.m.  
Baltimore (li-censed and

unlicensed Nov. 10—5:00 p.m.  
Norfolk...Nov. 11—5:00 p.m.  
Houston...Nov. 15—5:00 p.m.

### Railway Marine Region

Philadelphia...Nov. 16—10 a.m. & 8 p.m.  
Baltimore...Nov. 17—10 a.m. & 8 p.m.

\*Norfolk...Nov. 18—10 a.m. & 8 p.m.  
Jersey City...Nov. 15—10 a.m. & 8 p.m.

†Meeting held at Galveston wharves.

†Meeting held in Labor Temple, Sault Ste. Marie, Mich.

\*Meeting held in Labor Temple, Newport News.



## Directory Of Union Halls

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

#### PRESIDENT

Paul Hall

#### EXECUTIVE VICE PRESIDENT

Cal Tanner

#### VICE PRESIDENTS

Earl Shepard Lindsey Williams

Al Tanner Robert Matthews

#### SECRETARY-TREASURER

Al Kerr

HEADQUARTERS...675 4th Ave., Bklyn. 11232

(212) HY 9-6600

ALPENA, Mich. ...800 N. Second Ave. 49707

(517) EL 4-3616

BALTIMORE, Md. ...1216 E. Baltimore St. 21202

(301) EA 7-4900

BOSTON, Mass. ...663 Atlantic Ave. 02111

(617) 482-4716

BUFFALO, N.Y. ...290 Franklin St. 14202

SIU (716) TL 3-9259

IBU (716) TL 3-9259

CHICAGO, Ill. ...9383 Ewing Ave. 60617

SIU (312) SA 1-0733

IBU (312) ES 8-9070

CLEVELAND, O. ...1420 W. 26th St. 44113

(216) MA 1-5450

DETROIT, Mich. ...10225 W. Jefferson Ave. 48218

(313) VI 3-4741

DULUTH, Minn. ...2014 W. 2d St. (218) RA 2-4110

55806

FRANKFORT, Mich. ...P.O. Box 287 415 Main St. 49635

(616) EL 7-2441

HOUSTON, Tex. ...2804 Canal St. 77011

(713) WA 8-3207

JACKSONVILLE, Fla. ...2808 Pearl St. 32233

(904) EL 3-0987

JERSEY CITY, N.J. ...99 Montgomery St. 07302

(201) HE 5-9424

MOBILE, Ala. ...1 South Lawrence St. 36602

(205) HE 2-1754

NEW ORLEANS, La. ...630 Jackson Ave. 70130

(504) 829-7546

NORFOLK, Va. ...115 3d St. 23510

(703) 632-1892

PHILADELPHIA, Pa. ...2804 S. 4th St. 19148

(215) DE 6-3818

PORT ARTHUR, Tex. ...534 Ninth Ave. 77640

(713) 983-1679

SAN FRANCISCO, Calif. ...1321 Mission St. 94103

(415) 626-6793

SANTURCE, P.R. ...1313 Fernandez Juncos Stop 20

00908

724-2848

SEATTLE, Wash. ...2505 First Ave. 98121

(206) MA 3-4334

ST. LOUIS, Mo. ...4577 Gravois Ave. 63116

(314) 752-8600

TAMPA, Fla. ...312 Harrison St. 33602

(813) 229-2788

TOLEDO, O. ...935 Summit St. 43604

(419) 248-3091

WILMINGTON, Calif. ...450 Seaside Ave. Terminal Island, Calif. 90744

(213) 832-7285

YOKOHAMA, Japan ...Isaya Bldg., Room 810 1-2 Kagan-Dori-Nakaku

2014971 Ext. 281



## Digest of SIU Ships' Meetings

**PITTSBURGH** (Sea-Land), July 4—Chairman F. Pehler; Secretary S. McDonald; Deck Delegate T. Snow; Engine Delegate J. Der; Steward Delegate L. Dekens. \$63 in ship's fund. No beefs were reported by department delegates.

**PRODUCER** (Marine Carriers), Aug. 8—Chairman Garth G. Durham; Secretary J. G. Lakwyk; Engine Delegate H. N. Divine, Jr.; Steward Delegate Floyd Walker. No beefs were reported.

**PORTLAND** (Sea-Land), Aug. 15—Chairman Luke Wymes; Secretary W. Moore; Deck Delegate A. Pickur; Engine Delegate William Parrish; Steward Delegate Juan Rodriguez. Everything is running smoothly. Vote of thanks was extended to the steward department for a job well done.

**COMMANDER** (Marine Carriers), Aug. 8—Chairman Steve Bergeria; Secretary William T. Rose; Engine Delegate E. P. Burke; Steward Delegate J. A. Werselven. Some disputed OT in deck and steward departments, otherwise everything is running smoothly.

**JEFF DAVIS** (Waterman), July 18—Chairman L. D. Richardson; Secretary A. R. Rudnicki; Deck Delegate Patrick E. Riberdy; Engine Delegate Robert E. McMatt;

Steward Delegate Ernest R. Hoitt, Jr. Few hours disputed OT in deck department.

**SEATRAN OHIO** (Hudson Waterways), July 22—Chairman Tom Kelsey; Secretary W. Fitch; Deck Delegate Lee W. Snodgrass; Engine Delegate E. Terraarri; Steward Delegate Alvin Carter. \$36 in ship's fund. Everything is running smooth with no beefs.

**NEW YORKER** (Sea-Land), July 4—Chairman I. Cox; Secretary V. Sanchez; Deck Delegate I. Kyriakas; Engine Delegate M. Thomas; Steward Delegate J. Robinson. No beefs were reported. Vote of thanks to the steward department for a job well done.

**MT. WASHINGTON** (Victory Carriers), June 20—Chairman D. Robbins; Secretary O. P. Oakley; Deck Delegate Edward F. O'Brien; Steward Delegate Cecil B. Thomas. \$13 in ship's fund. Some disputed OT in deck and engine departments.

**TRANSIDAH** (Hudson Waterways), July 4—Chairman Frank Gaspar; Secretary Aussie Shrimpton. \$10 in ship's fund. No beefs and no disputed OT. In general a good voyage.

**DETROIT** (Sea-Land), July 4—Chairman John Bekiaris; Secretary V. Perez. \$15 in ship's fund. Some

disputed OT in deck and steward departments.

**STEEL VENDOR** (Isthmian), June 27—Chairman Daniel Dean; Secretary George W. Gibbons. Some disputed OT in engine department, otherwise everything is running smoothly.

**STEEL ARCHITECT** (Isthmian), July 4—Chairman J. D. Price; Secretary J. D. Reyes; Deck Delegate G. Cosilli; Engine Delegate W. Drew; Steward Delegate J. Green. Everything is running smoothly with no beefs and no disputed OT.

**JACKSONVILLE** (Sea-Land), June 27—Chairman E. Cover; Secretary I. Buckley; Deck Delegate H. Meacham; Engine Delegate A. J. Martinelli; Steward Delegate Abdullah Ben Ahmed. \$13 in ship's fund. No beefs and no disputed OT. Good trip so far.

**DEL MAR** (Delta), July 18—Chairman F. E. Parson; Secretary R. R. Maldonado; Deck Delegate T. G. Scruggs; Engine Delegate Edward Schielder; Steward Delegate Paul G. Lightell. \$238 in ship's fund. No beefs. Everything is running smoothly. Motion made that the union negotiate for a raise in maintenance and cure from \$8 a day to \$21 a day, due to high cost of living.

## DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

September 1, 1971 to September 30, 1971

### DECK DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	11	6	12	1	0	28	11
New York	109	82	64	12	2	257	227
Philadelphia	34	13	14	11	2	32	21
Baltimore	40	16	26	14	0	158	99
Norfolk	19	7	3	1	0	62	35
Jacksonville	17	8	16	7	0	58	56
Tampa	7	5	4	1	0	16	14
Mobile	53	20	32	20	0	85	25
New Orleans	106	62	82	48	0	171	104
Houston	89	52	66	94	5	128	118
Wilmington	17	11	11	12	0	76	101
San Francisco	79	76	50	39	2	199	161
Seattle	19	24	11	4	1	74	41
Totals	600	382	391	264	12	1344	1013

### ENGINE DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	4	6	2	2	0	8	13
New York	89	107	45	41	2	184	221
Philadelphia	20	14	10	7	0	26	26
Baltimore	29	21	23	13	1	148	87
Norfolk	15	8	6	3	0	46	46
Jacksonville	22	26	11	16	1	26	70
Tampa	2	2	0	3	0	9	13
Mobile	21	29	24	13	0	62	47
New Orleans	91	61	52	69	0	123	124
Houston	55	69	40	56	4	121	135
Wilmington	10	11	4	8	0	33	70
San Francisco	65	73	39	69	4	134	171
Seattle	9	15	7	8	0	37	45
Totals	432	442	263	308	12	957	1068

### STEWARD DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	6	5	0	0	0	8	7
New York	56	56	36	29	2	148	133
Philadelphia	6	7	4	0	0	15	14
Baltimore	27	13	20	4	0	123	67
Norfolk	9	6	3	2	0	27	32
Jacksonville	13	9	7	9	2	21	40
Tampa	2	4	0	2	0	19	8
Mobile	23	19	19	10	0	53	26
New Orleans	70	31	36	33	0	146	68
Houston	37	44	42	41	16	107	61
Wilmington	6	4	3	9	1	47	33
San Francisco	50	57	35	42	2	153	104
Seattle	8	6	7	4	0	52	17
Totals	313	261	212	185	23	919	610





# Final Departures



**Roy O. Grisham**, 44, passed away May 25 in Bremerhaven, Germany. He had been a crewmember aboard the *Kyska*. A native of Cohoma, Tex., Brother Grisham was a resident of Colorado City, Tex. when he died. He joined the union in the Port of New Orleans in 1969 and sailed in the deck department. Seafarer Grisham was a Navy veteran of World War II. Among his survivors is his mother, Ruby L. Charves of San Diego, Calif. Brother Grisham's body was brought back to the United States for burial.



**Dimitri Bartoi**, 78, was an SIU pensioner who passed away Aug. 2 of natural causes in Metropolitan Hospital, Manhattan, N.Y. He joined the union in 1945 in the Port of New York and sailed in the engine department. Brother Bartoi had been sailing 56 years when he retired in 1965. He served picket duty in the Greater New York Harbor strike in 1961. A native of Rumania, Seafarer Bartoi was a resident of Manhattan, N.Y. when he died. Among his survivors is his wife, Louise. Burial was in Cypress Hills Cemetery in Brooklyn.



**Howard C. Parker**, 74, was an SIU pensioner who passed away Aug. 25 of heart trouble in Dade County, Fla. Brother Parker was one of the first members of the union. He joined in 1939 in the Port of Miami and sailed in the deck department. When he retired in 1956, Brother Parker had been sailing 39 years. A native of Florida, Seafarer Parker was a resident of Dade County when he died. Among his survivors is his daughter, Beverly J. McCulley of Opa-locka, Fla. Cremation was in Grovepark Crematorium, Miami.



**George L. de Celis**, 18, passed away Aug. 10 in Ramapo, N.Y. where he accidentally drowned in Pine Meadow Lake. Seafarer de Celis graduated from the Harry Lundeberg School of Seamanship in Piney Point, Md. this year and sailed in the engine department. A native of New York, Brother de Celis was a resident of Bergen County, N.J. when he died. Among his survivors are his parents, Mr. and Mrs. Joseph de Celis of Bergen County. Burial was in St. Joseph's Cemetery in Hackensack, N.J.



**Sheldon D. Conarroe**, 19, passed away July 18 in Ben Taub Hospital, Houston, Tex. as a result of injuries received in a car accident on July 11. Brother Conarroe joined the union in 1970 and graduated that same year from the Harry Lundeberg School of Seamanship in Piney Point, Md. He sailed in the engine department. A native of Houston, Tex., Seafarer Conarroe was a resident there when he died. Among his survivors is his father, Sidney Conarroe of Houston. Burial was in Brookside Memorial Park in Houston, Tex.



**Theodore T. Creer**, 47, passed away July 9 in New Orleans, La. A native of Waterbury, Conn., Brother Creer was a resident of New Orleans when he died. He joined the union in 1956 in the Port of New York and sailed in the deck department. Brother Creer had been sailing 30 years when he passed away. He was a Navy veteran of World War II. Among his survivors is his sister, Mrs. Richard Thompson of Thornton, Colo. Cremation was in St. John Crematory, New Orleans.



**Harald J. Reinumae**, 48, passed away Aug. 27 after an illness of three months in the USPHS Hospital in San Francisco, Calif. He joined the union in 1965 in the Port of San Francisco and sailed in the deck department. A native of Estonia, Brother Reinumae was a resident of Burlingame, Calif. when he died. Seafarer Reinumae was skilled as a carpenter when he entered the union. Cremation was in Skylawn Memorial Park in San Mateo, Calif.



**Thomas S. Moller**, 68, was an SIU pensioner who passed away Aug. 6 of natural causes in Lutheran Medical Center, Brooklyn, N.Y. A native of Denmark, Brother Moller was a resident of Brooklyn when he died. He joined the union in the Port of New York in 1944 and sailed in the steward department. When he retired in 1968, Seafarer Moller had been sailing 49 years. He was issued two picket duty cards in 1961. Among his survivors is his wife, Mary. Burial was in Greenwood Cemetery, Brooklyn.



**Henry A. Renken**, 52, passed away Aug. 23 while a crewmember on the *Rachel V* in Concord, Calif. He joined the union in 1962 in the Port of Houston and sailed in the deck department. He had been sailing 23 years when he died. A native of Springfield, Vt., Brother Renken was a resident of Zephyr Hills, Fla. when he died. Among his survivors is his wife, Mary.



**Jeremiah E. Roberts, Jr.**, 52, passed away July 20 of heart trouble while a crewman on board the *Buckeye Victory* at sea. A native of Alabama, Brother Roberts was a resident of Celena Park, Tex. when he died. He joined the union in the Port of New York in 1947 and sailed in the steward department. Among his survivors is his wife, Irene. Brother Roberts' body was brought back to the U.S. for burial.



**Everett B. Pridgeon**, 65, was an SIU pensioner who passed away Aug. 22 of illness in St. Luke's Hospital, Jacksonville, Fla. He joined the union in 1947 in the Port of Jacksonville and sailed in the engine department. Brother Pridgeon retired in 1969. A native of Fitzgerald, Ga., Seafarer Pridgeon was a resident of Jacksonville when he died. Among his survivors is his wife, Vera. Burial was in Greenlawn Cemetery in Jacksonville.



**Frederick N. Meinerth**, 50, passed away Sept. 12 of heart trouble in the USPHS Hospital in San Francisco, Calif. A native of Massachusetts, Seafarer Meinerth was a resident of San Francisco when he died. He joined the union in 1949 in the Port of Tampa and sailed in the deck department. He had been sailing 34 years when he passed away. Among his survivors is his mother, Lena Fernald of Newburyport, Mass. Cremation was in Skylawn Memorial Park in San Mateo, Calif.



**Frank F. James**, 64, was an SIU pensioner who passed away Aug. 25 of illness in the USPHS Hospital in New Orleans, La. He joined the union in 1948 in the Port of Mobile and sailed in the deck department. Seafarer James retired in 1968 after sailing 34 years. A native of Alabama, Brother James was a resident of Mobile when he died. Among his survivors is his mother, Eula W. Parmar of Mobile. His body was removed to Pine Crest Cemetery in Mobile.



**Graham E. White**, 51, passed away July 12 from natural causes while a crewman on the *Penn Sailor* on Pusan, Korea. A native of Norfolk County, Va., Seafarer White was a resident of Newport Richey, Fla. when he died. He joined the union in 1968 in the Port of Tampa and sailed in the deck department. He had been sailing 37 years when he died. Among his survivors is his wife, Shirley. Burial was in Riverside Memorial Park in Norfolk.



**Charles L. Stephan**, 56, passed away July 15 from heart disease in Tawas City, Mich. He joined the union in the Port of Frankfort in 1964 and sailed on the Great Lakes in the engine department. A native of Lake City, Mich., Brother Stephan was a resident there when he died. Among his survivors is his wife, Martha. Brother Stephan's body was removed to Lake City Cemetery in Lake City, Mich.



**Dawson Perry**, 65, was an SIU pensioner who passed away Sept. 8 from natural causes in Mobile General Hospital, Mobile, Ala. A native of Frisco City, Ala., Brother Perry was a resident of Mobile when he died. He joined the union in the Port of Mobile in 1951 and sailed in the steward department. Perry had been sailing 21 years when he retired in 1969. Among his survivors is his son, Clayton E. Perry of Daphne, Ala. Brother Perry's body was removed to Mt. Pisgah Cemetery in Frisco City.



**Horace J. Hendricks**, 43, passed away July 22 while a crewmember aboard the *San Francisco* in the Pacific. He joined the union in the Port of Mobile in 1967 and sailed in the steward department. A native of Mobile, Seafarer Hendricks was a resident there when he died. He served in the Navy from 1945 to 1948. Brother Hendricks was skilled as a bricklayer before entering the union. Among his survivors is his wife, Elizabeth. Burial was in Oak Lawn Cemetery in Mobile.



**Floyd R. Dotson**, 54, passed away Aug. 30 of heart disease in University of Washington Hospital, Seattle, Wash. A native of North Powder, Ore., Brother Dotson was a resident of Portland, Ore. when he died. He joined the union in 1966 in the Port of San Francisco and sailed in the deck department. Among his survivors is his sister, Mrs. Lily Mulholland of Ashland, Ore. Brother Dotson's body was removed to Rose City Cemetery in Portland.



**Amos M. Chastain**, 52, passed away July 23 of pneumonia and heart failure in Bluff Hospital, Yokohama, Japan. He joined the union in 1961 in the Port of Tampa and sailed in the engine department. A native of Sand Mountain, Ala., Brother Chastain was a resident of Tampa, Fla. when he died. Among his survivors is his wife, Evelyn. Brother Chastain's body was sent to the United States for burial.



**J. B. Chandler**, 58, passed away July 5 of heart trouble on board the *Detroit* at sea. A native of Madison County, Ga., Brother Chandler was a resident there when he died. He joined the union in 1951 in the Port of Mobile and sailed in the engine department. Brother Chandler was a veteran of World War II. Among his survivors is his sister, Lucy C. Baker of Royston, Ga. Burial was in Evergreen Memorial Park, Athens, Ga.



## SIU Welfare, Pension and Vacation Plans

### CASH BENEFITS PAID

#### REPORT PERIOD

FOR PERIOD DEC. 1, 1970 THRU AUG. 31, 1971

SEAFARERS' WELFARE PLAN	NUMBER OF BENEFITS	AMOUNT PAID
Scholarship .....	77	\$ 18,250.35
Hospital Benefits .....	17,885	431,094.32
Death Benefits .....	232	634,470.73
Medicare Benefits .....	6,372	17,966.60
Maternity Benefits .....	333	63,369.00
Medical Examination Program .....	8,272	200,443.85
Dependent Benefits (Average \$486.82) .....	20,883	1,026,080.21
Optical Benefits .....	5,837	337,750.70
Meal Book Benefits .....	2,978	37,061.50
Out-Patients Benefits .....	47,317	351,902.09
Summary of Welfare Benefits Paid .....	110,186	3,118,389.35
Seafarers' Pension Plan—Benefits Paid .....	15,924	3,888,814.90
Seafarers' Vacation Plan—Benefits Paid (Average—\$520.54) .....	13,570	6,774,601.07
<b>Total Welfare, Pension &amp; Vacation Benefits Paid This Period .....</b>	<b>139,680</b>	<b>\$13,781,805.32</b>

## Rep. Foley Disputes Plan

# Rhetoric Masks Actions On USPHS Hospitals

Rep. Thomas S. Foley (D-Wash.) cautioned against the apparent "rhetorical mask covering an avowed intention" of the Administration and Department of Health, Education, and Welfare to either close the U.S. Public Health Service Hospitals or remove them from federal control.

The Administration feels the PHS hospitals should completely be removed from federal supervision while Congress sees a definite need to increase the facilities said Foley. "Both the Senate and the House of Representatives passed strongly worded resolutions this year urging the Administration and the Department of Health, Education, and Welfare not to contemplate a closing of the PHS facilities, nor to remove those facilities from the control of the PHS," he asserted.

Speaking at a luncheon sponsored by the eight million member Maritime Trades Department of the AFL-CIO in Washington, D.C., the congressman explained the process of these decisions. He told of HEW's planned "feasibility studies" which were scheduled to be conducted at each of the eight cities where PHS operate. "These studies were to analyze the operation of the hospitals and their services, and to determine alternate means of administration," the Washington representative stated.

#### Congressional Understandings

Congress understood the studies to be only exploratory and that "no authorization had been granted to put any

conclusions into action," he noted. Foley added that a statement by HEW Secretary Richardson further assured members of the House and Senate that they would be consulted on any actions or plans implemented. The studies were to be completed by mid-October, but none have begun yet he said.

"The issue was clear-cut . . . the eight PHS hospitals, all the outpatient clinics, and research facilities would remain funded, staffed, and open for the remainder of fiscal 1971, and fiscal 1972 under the auspices of the PHS.

"HEW did not want any studies that might show that from both medical care and cost standpoints the federal government should keep the hospitals in operation and provide funds for their modernization and maintenance," Foley declared.

Making specific reference to Seattle, where one of the hospitals is located, Foley explained how the city's PHS proponents were forced to submit bids on how the services could be handled by local groups. "If they did not . . . the hospital would be closed and its medical care facilities lost to the community," he added. HEW also contracted with local groups in the communities where the other seven hospitals were operating, he maintained.

"Congress has been more than patient, and the rhetoric of the original plan must now turn into reality," Foley concluded.

# GIVE TO

For both unions and individuals, political activity is not something you do to while away the idle hours.

You do it because you are committed to a goal. Because you feel the need to get something accomplished.

And finally you do it because it is your right and duty as a good citizen of a democracy.

For maritime unions and for Seafarers there is another very good reason to be involved in politics: Survival.

Ours is a highly regulated industry, and the power to regulate, if left unchecked, can also be the power to destroy. And the power to regulate comes through laws passed in Congress.

That makes the Congress, and the Executive Branch of government of great concern to us, a concern that involves the continuation of the professional sailor's livelihood and his way of life.

There is a great deal of work to be done with Congress and with the Executive Branch, such as watching bills that affect the industry. And there is a great deal to do at election time.

For the men and women we send to Congress can either help us or hurt us, either lift us up or tear us down.

During the election season, we must follow the words of the old-time labor leader Samuel Gompers:

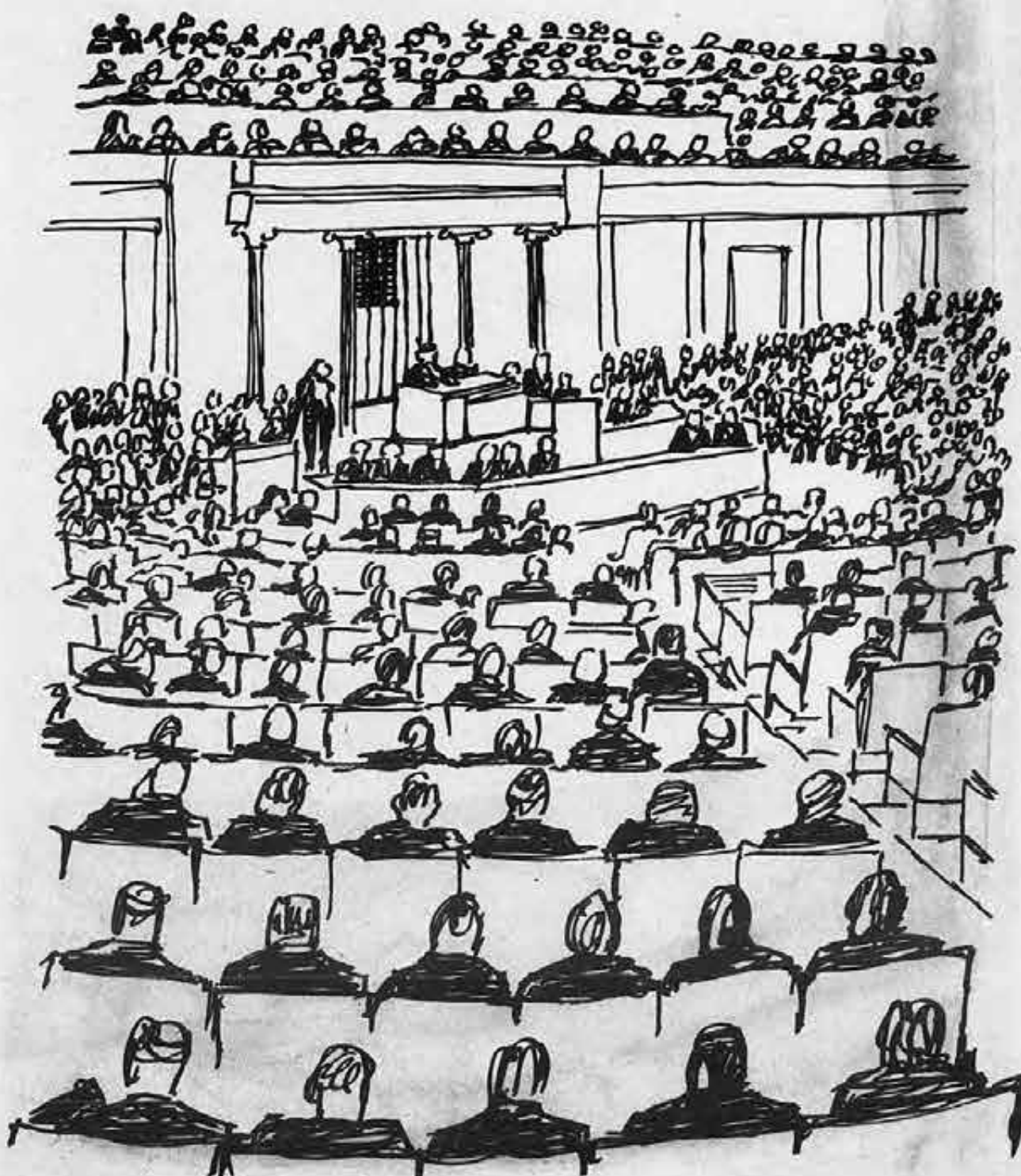
"Labor must reward its friends and defeat its enemies."

That is basic political science: Work for those who can and will help you, and against those that seek to hurt you.

One way that work can be accomplished is through voluntary contributions to the Seafarers Political Activity Donation.

There is no substitute for support of the right candidate, and SPAD is our way of giving that support where it will do the most good.

It is just one year until the next Presidential election, and a new Congress will be elected at the same time. It is not too early to make sure that SPAD will be working for you.





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NO. 24

### Our Sick Merchant Marine

"A full-scale Congressional investigation into the entire problem of generating more cargo for American-flag ships will begin Tuesday, Oct. 5, when the House Committee on Merchant Marine & Fisheries kicks off an extensive series of hearings on the subject. Congressman Edward A. Garmatz (D. Md.), Committee Chairman, said that at least three weeks of comprehensive hearings will be required." —Press Release.

A news story last week pointed out that millions of dollars worth of Government cargo must, by law, go in U. S.-flag ships but that exporters have shown little inclination to ship commercial cargo in American bottoms. How, the experts ask, can this be? Under the Conference system, freight rates are equalized between all flags so it can't be that rates are better under foreign flags.

At the same time, it was reported that all segments of the maritime industry are uniting in a broad, Government-sponsored effort to increase shipper patronage of U. S.-flag vessels. To this end they have formed councils, committees, sub-committees and executive committees. They are talking about giving exporters a tax break if they would only ship American. They run around wringing their hands "deploring the lack of understanding" among shippers over the quality of U. S. ships and the rate structures. A carrier spokesman said they must try to instill in shippers a spirit of nationalism (Hold it a minute until we get our violin!)

Rep. Garmatz was quoted as saying, "American exporters do not deliberately try to place the cargoes on American ships, but rather permit freight forwarders to choose the vessel . . ." There you have it! It's those dirty freight forwarders who are doing it! Of all the boondoggling nonsense we have ever heard this really takes the cake! If Mr. Garmatz would pick up his telephone and call any international freight forwarder in the United States he would have the correct answer in five minutes.

Aside from the fact that a foreign-ship may, more often than not, be in position, the answer is service. SERVICE! Foreign-flag steamship companies, in their quaint old-fashioned way, treat freight forwarders like customers; they treat them as though they were bringing them business, putting money in their pockets. They treat them as businessmen who are trying to serve their shippers the best they can.

To find this out Mr. Garmatz needs three weeks of hearings?

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## U.S. Freight Bosses: A Vital Missing Link

At a time when a broad spectrum of Americans—including leaders in the Congress, the Administration, labor and management—are fighting to return dignity, progress and profit to the U.S. merchant marine, it is difficult to believe the cynical and selfish stand being taken by our nation's freight shippers and forwarders.

The editorial above, reprinted in full from the Oct. 4 issue of *Brandon's Shipper & Forwarder*, is an example of the callousness being displayed by those who have enormous powers in the placement of American import and export cargoes.

The editorial takes a management spokesman to task for calling upon the industry to "instill in shippers a spirit of nationalism."

"Hold it a minute until we get our violin!" is the reaction of *Brandon's*.

This could cause a person to ponder about where the freight forwarders' loyalties lie.

By their past and present practices, it is clear that they could care less about the American-flag fleet. And by the same token, the forwarders have indicated a strong alliance with our foreign-flag competitors.

But beyond this record of contempt for the U.S. fleet, the large freight forwarding organizations are now trying to scuttle the most massive and sincere effort in our nation's modern history to bring cargo aboard American ships. They are boycotting the hearings being conducted by the House Merchant Marine and Fisheries Committee concerning the availability of cargo for American ships.

It took Albert E. Bowen, Jr., president of the New York Freight Forwarders and Brokers Association, a full month before he even answered an invitation by Committee Chairman Edward A. Garmatz to testify at the hearings.

Then came to Rep. Garmatz a letter from Bowen loaded with excuses for ignoring the American-flag fleet. Bowen said the U.S. fleet:

- Lacks technical capability.
- Has lost experienced personnel to raids by foreign-flag carriers.
- Is financially weak.
- Cannot compete financially for cargo transported by carriers who are not bound by rates established by shipping Conferences.

It is precisely these reasons, of course, that caused Rep. Garmatz to open the hearings on freight availability for our ships. Because without freight, no merchant marine—regardless of its flag—can exist.

The reluctance of the leaders of America's freight forwarders to help in the struggle to bring new life to the U.S. fleet can only cause Seafarers to wonder: Why?

Yes, why would any group of American businessmen try to knock down the united government-labor-management campaign to bring to the U.S. fleet new, efficient ships which will be able to compete in the world-wide market for cargo?

One answer was touched upon by Bowen in his letter to Rep. Garmatz when Bowen wrote that ". . . non-Conference carriers normally pay twice as much brokerage commissions as the Conference carriers . . ." Non-Conference carriers are usually non-American carriers.

Interpreted bluntly, Bowen's statement adds up to the ugly fact that America's freight forwarders are being paid off handsomely to give foreign-flag ships preference for American cargo.

Rep. Garmatz issued a second invitation to Bowen to appear before his committee's hearings after Bowen's letter was received. Bowen refused the invitation.

Possibly it is time for Congress to get tough with the freight forwarders and demand that they explain to the people supporting the American-flag fleet just what lies behind their refusal to testify.

Maybe then we will learn the answer to why the forwarders find themselves compelled to feed the foreign-flag fleet while their own nation's merchant marine goes hungry.