

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

SIU TO FIGHT CG POWER BID

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House Bill Asks Ban On 50-50 Aid Cargo For Red Trade Ships

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MTD Hits Railroad Rate Cut Campaign Aimed At Shipping

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COMPLETE TEXT

SEAFARERS INTERNATIONAL UNION

Atlantic, Gulf, Lakes & Inland Waters District

CONSTITUTION

(See Supplement)



Stewards' School. The second round of classes in the refresher course for SIU stewards gets underway at SIU headquarters. Seafarers Ramon Aguiar, Robert Hutchins, Nick Nomikos and Jacob Jakuscak review training manual, with assist from Food Plan Rep. Eric Klingvall.



Argentine Aid. Idled in NY by dock strike with no water or heat aboard ship, Argentine crewmen on the MV Rio Tercero got necessary repairs after calling on SIU for help. (Story on Page 3.)



News Strike. Seafarers and MTD Port Council pickets join mass labor rally backing striking NY printers. (Story on Page 9.)

ILA Strike Wins 2-Yr. Contract

Story On Page 2

SHIPS CREWING UP AS ILA WINS PACT

NEW YORK — Seafarers at headquarters and in some of the outports began crewing up idled SIU ships yesterday, January 24, as the month-long Atlantic and Gulf longshore strike seemed ready to end.

Refusing to back down on the crucial work gang issue, the International Longshoremen's Association won an economic package spread over a two-year contract that will expire in October, 1964.

The settlement was worked out by a special three-man mediation panel named by the President to break the contract deadlock. The panel won agreement to its recommendations by the ILA negotiating committee on Sunday night, January 20, and the New York Shipping Association accepted the terms by Tuesday afternoon.

As a result, Atlantic ports north of Norfolk were expected to be back at work by this Saturday.

Still in doubt is the strike status in some of the Gulf ports, where

separate union-management bargaining teams are trying to work out local differences.

Figures on the number of ships affected by the strike in the ILA's jurisdiction from Maine to Texas ran as high as 750, but this figure covers no more than 250 American vessels.

Terms of the contract settlement were hammered out by a panel consisting of Sen. Wayne Morse (D-Ore), maritime arbitrator Theodore Kheel and Prof. James J. Healy, Harvard labor-relations specialist. They were brought in to the picture after Prof. Healy, under Labor Department auspices, joined the negotiations to try and narrow the issues.

The work gang issue, which the shippers introduced into the pact talks on the eve of the contract expiration date last September 30, was shelved for a two-year period under the settlement. A Labor Department study will be made on the manpower question, and then both parties will have until July 31 next year to work out details on this issue. If no accord is reached, they will then submit the question to a neutral panel.

Among the monetary matters resolved in the contract was an increased employer contribution for pensions. An increase in existing pension payments of \$85 to \$100 has been a long-sought ILA goal. The union also won a higher contribution for its medical centers and one more paid holiday.

The current tie-up began on December 23 after an 80-day Taft-Hartley injunction expired. The union originally struck on October 1, but the Government began injunction procedures ten hours later, sending the dockers back to work on Oct. 6.

Hearing On Lakes' Beef Continues

QUEBEC — Hearings before the Norris Commission inquiry into Great Lakes shipping are continuing here, following the wind-up of ten days of testimony by Hal C. Banks, president of the SIU of Canada.

Banks began direct testimony on January 7, the day the hearings resumed after a holiday recess. He left the stand last Friday, January 18, after lengthy testimony on SIU operations and the union's dispute with Upper Lakes Shipping.

Testimony is now underway by officials of the Canadian Brotherhood of Railway, Transport and General Workers. CBRT officials and leaders of the Canadian Labor Congress helped set up the boycott of SIU shipping in the St. Lawrence Seaway that caused a temporary shutdown of the Seaway in July and prompted the present inquiry. Top CLC and company officials are also slated to testify.

The dispute involving Upper Lakes began when the company broke a ten-year collective bargaining relationship with the SIU last April, locked out 300 crewmembers on its vessels and then signed a contract to deal with a brand-new union. Hearings on the dispute have been going on in Canada since August.

Big Payoff, SIU-Style



Seafarer James W. Pulliam, Jr., bosun (right), picks up a hefty SIU vacation pay check for a net of \$895.83 after winding up over a year on the Steel Fabricator (Isthmian) in San Francisco. SIU West Coast Rep. E. B. McAuley does the honors.

MCS Gals Steal The Show On Mariposa



A seagoing chorus line made up of women members of the Marina Cooks & Stewards Union aboard the liner Mariposa was the highlight of a gala crew Christmas party while the Matson passenger ship was at sea in the Pacific. The entertainment drew such rave notices that the gals were asked to do a repeat for the passengers.

SIU Oiler Sailed Mate In Cuba Force

Seafarer At Bay Of Pigs

MIAMI—While the exchange of American supplies for the ransomed Cuban prisoners is still underway here, it came to light that an SIU member, Seafarer Heriberto Miranda of this city, took part as an actual member of the 1961 invasion force.

Miranda, who has shipped with the SIU since 1955, is presently sailing as oiler on the SIU-contracted New Yorker (South Atlantic & Caribbean), which only last summer rescued three Cuban escapees from Castroism. The trio was adrift in a small boat and was landed in this port.



Miranda

Thirty-five years old and the father of six children, Miranda makes his home here in Miami although he is still

a Cuban national. He remains vitally concerned in the fate of his native land and, at the time of the "Bay of Pigs" landing in Cuba, translated his concern into action.

He sailed as second mate of the 4,000-ton Panamanian freighter Santa Ana which took part in the ill-fated attempt to liberate the beleaguered island, and luckily made his way back to the States with others in the invasion force. The return of some 1,200 others who made the landing attempt was not completed until last month, when 1,113 of the prisoners were exchanged under an arrangement to supply Cuba with \$53 million in

food, drugs and medicines plus several million dollars in cash.

Besides those returned on Christmas eve, a small group of seriously wounded was airlifted to the States several months ago.

MTD Raises Fund

Although the prisoners and some of their families are now in the States, much of the cargo pledged to Cuba for their return is still being hauled to the island by plane and ship. The AFL-CIO Maritime Trades Department and MTD unions raised a \$15,000 fund to pay the cost of longshore labor used to load the first shipment of supplies, and longshoremen here and in Baltimore have continued to handle the loading in the midst of the Atlantic and Gulf dock strike.

A previous assist in the prisoner exchange arrangements was given by the SIU which supplied a standby group of ship's cooks to help man the ship at first proposed to ferry the prisoners back to the States. The prisoners were finally repatriated by planes shuttling between here and Havana.

House Bill Urges Ban On 50-50 Cargo For All Ships In Cuban, Red Trade

WASHINGTON—A bill that would prevent foreign vessels that trade with Cuba and certain other Communist countries from carrying US aid cargoes was introduced in the House on January 21 by Rep. Thomas W. Pelley of Washington.

The proposal, if enacted, would put an end to such Department of Agriculture practices as chartering foreign ships for movement of US aid cargoes

after they have been engaged in trade with such Communist countries as Cuba, Communist China, North Vietnam and North Korea. The bill would also prohibit such vessels from carrying petroleum and petroleum products that are subject to US import quotas.

Its ban applies equally to vessels not actually in prohibited trade, but which are owned, operated or chartered by persons who have engaged in Communist trade with other ships.

Charter Given In December

As recently as December 23, the Department of Agriculture approved a charter for a foreign ship, the Greek-flag vessel Pearl Haven, which had been to Cuba twice last year, and was cited as such in a Maritime Administration report made public back on October 1. The Pearl Haven sailed from Norfolk with a Government-financed grain cargo for the United Arab Republic.

This was only one of a series of ships that have been engaged in trade with Communist countries and yet are still chartered by the Department of Agriculture for movement of US aid cargoes.

Strong protests on these flagrant abuses of US foreign policy have been sent to President Kennedy by the American Maritime Association, which represents SIU-contracted shipowners.

Protests Registered

A year ago both the SIU and MEBAA lodged separate protests over charter policies that favor foreign vessels over the interests of American ships and seamen.

The protests were brought to the attention of the Senate Commerce Committee, which instituted an investigation of procedure by Government departments and specialized agencies in moving US-financed cargoes. The committee, which recently reported on its findings, listed a long string of abuses by the Defense and Agriculture Departments, plus the use of "subterfuge" to bypass 50-50 and other US shipping laws and policies.

There are hints out of Washington that the US is unofficially considering a total ban on air and sea travel to Cuba by countries who are members of the Organization of American States, with essential items such as medicine being excepted.

Bridges: Russia Only 99.4% Pure

SAN FRANCISCO — Harry Bridges has found a flaw in the Soviet Union. The head of the unaffiliated International Longshoremen's & Warehousemen's Union has criticized the Russians for their United Nations' policy of only paying dues and assessments for UN programs they favor. In comparing the Soviet position to union policy, Bridges said that a union man is given the right to vote only when he pays his dues and assessments and the same policy should apply to the Soviet Union in the UN. He said "we don't hold with any country which refuses to pay its share of the cost, even if the policies adopted by the main body are policies with which some nations do not agree. By going at it this way, the USSR, France and other countries join the backward politicians in our country."

SIU Ship Milk Plan Year Old

Pioneered by the SIU in the interests of better shipboard feeding, the storing of canned fresh whole milk on SIU ships making offshore voyages was started just one year ago this month.

The program's objective is to guarantee all Seafarers at least one pint of fresh milk daily for the full length of any offshore voyage. First of its kind in maritime, the milk guarantee is based on use of pasteurized grade A fresh milk packed in sterile cans.

Super-Heated Milk

The raw milk used is the same as milk packed in bottles, except it is super-heated during processing and then sealed in tins instead of glass or paper containers. Use of the canned fresh whole milk is designed to do away with the problem of purchasing and handling milk in different foreign ports where facilities, supplies and quality are limited.

Stores of the canned product, which can keep without refrigeration, are drawn on after the supply of US fresh milk is used up.

The suggested best method of storing and serving this milk is to place each day's requirements under refrigeration at least 24 hours before serving and to cool it to below 40°. The cardboard boxes that contain the cans act as an insulator, so the 24-hour chill period is needed to get minimum proper chilling.

Argentine Crewmen Praise SIU Assist

NEW YORK—Tied up at Pier 25, North River, crewmembers of the Argentine vessel Rio Tercero have water in their quarters again, thanks to the intervention of the SIU. The crew was without water for drinking or bathing for 11 days when members called the SIU for help.

Water was available only in the officers' quarters amidship, since the water piping leading to the crew's toilets had frozen and burst open. In addition, there had been no steam heat for three days, several sick men were on board and the food was mostly rotten.

Officials of the Argentine State Line refused to talk to SIU representatives who contacted them at Pier 25, so they went on board to confirm the crew's condition. They were shunted off the ship by security guards almost immediately after a brief talk with the crew.

However, a call to the US Public Health Service about the plight of the seamen on the Rio Tercero won a promise to carry on an inspection of the ship's water system, and once the inspection took place, the situation changed.

The company instituted emergency repairs by cementing the breaks in the pipes so that the engineers could restore the water supply and other repairs were started.

Delegates from the crew visited the SIU to express appreciation for the assistance, and recalled an occasion last January when the Maritime Trades Department and the SIU supported the crew of another Argentine ship, the Rio Tunuyan.

The American unions assisted SOMU, the Argentine maritime

SIU Set To Fight CG Rule Over US Seamen

WASHINGTON—The Seafarers International Union is already mapping out a vigorous fight against a new proposal to give the US Coast Guard iron-fisted control of all American merchant seamen under the guise of a so-called "Merchant Seaman's Health Safety Act." The bill was introduced in the House of Representatives by Rep. Herbert C. Bonner (D.-NC), chairman of the House Merchant Marine Committee Jan. 9.

Bonner's bill is a warmed-over version of a program which the Coast Guard attempted to foist on US seamen nine years ago, and then dropped after strong opposition by the SIU and other unions.

The proposed legislation (HR 77), referred for consideration to the Merchant Marine Committee, provides that the Secretary of the department in which the Coast Guard is operating—Treasury in peacetime, Navy in wartime—"acting through the Commandant of the Coast Guard, shall establish physical qualifications for all po-

sitions on vessels of the United States."

It further stipulates, without setting forth any standards, that "the Secretary shall make such rules and regulations as may be necessary to insure that each seaman shall meet at time of signing articles the physical qualifications established . . ."

A fine of up to \$100 would be

levied against a shipping company which hired a seaman who failed to meet the unspecified physical standards. Seafarers who do not meet the qualifications could similarly be fined up to \$100 for serving on a US merchant vessel.

In 1954, when the Coast Guard first attempted to gain similar control over merchant seamen, the agency circulated a 60-page docu-

ment purporting to set up detailed standards of "fitness" under a numbers system that came to be known as the "profiling" program. Any seaman who fell short of any of the specifications and didn't fit the "profile" for his rating, would have been barred from earning a livelihood in his profession as a seaman.

If a seaman came from a broken home, had a poor sense of smell or a record of alcoholism in his immediate family, he would have found this sufficient to disqualify him from sailing.

The Coast Guard was unsuccessful in its bid to impose this system, which prescribed rigid physical, mental and emotional standards that many Coast Guardsmen or Navy sailors would have found it impossible to meet. Ultimately, the Coast Guard dropped the idea, and it never came to a hearing.

In 1959, the Coast Guard was successful in putting over a set of revised disciplinary regulations for merchant seamen, but this extension of its control over civilian seamen did not cover physical standards. The agency attempted to gain this authority in 1961. A bill was introduced by Rep. George Miller (D.-Calif.) at the urging of West Coast shipping company doctors, who feared that a proposed network of medical clinics planned by SIU Pacific District unions would cut into their practice. This bill also failed.

SHIP BUDGET—NOTHING NEW

WASHINGTON—Hopes for a shift in the Government's hold-the-line attitude toward the maritime industry, which were aroused by President Kennedy's message on transportation last April, are nowhere justified in the maritime appropriations appearing in the proposed fiscal 1964 budget.

The new budget, which is very similar to last year's, designates \$225 million in operating subsidy money and \$112.5 million for ship construction.

The ship construction figure indicates an increase of about \$60 million over the last budget, but this is merely a "paper increase."

since the fiscal 1963 figure had a carry-over of some \$50 million from prior years added to it. Actually the new shipbuilding appropriation is to keep a 17-ship replacement program going, which is one vessel less than in the current year.

"Paper Increase"

Another budget increase which turns out to be only a "paper increase" is that for research and development projects. The new budget seeks \$8.25 million for this purpose compared with a previous figure of \$3.5 million. Figuring in a large carry-over in the current budget, however, it turns out that the proposed fiscal 1964 research and development appropriation represents a \$1.7 million decrease. It provides among other things for construction and testing of an integrated power system for introduction into an automated ship.

Among the few bright spots in the proposed budget are a slight rise in the appropriation for the US Public Health Service facilities from about \$47.5 million to some

\$50 million. The Military Sea Transportation Service is to be maintained at about the same level also, according to the new figures.

The new budget takes account of expected subsidized sailings of up to 2,185 both in the current and in the next fiscal year. The Maritime Administration can approve up to 2,400 subsidized voyages per year, so there is room for extra sailings by already-subsidized companies or possibly by companies with pending applications, of which only SIU-contracted Waterman Steamship is anywhere close to approval.

Mothball Fleet

The Government intends to keep maintaining 974 vessels in a top-condition mothball fleet and another 490 Liberties in a lesser state of preservation for possible civil defense use. About 490 World War II ships, mainly Liberties, are still to be sold for scrap.

The proposed fiscal 1964 budget holds bad news for vessels on the inland waterways by seeking a two cent per gallon tax on all fuel consumed by such vessels. This is explained as a method of defraying some of the Government's cost of providing navigational facilities and offsetting competitive advantages attributed to them. The levy would go into effect next January, if approved.

Foreign aid expenditures would go down \$100 million, the drop coming in the military portion of the aid program. Proposed economic aid is actually up \$200 million from estimated expenditures for the current year.

50 Years Of Union Service



Presentation of a plaque at a Christmas testimonial to Great Lakes Area Director August A. "Gus" Wolf of the SIU Inland Boatmen's Union marked his 50th year of union service. The plaque was given over by Robert Affleck of the Chicago SIU-IBU (right), acting as toastmaster, at a dinner in Detroit. Both Affleck and oldtimer Joe Miller of Milwaukee (left) also have been in the Lakes tug firemen's union over 50 years.

Texas Tug Hit, Sunk—None Hurt

HOUSTON — Five members of the SIU Inland Boatmen's Union were unhurt here when their tug, the MV Point Comfort, was rammed and sunk by the US Navy tanker Maumee on January 9 in the Houston Ship Channel.

The 127-foot tugboat of the Gulf Canal Line fleet was taking on fuel at a Texaco fueling dock in Galena Park when her crewmen heard four warning blasts from the tanker and scrambled to safety.

Due to a slight bend in the channel at the fueling dock, an eyewitness said it was possible the tanker couldn't make the turn.

Fifteen minutes after the tug was rammed, she sank in 40 to 50 feet of water. The Coast Guard said she would not be a menace to navigation in that area, but markers showing where she went down were floated. There was no fire and no petroleum spillage, the CG said. The cause of the collision is under investigation.

The tanker, whose only damage apparently was a small crack in a plate in the bow, was on its way out of the channel after being docked at the Sinclair wharf. While the investigation was under way by the CG Marine Inspection Office the Navy vessel was anchored at Bolivar Roads in Galveston.

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SEAFARERS ROTARY SHIPPING BOARD



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

December 16 Through December 31, 1962

SIU shipping during the last two weeks of December slowed up, as expected, with the start of the longshore strike on December 23.

The busy shipping activity during the previous few weeks to move all vessels out of Atlantic and Gulf ports ended at strike deadline time, with the exception of re-placements for tanker crews and on vessels with military cargoes that were cleared by the longshore union.

Total shipping between December 16-31 amounted to 1,075 jobs, bringing the total for the month to 2,548 men dispatched. This matched the average pace for the full year based on the complete 12-month shipping total for 1962.

Despite the decline at the end of December, two of the West Coast ports, plus Jacksonville and Miami, showed higher shipping than during the first half of the month. Wilmington and Seattle were both fairly busy, although San Francisco showed no gain at all.

Registration was up during the period, to 1,815 men, as ships laid up on arrival in port. However, at the end of December, the number of men listed as registered on the beach in class A and class B (4,016) was not much higher than in any other period during the year. The holidays apparently contributed to keeping a number of men on the beach, since the slower than usual shipping did not cut into class C shipping at all.

Of the total shipping, class A men accounted for 54 percent, class B for 31 percent and class C for 15 percent, making this one of the best shipping periods for "C" men during the year.

The ship activity figures (see right) listed only 36 sign-ons, most of them before the strike deadline, compared to 44 for the pre-strike period in the first half of December. Next period's figures will first start to show the true effects of the dock strike, since the walkout has already extended well past the middle of January.

Ship Activity

	Pay Offs	Sign On	In Trans.	TOTAL
Boston	5	0	8	13
New York	22	6	15	43
Philadelphia	6	7	5	18
Baltimore	8	4	8	20
Norfolk	1	0	4	5
Jacksonville	2	0	6	8
Tampa	0	0	5	5
Mobile	5	2	4	11
New Orleans	11	8	11	30
Houston	9	3	24	36
Wilmington	2	1	6	9
San Francisco	1	0	2	3
Seattle	6	5	4	15
TOTALS	78	34	102	214

DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B							
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP							
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	2	6	0	8	0	0	5	5	1	1	0	2	0	0	1	1	0	0	1	1	1	2	1	4	2	1	1	4	8	19	6	33	0	2	5	7
New York	26	71	10	107	3	18	10	40	20	40	4	64	0	13	18	31	0	16	5	21	64	31	21	116	15	52	8	75	2	11	10	23				
Philadelphia	9	9	2	20	0	6	7	13	2	3	2	7	1	2	4	7	0	3	5	8	7	7	8	22	19	25	8	52	0	7	10	17				
Baltimore	14	40	5	59	1	4	8	13	0	8	3	11	0	4	3	7	0	2	3	5	11	7	5	23	57	107	20	184	2	12	24	38				
Norfolk	9	5	0	14	0	3	2	5	0	1	0	1	1	1	1	3	0	2	0	2	1	3	2	6	18	19	0	35	2	4	15	21				
Jacksonville	3	5	3	11	1	4	4	9	2	3	3	8	1	7	1	9	0	0	1	1	8	9	1	18	12	16	2	30	0	10	12	22				
Tampa	1	4	1	6	0	0	0	0	1	2	0	3	0	0	0	0	0	0	1	1	3	0	1	4	6	9	3	18	0	2	2	4				
Mobile	20	34	6	60	1	4	6	11	2	8	2	12	0	0	0	0	0	0	2	2	12	0	2	14	38	63	12	113	1	6	17	24				
New Orleans	31	53	15	99	1	12	23	36	25	24	7	56	1	10	8	19	0	1	1	2	56	19	2	77	86	139	29	254	7	44	67	118				
Houston	18	36	13	67	1	7	15	23	9	35	7	51	7	6	12	25	1	1	3	5	51	25	5	81	56	93	22	171	2	30	37	69				
Wilmington	7	9	1	17	1	1	1	3	1	10	0	11	1	0	6	7	0	0	0	0	11	7	0	18	14	16	3	33	2	8	6	16				
San Francisco	7	12	4	23	2	4	5	11	3	6	2	11	0	0	2	2	0	0	0	0	11	2	0	13	20	22	4	46	4	8	16	28				
Seattle	7	13	2	22	2	9	12	23	8	10	4	22	2	7	3	12	3	5	3	11	22	12	11	45	18	20	4	42	1	11	12	24				
TOTALS	154	297	64	515	13	72	102	187	74	151	34	259	14	50	59	123	4	30	25	59	259	123	59	441	365	600	121	1086	23	155	233	411				

ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B							
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP							
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	0	0	0	0	0	3	0	3	0	1	0	1	0	0	2	2	0	0	0	0	0	1	2	3	1	2	0	3	2	7	1	10	0	4	2	6
New York	14	53	7	74	8	12	17	37	8	32	2	42	3	15	11	29	0	7	4	11	42	29	11	82	12	42	6	60	5	11	10	26				
Philadelphia	4	12	2	18	1	2	3	6	0	4	0	4	0	1	2	3	0	7	0	7	4	3	7	14	4	26	4	34	1	6	7	14				
Baltimore	6	34	8	48	1	10	7	18	2	6	0	8	0	4	3	7	1	1	1	3	8	7	3	18	8	91	16	115	1	25	32	58				
Norfolk	0	3	1	4	0	4	2	6	1	1	0	2	0	0	0	0	0	1	0	1	1	0	0	1	5	16	2	23	2	10	8	20				
Jacksonville	3	6	1	10	1	5	1	7	2	7	0	9	0	4	3	7	0	1	1	2	9	7	2	18	2	12	3	17	2	12	4	18				
Tampa	1	1	0	2	0	1	0	1	0	1	1	2	0	1	0	1	0	2	2	4	2	1	4	7	1	7	1	9	0	1	2	3				
Mobile	10	29	9	48	0	8	11	19	0	3	3	6	0	1	2	3	0	0	0	0	0	3	0	3	17	64	9	90	0	15	13	30				
New Orleans	16	45	4	65	2	24	15	41	7	17	1	25	1	11	11	23	1	1	4	6	25	23	6	54	40	115	11	166	8	69	59	134				
Houston	16	38	4	58	4	12	12	28	11	25	0	36	7	14	13	34	0	10	0	10	38	34	10	82	24	76	11	111	7	38	44	89				
Wilmington	1	5	0	6	0	2	3	5	0	7	1	8	0	2	3	5	1	1	0	2	8	5	2	15	6	12	2	20	2	9	6	17				
San Francisco	3	14	5	22	0	3	4	7	1	14	1	16	0	1	2	3	0	0	0	0	10	3	0	13	7	25	5	37	0	3	11	14				
Seattle	4	8	2	14	2	12	3	17	2	17	1	20	1	6	2	9	1	4	1	6	20	9	6	35	4	17	1	22	1	11	5	17				
TOTALS	78	248	43	369	17	98	78	193	34	135	10	179	12	60	54	126	4	35	13	52	177	126	52	355	132	611	72	715	27	214	205	446				

STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B							
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP							
	1-2	3	4	ALL	1	2	3	ALL	1-2	3	4	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1-2	3	4	ALL	1	2	3	ALL
Bos	0	1	0	1	0	0	3	3	0	0	0	0	0	0	0	0	0	0	1	1	2	0	1	3	1	2	2	5	10	0	1	11	0	1	3	4
NY	10	20	5	35	8	48	24	80	3	5	6	14	4	0	10	14	0	3	16	19	39	14	19	72	8	18	2	28	55	1	0	56	0	2	12	14
Phil	2	3	3	8	0	0	5	5	0	2	0	2	5	1	4	10	0	0	4	4	5	6	4	15	7	14	7	28	43	0	2	45	0	2	12	14
Bal.	7	16	4	27	0	0	9	9	0	2	0	2	7	1	0	8	0	0	0	0	7	5	0	12	14	45	24	83	125	2	2	129	2	2	28	32
Nor	3	1	1	5	1	1	2	4	0	0	0	0	0	1	0	1	1	0	1	2	0	5	2	7	7	4	4	15	20	4	2	26	3	1	4	8
Jac	0	4	2	6	1	0	4	5	2	2	1	5	0	0	7	7	0	0	2	2	5	8	2	15	0	8	3	11	13	3	1	17	1	1	1	3
Tam	1	0	0	1	0	0	1	1	0	0	1	1	3	0	0	3	0	0	0	0	3	0	2	5	3	3	3	9	18	1	1	20	0	0	0	0
Mob	8	12	6	26	0	0	9	9	2	3	0	5	6	0	0	6	0	0	0	0	6	3	0	9	11	23	14	48	95	0	0	95	4	7	77	88
NO	8	24	9	41	1	3	21	25	2	9	2	13	32	0	14	46	1	0	5	6	32	15	6	53	21	51	23	95	206	4	7	217	0			

Carolina Tugmen Vote SIU



Awaiting first pact after recent SIU tugboat fleet election victory in Wilmington, NC, some of the boatmen in the Stone Towing Line fleet gather on the company's tug Socony 8, with the US monument battleship North Carolina in the background. Pictured (l-r) are Capt. Rossi Williams, Engineer Barnhill, James Durant, Clifton Blackburn, Sam Holden, Ben Edge, and Wilbur Dashfield. Stone Towing and Cape Fear Towing both voted SIU last month.

New SIU Carferry Pact Ups Lakes' \$

FRANKFORT, Mich.—Great Lakes SIU crewmembers on the Ann Arbor carferries have won a new agreement calling for a wage increase in accord with a railroad workers' pay formula, plus an improved vacation plan and an additional man to crew those vessels converted to oil.

Only one issue, the question of job security provisions, still has to be worked out in detail. The Ann Arbor Railroad and the Great Lakes SIU have agreed in principle to include the carferry men in the SIU's Job Security Program in order to broaden the coverage and protection of seamen throughout the SIU-contracted fleet.

Since the Railway Labor Act contains provisions which are in some ways different from the SIU program, the differences are being worked out in meetings between the company and the union.

The settlement resulted in crewmembers receiving retroactive pay amounting to four cents hourly from February 1 and 8.28 cents an hour from May 1.

Vacation improvements cut the number of days annually needed to qualify for vacations from 120 to 100 days. A major accomplishment was the placement of a handyman aboard oil-burning vessels in a move to upgrade manning conditions in the fleet.

Anti-Collision Bill Proposed

WASHINGTON—In an effort to lower the number of collisions in coastal and inland waterways, a proposal has been offered in the House of Representatives to ease strict interpretation of navigational rules and regulations.

The bill would authorize ships to depart from navigational rules, if necessary to prevent a collision, by permitting vessels desiring to navigate or operate under bridges constructed over navigable waters of the US to temporarily lower any lights, day signals, or other navigational means and appliances.

Violators who then keep bumping vessels into bridge structures would be liable to a fine of not over \$500, plus an added penalty of up to \$500 assessed against the vessel itself.

Fight Spreads Against Rail Moves

MTD Blasts Rate Cuts

WASHINGTON—The AFL-CIO Maritime Trades Department has added its powerful voice in support of counter-moves by intercoastal shipping lines against railroad rate-cutting maneuvers. In a strongly-worded telegram on January 21 to Rupert L. Murphy, chairman of the Interstate Commerce

Commission, the MTD urged rejection of a proposed reduced, all-rail rate on westbound transcontinental shipments of tin plate.

ICC has been asked by the railroads to okay a cut of 16 percent. The effective date of the new rate is February 1, unless the ICC suspends it subject to investigation.

Charging that the rail proposal was a "flagrant example of discriminatory rate manipulation" threatening important sections of the US shipping industry, the pro-

test by MTD President Paul Hall stated: "The new all-rail rate is a transparent maneuver on the part of the railroads to eliminate competition of intercoastal shipping, which is underscored by the fact that the railroads are maintaining existing rail rates for the combined water-rail transportation of the same commodity."

If the railroad scheme is allowed, he said, it "could lead to the destruction of the domestic American shipping industry . . . and the loss of thousands of jobs of American

maritime workers . . . longshoremen, seamen, shipyard workers and other waterfront craftsmen."

On the West Coast, Morris Weisberger, executive vice-president of the SIUNA, also took part in the industry's protest against the railroad action. "We are part of this fight and will be battling for our jobs all the way," he declared.

The only two lines still carrying steel pipe and tinplate to the West Coast are SIU-contracted Calmar Steamship and Weyerhaeuser Steamship, whose ships are manned by the SIU Pacific District. The Intercoastal Steamship Freight Association, which originally asked ICC to knock down the proposed rail rate, called for an immediate investigation to determine whether the reduction is a deliberate design to destroy intercoastal steamship operations.

In an effort to spotlight the entire issue, the water carriers followed the railroad rate announcement with a 20 percent cut of their own on tinplate, also effective February 1 unless the ICC takes action. The shipping lines announced plans at the same time for similar cuts on other commodities to balance off railroad rate slashes.

Industrial Spying Is Big Biz

Modern Mata Haris have switched in recent years from watching troop movements and stealing weapon secrets to watching transistor radio innovations and snaring new formulas for aspirin. Many of the famous female spy's modern counterparts find industrial secrets more lucrative than military secrets these days, it was brought out at a recent meeting of the American Society for Industrial Security.

With huge sums being spent on industrial research, an estimated \$18.5 billion in the United States alone last year, companies all over the world which are not able to match that sort of money or technology are tempted to pay well for stolen secrets. A formalized international market in stolen industrial secrets exists, it is reported, eager to snap up any item. Italian firms, for example, are eager for drug secrets because a quirk in Italian law bars patents on any drug products.

Japanese firms, on the other hand, are generally interested in electronics information. Some Japanese businessmen have even gone the rest of the world one better by enrolling in a "school" set up in Tokyo to teach modern methods of industrial spying. The course is operated by Takeko Ishida, a Japanese woman who got her own degree in espionage with the Japanese army in Manchuria during the 1930's. Among the courses taught is one on the use of miniature cameras.

Not to be forgotten is Switzerland, long-known as a haven for international spies, which is now said to be a center for industrial spying as well.

DIGEST of SIU MEMBERSHIP MEETINGS

The following is a digest of SIU regular membership meetings during the month of December, 1962, in all constitutional ports. This feature will be carried each issue in the SEAFARERS LOG:

NEW YORK, Dec. 3—Chairman, Earl Shepard; Secretary, Edward Mooney; Reading Clerk, Angus Campbell. Accepted minutes of all previous port meetings. Port Agent's report on shipping accepted. President reported on request for assistance in city drivers' strike, IIA contract dispute, hearings in SIU of Canada beef, provision for Christmas dinners, \$25 holiday bonus for pensioners and men in hospitals, missile ship dispute and increase in LOG publishing schedule. Report accepted. Welfare services report accepted. Report of quarterly financial committee accepted. Meeting excuses referred to Port Agent. Auditors' reports accepted. Total present: 379.

PHILADELPHIA, Dec. 4—Chairman, Frank Drozak; Secretary, Steve Zubovich; Reading Clerk, Charles Sfansbury. Minutes of all previous port meetings accepted. Port Agent discussed shipping activity, duties of delegates aboard ship, UIW organizing and blood bank program. Report accepted. President's report for November parried. Quarterly financial committee's report accepted. Auditors' reports accepted. Discussion in good and welfare on duties of delegates. Total present: 165.

BALTIMORE, Dec. 5—Chairman, Rex E. Dickey; Secretary, Ralph Nay; Reading Clerk, Tony Kastina. Previous port meeting minutes accepted. Port Agent report accepted on shipping, expected longshore strike, missile ships dispute, need for blood donors and holiday dinners. Report of President for November accepted. Quarterly financial committee's report adopted. Meeting excuses referred to dispatcher. Auditors' reports accepted. Motion under new business, that negotiating committee study possibility of new contract clause under fireman-water-tenders' duties regarding cargo overtime, was carried unanimously. Total present: 148.

DETROIT, Dec. 7—No meeting due to lack of a quorum.

HOUSTON, Dec. 10—Chairman, Lindsey Williams; Secretary, Robert L. Wilburn; Reading Clerk, Paul Drozak. Previous port meeting minutes accepted. Port Agent's report on shipping and holiday dinners accepted. President's report for November accepted. Report of quarterly

financial committee accepted. Auditors' reports accepted. Motion accepted under new business that committee be elected to meet with Port Agent and look into suitable eating places for use of meal books. Six men elected to committee under new business. Total present: 270.

NEW ORLEANS, Dec. 11—Chairman, Lindsey Williams; Secretary, Clyde Lanier; Reading Clerk, Buck Stephens. Minutes of all previous port meetings accepted. Port Agent reported on shipping, chances of IIA strike, need to file Welfare Plan cards and to furnish necessary documents in filing claims. Report accepted. President's report for November accepted. Report of quarterly financial

committee accepted. Meeting excuses referred to dispatcher. Auditors' reports accepted. Discussion in good and welfare on sending of allotments when men are taken off ship sick in foreign ports and on family welfare coverage while members are at sea. Total present: 320.

MOBILE, Dec. 12—Chairman, Lindsey Williams; Secretary, Louis Neira; Reading Clerk, Robert Jordan. Minutes of previous port meetings accepted. Port Agent's report on shipping, holiday dinners, blood bank accepted. Report of President for November accepted. Quarterly financial committee's report accepted. Auditors' reports accepted. Total present: 169.

NEW EVERY THREE MONTHS

If any SIU ship has no library or needs a new supply of books, contact any SIU hall.

YOUR SIU SHIP'S LIBRARY

Runaways Face Tax In Liberia

MONROVIA — American runaway shipowners may have to seek a new haven for their tax-dodging operations if a proposal by Liberian President William Tubman to have foreign-based operations fully registered and taxed is adopted.

Tubman urged the Liberian legislature to pass the restrictions on foreign business in order to offset the million of dollars in investment funds that are drained from Liberia annually.

He proposed that the legislature pass measures requiring that all foreign-based investment funds be registered and annual operation licenses obtained if the company is to be allowed to continue operating in the country. He also urged that foreign-based capital be required to either invest a portion of total profits in Liberian projects or pay taxes on their investment.

Liberia is one of the tax havens that runaway American shipowners have flocked to in large numbers. These runaway operations have no connection at all with the countries where they are nominally located, seldom if ever go to these nations' ports and employ no nationals of the country. Their only costs in the country are in paying a small fee for a mock registration, and acquiring the appropriate documents and flags. Liberia has maintained a special maritime registry office in New York for this purpose for many years.

Type Minutes When Possible

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

Canada SIU Vessel Eyes '63 Ice-Breaking Honors

MONTREAL—An SIU of Canada-crewed vessel, aptly named the Eskimo, may take on a foreign-flag ship in an ice-breaking contest to see who can reach this port first in February. Whichever one is successful, the feat of opening the port before April would strengthen proposals for special vessels to carry on year-round navigation in the St. Lawrence Seaway.

Canada Steamship Lines' freighter Eskimo is expected to vie with the Danish freighter Helga Dan for the honors, since both vessels are tentatively planning February arrivals here.

Experts point out, however, that an early opening of Montreal will have little impact on the mid-April opening of the Seaway, though last March 21st, an ice-strengthened freighter pushed her way here. Heavy ice barriers usually block the link between the sea and the Great Lakes well into April, though shipping men continue to clamor for all-year traffic because of the huge increase in cargo tonnage that would occur.

Meanwhile, in Washington, Secretary of Commerce Luther H.

Hodges announced the appointment of a St. Lawrence Seaway tolls committee to study the adequacy of toll charges now in effect on the waterway.

An agreement between the US and Canada when facilities were opened for deep-draft vessels in 1959 calls for a report to each government to be made not later than July 1, 1964 about the sufficiency of the tolls to meet statutory requirements. Under the law, the facilities must be self-liquidating and self-supporting. The tolls committee study is a preliminary to the final US report.

Coffeetime



Coffeetime at Philadelphia SIU hall finds Seafarer John Cullison on hand at snackbar counter, ready for a hot cup. Cullison ships as oiler out of his home port of Philadelphia.

SIU SAFETY DEPARTMENT

Joe Algina, Safety Director



Find Unsafe Conditions In Advance

Finding unsafe conditions and practices and getting them corrected before an injury occurs is the best kind of safety work. Taking the same steps after an injury is essential to preventing a similar accident, but is simply hindsight after some damage has already been done.

On board ship or at home, everyone should be on the lookout for unsafe conditions. Keep in mind that injuries can be incurred in the following seven ways:

- A fall, either on the same level or from one level to another.
- Overexertion from excessive effort in lifting or pulling heavy objects.
- Getting caught in between two or more moving parts or objects.
- Striking against a fixed object, by bumping into an object or hitting your head on an overhead.
- Being struck by what can be classed as a falling or flying object.
- Contact with electricity, hot, rough, or sharp surfaces or harmful chemicals.
- Inhaling, absorbing, or swallowing harmful substances like dust, fumes, liquids or gases.

These possible ways in which an accident may occur always should be kept in mind. The next step is to notice which of them exist in any given job. Only then can you really consider the next question: "What is the most effective way to prevent the accident before it can occur?"

A great deal of information is naturally available after an accident has occurred. The injured man will usually know what went wrong and the situation can be re-

constructed. Near-accidents can also supply valuable information because they at least point up the fact that a dangerous situation exists. Most important, however, is anticipating a dangerous situation or condition, and preventing an accident before it ever happens or even becomes possible.

One example of how dangerous situations can be anticipated should be enough to make the idea clear.

When you're working on ladders or scaffolds, accidents may occur in almost any of the ways listed above. A person working on a ladder may obviously fall off, causing injury. Overexertion may occur in lifting a heavy object onto the ladder or scaffold where a proper lifting position may not be possible.

In working high off the floor in an unfamiliar area near an overhead, you may be caught between or hit by unexpected objects which are normally high above the head, such as revolving fan on the bulkhead or overhead. You may strike your head against a pipe which is normally well out of the way otherwise, or touch a hot exhaust or water pipe or even a poorly-insulated electrical wire. There's a chance you may inhale harmful fumes or gases which tend to rise to the ceiling. Last, but certainly not least, you can easily drop an object which might hit someone standing or passing below.

If you keep these things in mind before tackling a job, on a ladder or anywhere else, accidents can be prevented before they have a chance to occur and cause injury.

Comments and suggestions are invited by this department and can be submitted to this column in care of the SEAFARERS LOG.

New Orleans Still Leading Grain Ports

NEW ORLEANS — This port easily retained its position as the nation's top port for grain exports in 1962 and expects to hold the same spot in 1963.

The Department of Agriculture announced that grain elevators on the route from Baton Rouge to New Orleans loaded over one-third of all outbound US grain to the tune of nearly a half billion bushels.

Destrehan was second in total grain loadings and Baton Rouge was third. The rise of the last two ports forced Houston into fourth place. The figures showed the Louisiana area was up over eight percent from its 1961 total of 25 percent.

Corn made up almost half of the grain shipments from the New Orleans-Baton Rouge region. Wheat was second and soybeans third.

Grain shipments by region according to the Department of Agriculture, were: Gulf, 790.5 million bushels; Great Lakes, 235.5 million; Atlantic, 165 million; Pacific, 163.5 million.

Other principal grain ports in order of their total shipments were: Galveston, Norfolk, Portland (Ore.), Superior, Port Arthur and Chicago.

Moving? Notify SIU, Welfare

Seafarers and SIU families who apply for maternity, hospital or surgical benefits from the Welfare Plan are urged to keep the Union or the Welfare Plan advised of any changes of address while their applications are being processed. Although payments are often made by return mail, changes of address for illegible return addresses delay them when checks or "baby hands" are returned. Those who are moving are advised to notify SIU headquarters or the Welfare Plan, at 17 Battery Place, New York 4, NY.

PO Amends Mail Rules

WASHINGTON—Seafarers announcing a new arrival or sending invitations, cards or mailings of any kind should check out new regulations prescribed by the Post Office Department beginning this month.

Envelopes, cards and self-mailers must not be less than three inches in width or 4 1/4 inches in length, and must be rectangular in shape. The Post Office doesn't recommend use of envelopes more than nine inches wide or 12 inches long for mailing.

Mailing pieces smaller than those listed or that aren't rectangular in shape will not be accepted for processing or delivery.

Seafarers should also bear in mind the new postal rates which went into effect January 7. First-class US postage now costs five cents, up a penny. Air mail stamps previously costing seven cents have had their face lifted too—they now cost eight cents.

The new regulations on the size and shape of mailing pieces are part of a postal effort to mechanize and economize its operations.

STEEL ADMIRAL (Isthmian), no date—Chairman, W. Morris; Secretary, C. F. Boyle. Captain's draw schedule discussed, and was voted on and accepted. No beefs reported by department delegates. It was requested that prayer attire be worn during meals.

BIENVILLE (Sea-Land), Sept. 7—Chairman, Harry Houston; Secretary, Phil Reyes Jr. No beefs reported.

DEL BUD (Delta), Aug. 16—Chairman, William P. Folsie; Secretary, W. B. Bourgeois. Ship's delegate reported this was a very good trip. One brother placed in hospital in Santos, Brazil, with injury. \$220.21 on hand in ship's fund at end of voyage. No beefs reported by department delegates. Motion to purchase movie screen for engine and steward departments.

SEATRAN TEXAS (Seatrains), Aug. 27—Chairman, J. Glenn; Secretary, A. Martel. Few beefs to be taken up with patrolman at payoff. Motion to source passageways. Fifty-one cents in treasury.

ALCOA RANGER (Alcoa), Aug. 14—Chairman, J. Kane; Secretary, F. N. Powell. No beefs reported by department delegates. See patrolman about sailing short one wiper from San Juan. Crew asked to remove dry clothes from clothes line.

BRADFORD ISLAND (Chies Service), July 15—Chairman, Billy Padgett; Secretary, A. Capote. Approximately \$10 in ship's fund. Some disputed OT in deck department. One man missed ship in Lake Charles. No major beefs reported by department delegates. Suggestion that captain should be stopped from smoking on wings of the bridge. Suggestion that ship's delegate take up the question of captain issuing discharges when a man needs one in order to collect vacation pay before the time on a previous discharge expires.

Aug. 16—Chairman, nona; Secretary, Adolfo Capote. \$9.05 in ship's fund. Motion made that the company supply electric water cooler for crew mess and quarters. One man taken off ship in Lake Charles by doctor could not be replaced. Suggestion that steward supply coffee perculator for crew messroom and cooler for engine room.

ORION STAR (Colonial), Aug. 24—Chairman, R. Murray; Secretary, M. E. Greenwald. No beefs reported. \$10.79 in ship's fund. Written motion sent in to negotiating committee regarding six-month articles instead of the present one year on tankers running to Persian Gulf.

PENN EXPORTER (Penn Ship), Sept. 2—Chairman, O. M. Rayner; Secretary, C. R. West. No beefs reported. Crew asked to bring books back to messroom when finished. Fresh water tanks to be cleaned and cemented. Motion that lodging should be requested when chipping is done near quarters of men sleeping.

PEYROCHEM (Valentine), Aug. 30—Chairman, J. McPhaul; Secretary, P.

Kogera. Ship's delegate reported no beefs. Will contact Houston hall and try to get library and OT sheets.

EAGLE TRAVELER (United Maritime), July 29—Chairman, James T. Siney; Secretary, L. D. Peirson. Letter sent to headquarters regarding draws, steward department stores and replacements. Discussion regarding one member of the crew being hard-lined by the captain. Suggestion made that a fan be installed in laundry room, and that recreation room be cleared in morning for sanitary work.

EAGLE VOYAGER (United Maritime), Aug. 19—Chairman, Kenneth Winters; Secretary, Alexander Brodie. Ship's delegate spoke of discussion he had with port captain on stores in Japan and lack of cooperation from



captain on vessel. Letter sent to headquarters regarding same. New ship's delegate elected, O. Claudin. \$4.79 in ship's fund. Crew asked to keep unauthorized persons out of messhall. Vote of thanks to second cook and baker.

AMES VICTORY (Victory Carriers), Oct. 28—Chairman, William Fernwood; Secretary, Anthony Petrillo. No beefs reported by department delegates. Repair list to be taken care of in New York.

CITIES SERVICE BALTIMORE (Chies Service), Oct. 14—Chairman, A. C. Wilson; Secretary, W. Clegg. Department delegates reported everything in good order. Some disputed OT in engine department. Baker given a vote of thanks for a job well done.

KATHRYN (Bull), Oct. 14—Chairman, A. Mitchell; Secretary, J. Keavney. No beefs reported. Motion to see that enough money and cigarettes are on board next trip.

TRANSORLEANS (Hudson Waterways), Aug. 26—Chairman, E. B. Hardcastle; Secretary, James A. Crawford, Jr. Ship's delegate reported no beefs. Motion made that bouans and electricians be registered separately from other Group I men. Motion made to try and keep all shore-side workers, etc., out of fo'c'sles and messhall.

BRIDGEHAMPTON (Bull), Nov. 21—Chairman, Jones; Secretary, Walsh. No beefs reported by department delegates. Nothing done to improve living conditions on this ship since departure from Baltimore. Repair list will be made up by delegates. Safety committee to be selected.

First Christmas In Houston Hall



With Seafarer W. Lockerman away on ship in West Africa, Mrs. Lockerman and the couple's grandchildren enjoy holiday dinner at Houston SIU hall, during first Christmas celebration held in the new building.



Mrs. L. H. Dodson, guest Billie Matthews, and sons Gary and Gregory, take time out from holiday dinner at Houston hall to pose for the cameraman. Dodson is also away at sea.

Sea Holds Up Gulf Channel Opening Date

NEW ORLEANS—This port's shortcut to the Gulf is not expected to open until May or early June because exceedingly rough weather makes it impossible to dredge, according to a spokesman for the Army Corps of Engineers.

Originally, the \$100 million ship channel from New Orleans to the Gulf was to open last October. Dredging operations in open water at the Gulf end have been delayed month after month because of bad weather in the area.

It's been estimated that only two months' work is left before the channel is completed and ready for traffic, but good weather is not expected until early April, thus pushing up the opening date.

Dredges had been damaged several times by 15-foot waves in recent weeks. The weather was so bad, in fact, that only two and a half days of work were possible during one 30-day period.

A major problem is a 2,500-foot discharge pipeline needed to pour dredged material into an area where it will not drift back into the channel. The pipeline has been ripped apart repeatedly, and one boat carrying an inspection team had to return after the boat's windows were broken by heavy waves.

US Controls Readied On New Drugs

WASHINGTON—The Food & Drug Administration has issued new regulations aimed at better protecting the nation against potentially dangerous or inadequately-tested drugs, such as the baby-deforming thalidomide.

FDA Commissioner George P. Larrick said the new regulations "provide strong and necessary controls over the investigational use of new drugs" and comply with legislation sponsored by Sen. Estes Kefauver (D-Tenn.), which was enacted last year.

Earlier, the agency took another move to tighten its supervision of new drugs by appointing Dr. Frances O. Kelsey, heroine of the thalidomide episode, as head of a new investigational drug branch. It will evaluate tests on animals and other reports on new drugs which manufacturers propose to test on humans.

Under the new regulations, which go into effect Feb. 7, the Government may order a drug company to hold off the human tests until the FDA is satisfied with the thoroughness and results of tests on animals. They also enable the agency to halt clinical trials on evidence that the drug is ineffective for the purpose for which it is being developed. Previously, trials could be halted only for lack of safety.

Manufacturers testing new drugs will be required to furnish full details about their distribution for investigational use, with comprehensive record-keeping and reports to the FDA and all investigators if any significant side effects or other hazards are found.

THE INQUIRING SEAFARER

QUESTION: Do you think any of the old superstitions about having women aboard ship are true?

Olman Morales, engine: If you keep a lot of women aboard ship there'd be a lot of fighting. On one ship I was on we carried a couple of good-looking Polish girls and there were quite a few scraps. They shouldn't have any women on American ships unless they have one for every seaman.



Ange Panagopoulos, steward: No, because I sailed with women myself. I was on a ship where the women made up the whole steward department—two cooks, the galley utility and and three mess girls. After a week, you look at women aboard ship the same as you would at any other seaman.



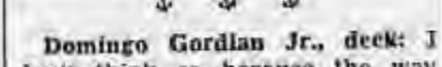
Marvin Phillips, engine: No. At one time maybe they didn't have the no-fraternization system. The way the ships are today, the fellows treat ladies like ladies. I never bothered reading up on most of these superstitions. I'm not a superstitious person, and I don't think there's any truth in those old ideas.



Leonides Morales, engine: I don't think they're true. I think a woman aboard ship will bring good luck to the crew, because most of the time the women are praying for the safety of the ship. I don't believe in superstitions, although some sailors do. I don't see how having a woman aboard can bring anything but good luck.



David Manzanet, deck: I don't think so. I was on a ship with three women passengers and nothing terrible happened. We enjoyed talking and joking with them. That superstition may have been true in the old days when there was no discipline on ships and the crew fought over the women. But it isn't any more.



Domingo Gordian Jr., deck: I don't think so because the way we live now we respect one another more, and we also know more about women. Every port where seamen go nowadays they meet different women, and when they see a woman on a ship they treat her like a lady should be treated.



MCS Reelects Turner

SAN FRANCISCO—A record 3,200 members cast ballots in a special election for officers of the Marine Cooks & Stewards Union, which saw the return of Secretary-Treasurer Ed Turner, all but two incumbents at headquarters and all outpost officials.

The results were announced by a five-man, rank-and-file Credentials and Elections Committee here on January 9. Official returns will be announced in a few days.

Voting by the MCS membership virtually reaffirmed the results of an election held two years ago, whose procedures had been challenged. The latest vote will be followed this fall by the regular three-year union election provided for in the MCS constitution.

In winning reelection, Turner defeated Harold A. "Spud" Robinson, whom he also defeated in 1960. As assistant secretary-treasurer, Frank Gomar will succeed Ted Nelson, who was named as an interim officer last spring, replacing Louis Foyl, who died in 1961. Gomar defeated both Nelson and a third candidate, Cyril Gleason.

The other headquarters posts were won by Bud Bayless, P. D. "Bumblebee" Thompson and John Stathis, running against a large field for the three patrolmen's jobs. Stathis, elected patrolman for Portland in 1960, defeated incumbent Tony Brancouli.

In the branches, all incumbents on the ballot were reelected. Hugh "Pat Keogh" won as Portland agent and Bob Bessette, acting patrolman, replaced Stathis.

Other results included the following: Wilmington, Joe Goren, agent; Charles Watson, patrolman; New York, Wilder Smith, agent; Gene Russell, patrolman; Honolulu, Alfred "Sparkie" Chung, agent; Seattle, Charlie Green, agent; San Ewing, patrolman.

Voting was conducted from November 1 through December 31.

Don't Delay On Heat Beefs

Now that the cold weather is here, Seafarers are reminded that heating and lodging beefs in the shipyard can be easily handled if the ship's delegate promptly notifies the captain or chief engineer and shows them the temperature readings at the time. Crewmembers who beef to themselves about the lack of heating but wait three or four days before making the problem known to a responsible ship's officer are only making things tougher for themselves. This should also be done when shipyard workers are busy around living quarters. Make sure you know where and when the work was done so that the SIU patrolman has the facts available.

Lumber Men Widen Hole In Jones Act

WASHINGTON—The loophole worked into the Jones Act's protective clauses for domestic shipping last year in the interest of US Pacific Northwest lumber shippers is expected to be broadened to include a Southern lumber concern as well.

A Maritime Administration examiner recommended on January 11 that a Savannah, Georgia, lumber company should be allowed to use foreign-flag shipping to haul its product to Puerto Rico under the 1962 Jones Act revision.

The examiner's recommendation was made on a move by Warsaw Lumber & Trading Company for the authority, already granted to seven Pacific coast shippers, to use foreign shipping in the Puerto Rico trade if space on American ships is not "reasonably available."

A "first refusal" procedure has been established giving American vessel operators five business days to match or better space offer-

ings by foreign lines already optioned for the lumber movement. Under this procedure a Japanese ship has already been cleared to handle the first cargo from the West Coast to Puerto Rico.

The seven shippers for whom the Jones Act has been suspended are: Georgia-Pacific, Dant and Russell and Oregon Lumber, all of Portland, Ore.; Seaboard Lumber, Simpson Timber, both of Seattle, Wash., and Heldner and Company and its subsidiary, the Windsor Company of Tacoma, Wash.

Lumber cargoes will be moving to the Puerto Rican ports of San Juan, Mayaguez and Ponce from Grays Harbor, Wash.; Coos Bay, Ore.; Eureka, Calif., and other Puget Sound and Columbia River ports.

Northwest lumber growers pressed for the amendment sponsored by Sen. Maurice Neuberger (D-Ore.) last year in order to gain some relief from competition by Canadian lumber moving into US ports on foreign ships. The suspension of the Jones Act is on a one-year trial basis until October 23.

A-Powered Lighthouse Ready Soon

BALTIMORE—A nuclear-powered lighthouse is in the making for Chesapeake Bay.

The Coast Guard and a Government contractor are working with the Atomic Energy Commission towards this end. The generator, powered by Strontium 90, is expected to be completed before spring and tested by mid-April.

After the tests are completed, the generator will be installed in one of three lighthouses in Chesapeake Bay. At this time, the most likely appears to be Baltimore Light off Gibson Island, not too far from the main channel entrance.

One In A Series

The lighthouse program is part of the AEC's SNAP-7 series of providing atomic power for out-of-the-way places. A nuclear-powered buoy already is operating in Chesapeake Bay and a submarine detector recently was lowered into the Atlantic. Both have the same type of direct energy conversion device that is being prepared for the lighthouse.

The lighthouse generator will be the first one where all of the fuel has been prepared by private industry and not in a Government laboratory. The next step for this type of fuel will be in space, according to a project spokesman.

New Scallop Boat Signed

FAIRHAVEN, Mass.—Another new scalloper has been signed up by the SIU-affiliated New Bedford Fishermen's Union. The new boat is the \$135,000 Sylvia Mae, owned and skippered by Sheldon Kent of this port.

The vessel has enclosed slucking boxes, but her fore-cle was made larger than most of the scallopers being launched today. Most of the extra room is in the galley, providing added space for the steward and the crew.

The Sylvia Mae is equipped with many electronic aids and is higher planked than others of similar design. The height of the whaleback has been decreased, while the pilothouse has been raised in order to provide better visibility.

Powered by a 335 horsepower Waukesha Diesel, the boat is 83 feet overall and similar in design to two other scallopers now being built.



On the mend at Brighton (Mass.) marine hospital, New Bedford fisherman Edmund Borisoff (right) visits with his wife and receives weekly New Bedford Fishermen's Welfare Fund check from Howard W. Nickerson, NBFU secretary-treasurer.



Experience Is Still The Best Teacher

JOB-HUNT EASES FOR OLDTIMERS

Experience, the primary product of a long and eventful life, is once more being recognized by employers for the valuable asset it is, and oldsters are reaping the benefits of their experience in new jobs.

US Labor Department studies point up the fact that older workers are finding easier sledding in their job seeking these days. A 1956 survey for example, found that 58 percent of job openings carried upper age limits and 42 percent stipulated applicants had to be under 45. By 1961, these figures had dropped to 39 percent and 26 percent, respectively.

Many companies now freely admit that it is self-interest which is prompting them to hire older

workers. Their records show that older workers are less likely to switch jobs, are less expensive to recruit and train, and are often more interested in their jobs than younger workers, personnel people say.

In addition, many time-worn reasons for not hiring older workers are gradually breaking down. The reasons usually given for restrictive hiring are that the cost of fringe benefits, pension plans and group life, hospital and sur-

gical insurance outweighs the advantages of hiring older workers.

This idea is being disputed, however, by those who contend that medical insurance costs will average more for younger workers once you figure in maternity and dependent benefits.

In spite of the new trend, the problem of long-time unemployment of older workers is expected to be around for a long time. Right now, men over 45 comprise over 30 percent of the long-time (over six months) unemployed, although they make up only 26 percent of the work force. By 1965, the 45-and-over age group will be adding 11 workers to the labor pool for every two added in the 24-to-44 age bracket.

Meanwhile, things are looking at least a little brighter for many oldsters who want the opportunity to put in a good day's work.

SOCIAL SECURITY REPORT



Joseph Valpian, Social Security Director

Medical Expenses At All-Time High

American consumers spent a new high of \$2.1 billion for medical care in 1961, according to data released by the Social Security Administration. The total private outlay for medical care, which includes \$14.4 billion in direct out-of-pocket expenditures and \$6.7 billion paid for health insurance, exceeded by \$1.3 billion the total spent in the US in 1960.

The record 1961 consumer expenditure for medical care amounts to \$116.60 for each individual in the US. Direct expenditures per capita were \$79.76, while payments for health insurance amounted to \$36.84 per capita. All these sums apply to private expenditures for health care; they do not include Government outlays or medical care provided through private charity.

In 1961 the private spending for medical care increased in all categories over corresponding figures for 1960. Hospital care increased by 9.8 percent, and nursing-home care increased by 8.9 percent. The net cost of health insurance—that is, the difference between the amount paid for insurance and benefits paid by insurance carriers—increased by 15.7 percent.

Other items that showed smaller increases over 1960 were payments to physicians, up 6.5 percent, and outlays for eyeglasses and appliances, up 2.3 percent.

A breakdown by category of expenditures shows how the consumer's medical care dollar was spent in 1961: hospital care accounted for 27.6 cents; physicians' services, 27.6 cents; drugs, 19 cents; dental care, 9.8 cents; eyeglasses and appliances, six cents; nursing and other professional care, four cents; nursing-home care, 1.4 cents. The remaining 4.6 cents of the consumer's medical care dollar represents the net cost of health insurance.

Of the total \$6.7 billion expenditure for health insurance premiums, 45.4 percent was paid to Blue Cross-Blue Shield plans, 38.1 percent to insurance companies for group coverage, 9.4 percent to insurance companies for individual policies, and 7.1 percent to independent health insurance plans.

The Social Security Administration estimates that insurance benefits paid 28.3 percent of the consumer's total 1961 medical bill, exclusive of the cost of insurance. Insurance met 66 percent of all charges for hospital care, 30 percent of all charges for physicians' services, and 1.5 percent of the cost of all other items, including dental care, nursing service, drugs, and nursing-home care.

Since 1948, private expenditures for health care have increased by 175 percent. One reason for this, a "Social Security Bulletin" article notes, is simply the increase in population. Another is the general increase in price levels.

About two-thirds of the increase in per capita health care expenditures since 1948 was caused by higher medical prices; the remaining one-third resulted in a higher

standard of living through increased use of health services and improvements in the level and scope of medical services.

(Comments and suggestions are invited by this department and can be submitted to this column in care of the SEAFARERS LOG.)

Vacation Cash



Big SIU vacation pay checks are in style these days, as Seafarers cash in on the new \$800 annual rate that began in October for all seafarers. Previously, only Seafarers who were on the same ship for a year since October, 1961, drew benefits at the \$800 rate. At top, Santiago Laurente, cook, shows \$912.88 check for over a year on the Ames Victory (Victory Carriers).

Atom Cargo Springs Leak—No Danger

NEW YORK—A slight leak of radioactive material from its lead cases into the bodies of two of the four trucks that carried it from a Pennsylvania plant to the Brookhaven National Laboratory on Long Island last week again pointed up the potential hazards in transporting such materials.

A spokesman said the Atomic Energy Commission was investigating the incident, and that the two trucks were contaminated but the radioactivity involved was not dangerous.

The leak was discovered when the truck carrying the shipment on the last leg of its The AEC did not disclose the incident for several days, according to a news report, because one of the trucks involved could not be located for two days and had to be checked out first.

Two trucks had taken the shipment from Apollo, Pa., to Pittsburgh, where it was loaded onto a third truck that went to Jersey City. From there, it was taken by another truck to Long Island for storage. During the trip, the contaminated equipment was kept in supposedly airtight and leakproof lead containers cradled in wooden crates.

When the crates were unloaded at Brookhaven, technicians found that radioactive material had apparently leaked from at least one of the containers. They found "slight" contamination in the truck, and had it cleaned by sanding, which removes radioactive particles.

Union Has Cable Address

Seafarers overseas who want to get in touch with headquarters in a hurry can do so by cabling the Union at its cable address, SEAFARERS NEW YORK. Use of this address assures speedy transmission on all messages and faster service for the men involved.

YOUR DOLLAR'S WORTH
Seafarer's Guide to Better Buying

By SIDNEY MARGOLIUS

Watch Fuel Cost As Mercury Sinks

This has been a cruel winter, and not the least of the weather's barbs has been the increase in the cost of fuel. Oil, for example, seems to go up in inverse ratio to the drop in temperature. In some parts of the country, there already have been two price hikes this heating season, for a total increase of approximately ten percent.

For many families, the result of the low temperatures and high prices is fuel bills running up to \$50 a month. The extreme weather also has placed a heavy strain on boilers that bless many homes, and a host of breakdowns have occurred, servicemen report.

Oil companies usually give a reduction of a half-cent a gallon on deliveries over 300 gallons. Unfortunately, this is just over the

275-gallon capacity of most basement tanks. But some suppliers also give a discount of two percent for cash. Thus, a family with the money wisdom to maintain a fuel capital fund of \$30 or \$35, instead of depending on the oil company to plan for it, can make this modest fund earn money at the rate of 20 percent a year (by using it over and over to pay cash for fuel).

In any case, this is a year to practice expert economy in use of fuel. In many homes, unnecessary heat losses can be found. One family that seemed to have large fuel bills (in this case the heating was by gas), finally checked with the local utility and found that its bills did run about \$10 more a month than for homes of similar size and type in its neighborhood.

The heat loss was traced to a poorly-fitted back door with no storm door; leaky window frames, and an over-age hot-water tank with worn-out insulation. With heating bills a major item in home-owning costs, the savings on fuel in just one heating season paid for correcting these defects.

Here is a checklist of frequent sources of heat loss that are not difficult to remedy:

Window heat loss: Storm windows can save 50 percent of the heat lost through windows. With most of winter still ahead, it is not too late to install storm windows. In fact, you can get special prices on storm windows in midwinter sales.

Loose frames: One of the most common heat losses, and the least expensive to remedy, is caused by loose window and door frames. These need weatherstripping to keep out cold air.

Thermostat over-adjustments: Many families fiddle with the thermostat too often. A constant temperature of 70 degrees is recommended by heating engineers as comfortable and economical. One study found that fuel consumption is increasing one and one-half percent for every degree over 70.

Nor does it pay to lower the thermostat excessively at night. The walls and furniture cool off, and in the morning the heating system has to operate overtime to restore the desired temperature, and heat up the house itself.

Blocked hot-water lines: Airlock in convectors and radiators often blocks circulation of hot water. Convectors have a little petcock on one side. These may need to be opened occasionally (until water escapes) to correct airlock.

Clogged filters: In warm-air heating systems, dirt-filled filters block the heat from the furnace. These need to be replaced or cleaned frequently. Replaceable filters cost only about \$1.

Blocked air circulation: Furniture or drapes that interfere with movement of air around convectors and radiators reduce heating efficiency.

Improper burner adjustment: Improperly-adjusted burners can waste ten to fifteen percent of your costly fuel. One clue to efficient operation of the common high-pressure oil burners is the color of the flame. It should be orange-yellow, bushy and even in shape, should never look or sound like a blow-torch or show more than a slight tinge of smoke at the tips, and should not produce visible smoke from your chimney. To make sure of proper adjustment, ask your serviceman to analyze the flue gases.

Burners located in small utility rooms or in tight, small basements, often do not get enough air for proper combustion. This results in a loss of heat up the chimney, and can be corrected by opening a window slightly.

Ceiling heat loss: Ceilings without insulation can result in heavy heat loss. Heating engineers recommend at least four inches of insulation. If your attic is not completely floored, you can correct heat loss in the main part of the house, at moderate cost, either with blanket or loose-fill insulation.

Floor heat loss: A cold basement results in cold floors which waste heat. Use weatherstripping and storm sash to prevent heat loss in the basement too.

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SIU FOOD and SHIP SANITATION DEPARTMENT



Cliff Wilson, Food and Ship Sanitation Director

Ship Sanitation Is Plain Common Sense

The ship is the sailor's home during a sea voyage. He therefore has a right to expect it to provide him with a reasonable amount of comfort and safety to protect his health, just as he expects these things of his home on shore.

This sanitation, which is primarily a matter of plain common sense is therefore of the utmost importance, especially for food handlers.

Tremendous strides have been made in ship sanitation since the old days when outbreaks of disease aboard ships were not a rare occurrence. When communicable disease develops on board ship nowadays it is usually traceable to faulty or inadequate sanitation practices.

Inspections and controls by the US Public Health Service have become routine and are to a great degree responsible for the present-day high standards of shipboard sanitation. Active interest by the unions in the welfare of their members and greater general knowledge of health and sanitation problems are also responsible for this result.

There are six primary areas requiring attention aboard ship, such as the drinking water system, waste disposal, vermin control and the broad area of food sanitation. The matter of food sanitation is an especially critical item, with personal sanitation and health among food-handlers as a major consideration.

Common sense decrees that all persons handling food and drink or food utensils and equipment should observe the primary rules of personal hygiene in keeping themselves and their clothing clean. The hands especially should be thoroughly washed with soap and hot water immediately prior to coming on duty, after any interruption of duty or after visiting the lavatory.

It is also plain common sense that anyone known or even suspected of carrying any communicable disease should not be permitted to handle food in or around food-handling areas. This also applies to anyone with a gastro-intestinal disturbance or anyone who has an open cut or infected wound on an exposed part of his body.

Food storage, preparation or serving areas should never be used for sleeping or living quarters by anyone. Clothing and personal articles should never be stored in such areas.

It is also a basic rule that manual contact with food and drink are to be avoided whenever possible. Containers and utensils should never be handled by surfaces which will later come in contact with food or drink. Animals of any sort should be strictly taboo in any room where food is prepared or stored, and loitering in such areas is to be discouraged.

These common sense rules should be observed scrupulously. In all cases, such habits developed and encouraged from the start pay long-term dividends in health and safety.

(Comments and suggestions are invited by this Department and can be submitted to this column in care of the SEAFARERS LOG.)

NY Printers Hold The Line— News Blackout In 7th Week

NEW YORK—The news blackout created by the Publishers Association of New York is completing its seventh week with no settlement in sight. The blackout came about when members of Typographical Union No. 6 struck four major dailies for a new contract on December 8 and were met with a lockout at the five remaining regular newspapers.

Local 6 called its strike after five months of negotiations, and has repeatedly offered to resume work at the non-struck papers under the old contract and to negotiate with each of them on the basis of their ability to pay. Approximately 20,000 workers in ten AFL-CIO unions, including the 3,000 printers, are affected by the newspaper shutdown.

All-out city labor support of the striking printers was dramatically demonstrated on January 15 when a huge "Back The Printers" rally was held in front of the "New York Times," one of the struck papers.

Virtually every union in the city, including the SIU and member unions of the Maritime Port Council of Greater New York Harbor, participated in the two-hour demonstration.

One of the primary demands of Local 6, besides money items and working rule issues disputed with the publishers, is its bid for a uniform expiration with other newspaper union agreements. The union sought a new contract expiration date of October 31, 1964, the same date as in other agreements, since this would allow for bargaining by all the unions at the same time. It would also enable all the unions to bargain on their own needs and not on any pattern reached by another union, as is now the case.

The publishers wanted the printing union to accept a package previously agreed to by the Newspaper Guild, without taking into account differences among the crafts.

With the strike now in its seventh week, the thousands of idled newspaper workers are becoming eligible for unemployment benefits under a ruling by the NY State Division of Employment. The seven-week waiting period is being applied both to the strikers and the locked-out workers at the five papers shut down by the publishers on their own.

Local 6 has called for a Federal probe of the publishers association and possible anti-trust violations based on the lockout situation. Rep. Emanuel Celler (D-NY), chairman of a House Anti-Trust Subcommittee, has already indicated that his group will start hearings on the concentration of newspaper ownership and decline in competition in the near future.

When Flowers Lose Bloom, They Should Fade Away

SINGAPORE—Women office workers of the world, unite! You have nothing to lose but your jobs! That is, if one Japanese male writer has anything to say about it.

Author Takeo Okuna placed himself squarely on the record and in the middle of a muddle by stating that women office workers should be compelled to retire after five years on the job. This should be enough to raise millions of feminine voices around the world in one loud Bronx cheer.

An International Confederation of Free Trade Unions' bulletin quotes Okuna as saying that "a newly-hired office girl fresh out of school is like a flower . . ." But, he adds, "these flowers soon lose their bloom."

At first, he says, new women employees are eager to serve their male bosses but, in a few years, they undergo a startling change. They have to be forced to work. They don't smile as often as they did, nor do they rush to placate the boss as they used to. To meet this situation, Okuna advises the bosses to politely show his women workers the door. The hint should be broad enough.

The one saving factor in his proposal is that after the five-year-period, the ladies should be granted a "substantial dowry" to enable them to snare a spouse. Okuna doesn't make allowances for those who have already tied the nuptial knot. He was referring at the time to unskilled Japanese girls whose duties are simple filing, greeting guests, running errands and serving tea.



Thousands of New York trade unionists, including Seafarers and members of the city's Maritime Port Council, staged a mass rally outside the "New York Times" on January 15 in support of striking newspaper printers. After Typographical Union No. 6 struck four major NY dailies on December 8, the publishers association responded with a lockout at five other papers to impose a complete news blackout on the city. Pictured here are some of the estimated 25,000 trade unionists who carried picket signs and participated in a two-hour rally described as the largest picketline demonstration in NY history. Members of virtually every union, including the nine other newspaper unions, took part.



MTD Protest Ends Jam On Lakes' Dredging Job

CHICAGO—Dredging of the Burns Ditch was expected to get underway soon, now that the US Army Corps of Engineers has decided, under heavy pressure from the Chicago Port Council of the Maritime Trades Department, to allow dredging for the construction of a deep-water harbor.

Many thousands of marine and construction workers are expected to be employed when work gets underway at the site near Porter, Ind. When it is finally completed, perhaps by 1964, the Burns Waterway Harbor is expected to cause a boom for industry throughout the area.

An Army engineer's opinion on the feasibility of the project had been vacillating since 1959 while it delayed any positive decision on the matter. Pressure from this area's MTD port council, in the form of a resolution sent to high-ranking government officials, was led by the Great Lakes SIU and the SIU Inland Boatmen's Union here.

The resolution urged the immediate granting of all necessary permits by the Army Engineers to allow a start on the dredging of sand from the bottom of the ditch. The resolution pointed out that granting the permits would not only open up industry in the area, but would improve employment opportunities by increasing maritime activity there.

The MTD resolution was enclosed with a statement of the port council's position and sent to President Kennedy, Congressmen and Senators from both Indiana and Illinois, state labor officials and others.



Water Wanted



High winds sweeping over the Delaware took some of the river with them recently, leaving the SIU-manned tug B. M. Thomas high and dry near Philadelphia's Ben Franklin Bridge. The boat was refloated after gusts up to 53 mph died down.

SIU MEDICAL DEPARTMENT



Joseph B. Logue, MD, Medical Director

A Draining Ear Can Be Dangerous

A draining ear is like a time bomb, according to Albert P. Seltzer MD, University of Pennsylvania, writing in the "Consultant."

Thus it is necessary to impress on patients who have a draining ear (otitis media) that as long as the ear is draining, although there may be no pain or other symptoms, the condition is not cured. He should continue treatment until the drainage, however slight, has completely subsided. This should be clearly explained to the patient and, if necessary, the analogy of the "time bomb" should be used.

"Otitis media" or middle ear infection usually develops by the passage of micro-organisms through the eustachian tube to the middle ear from the nasopharynx. As the infection develops, there is an accumulation of fluid in the middle ear. This is likened to a bony box which is covered on one side by an elastic structure, the ear drum, which separates the middle ear from the outer ear. The accumulation of fluid or pus in the middle ear produces an acute nagging pain.

When the pressure in the middle ear builds up, it causes a bulging of the ear drum which, if not released, usually ends in a rupture of the eardrum through which the infected fluid escapes into the outer ear canal. The release of this pressure results in subsidence of the pain.

Infection of the middle ear is always potentially dangerous due to the possibility of extension of the infection to adjacent structures, such as the brain, meninges and/or mastoid bone, due to the pressure of the accumulated fluid before the drum ruptures, or is surgically drained. In either case, cultures should be made of the infected fluid, and proper antibiotics administered. If proper treatment is followed, the drainage will usually cease and the rupture of the drum or surgical incision will heal without untoward results.

Often the patient does not follow up the treatment sufficiently, in which case the drum does not heal due to continuing slight drainage and recurring infection. The condition thus becomes chronic with resulting damage to the delicate structures of the middle ear and loss of hearing. The opening in the drum remains.

In chronic "otitis media" with perforation, the constant drainage irritates the mucous lining of the ear canal, often causing the growth of polyps from the inflamed tissue. At other times, the mucous membrane may grow through the perforated drum into the inner ear, causing the production of cholesteroloma which may require radical surgical treatment.

In any draining ear, the ear should be kept dry. The patient should avoid swimming, as water under pressure will pass through the perforated drum into the inner ear and cause re-infection, or aggravation of the infection already present.

Infection of the middle ear most often develops during childhood. Then, infection more easily reaches the middle ear due to the anatomical directness of the eustachian tube as compared to that in adult life.

If the infection is not completely eliminated, the drum will not heal and the condition becomes chronic and persists through life. No child with middle ear infection should be discharged from treatment until the drainage from the ear has completely subsided and the drum healed.

When a patient is seen with an acute "otitis media" with bulging drum due to entrapped fluids, myringotomy (incision of the drum) with antibiotics is the preferable treatment, according to Dr. David Myers. If only antibiotics are used, the infection may be controlled but the trapped fluids remaining may produce a hearing loss.

Fortunately, due to the advancement of microsurgery and improved technique many chronic draining ears may be cleared of their infection and restored to usefulness.

Dr. W. D. Schlosser and other specialists in this type of surgery using the operating microscope are able to clean out the chronically-infected ear, repair the perforated drum by vein graft and restore hearing to those who heretofore were regarded as hopeless.

(Comments and suggestions are invited by this department and can be submitted to this column in care of the SEAFARERS LOG.)

'WORK' LAW DRIVE GETS ITS LUMPS

The so-called "right-to-work" laws, long a pet measure of conservative, anti-union legislators, have received sharp setbacks within recent weeks in two states. Developments in both Maine and Kansas highlighted continued opposition to "work" laws in many sections of the country.

A drive for "right-to-work" legislation in Maine was denounced in no uncertain terms by Gov. John H. Reed and Commissioner of Labor and Industry Marion E. Martin as the prelude to "unrest and disorder" in labor-management relations. Reed charged that agitation for a law banning the union shop came from outside the state and not "from the working people of Maine."

'Work' Law Disrupts

The governor, in a letter to a group known as "Maine Citizens for Right-to-Work," contrasted the high level of union-management relations existing in his state with the disruption that would follow adoption of such a law. He was seconded by Commissioner Martin, who emphasized the opposition to a "work law by praising the record of harmony between Maine labor and management.

"We should do nothing," the Commissioner declared, "that would upset such labor relations."

The second blow to sponsors of "right-to-work" measures took place in Kansas, where two newspapers called for a reappraisal of the state's ban on union shop pacts and agreed that the law

hadn't contributed what proponents swore it would.

In an editorial, the "Hutchinson News" denounced those who promised that "right-to-work" laws would bring new industries to the state. Things just "haven't worked out that way," the newspaper said, noting the lack of new business in the state. "Kansas is missing the boat," as far as military and space agency business is concerned, the paper added, because agreements in this field require union shop contracts which are outlawed by Kansas' "work" law of 1958.

Echoing the Hutchinson paper, the "Wichita Eagle" quoted a Kansas Chamber of Commerce spokesman as saying that the state might wind up losing existing defense contracts because of its "right-to-work" statute.

See Building Costs Cut By Ship With A 'Hinge'

TOKYO—A Japanese shipbuilding firm has developed a revolutionary new way of constructing a ship that can drastically cut construction time and cost. The method involves construction of a ship in two parts, then joining it with a "hinge."

Separate Sections

The new development means the fore and aft portions of a ship can be built separately, as if they were two distinctly different vessels. After launching, the two floating units are linked together by a hinged steel bolt, known as a transversal joint shaft, thus creating a single integrated vessel.

Both parts, when joined and afloat, have independent mobility, moving up and down separately on the bolt, which acts as a giant "hinge" on the rocking chair motion of the waves. The jointing "gives" when the up and down rotary motion is centered on the shaft.

This longitudinal bending motion is one of the reasons why a conventional large tanker costs so much to build. About 70 to 75 percent of the whole weight of necessary steel materials for the vessels hull are in the midsection, where the bending movement is concentrated. The midsection thus must be strongly reinforced to bear the brunt of this motion.

Steel Savings

A joint ship will require far less steel to build because the dynamics of its construction eliminates this necessity.

A saving of as much as 5,200 tons of steel in a large vessel is estimated by the yard, in addition to savings possible through the use of smaller and cheaper slips in both building and repair. According to the Shin-Mitsubishi Company, the plan was "perfected" by one of its engineers after studies dating back almost ten years. It's still all theory, however.

Photographer Pulls A Switch



LOG photographer got the drop on Seafarer Casimiro Ramos, 2nd cook, while he was photographing his family on visit to NY hall, to produce this result. Pictured (l-r) are children Gloria, 19; Anna, 18; Jose, 11; Miguel, 7; Gladys, 9; Mrs. Ramos, and family friend Leo Mondo.

New Canal At Panama?

WASHINGTON—A bill introduced last week in the House of Representatives would authorize and direct the Panama Canal Company to make a new study of means to increase the capacity and security of the Panama Canal. The bill, evidently designed in recognition of the growing problem created by construction of larger and larger bulk cargo vessels and tankers, calls on the Panama Canal Company to consider a new canal as a supplement to the present one. The new canal would ease the expected future traffic load.

COPE REPORT



AFL-CIO COMMITTEE ON POLITICAL EDUCATION

House Democrats gave a big boost to two of President Kennedy's top priority programs—a tax cut and Social Security health care for the aged—by electing Administration supporters to fill both of the party's vacancies on the Ways & Means Committee. The committee, which handles all revenue-related legislation, is the only one whose Democratic members are elected at a party caucus. The Ways & Means Democrats, in turn, name the party's members on all other House committees.

Representatives Ross Bass (Tenn.) and W. Pat Jennings (Va.) won the party-caucus with 169 and 161 votes, respectively. Rep. Phil M. Landrum (Ga.), co-author of the restrictive Landrum-Griffin Act, trailed with 126 votes in the secret ballot election.

While Bass had been expected to win handily, the margin by which Jennings defeated Landrum surprised most observers. Jennings, a moderate with a better-than-average record of supporting the President's programs, was backed by most House liberals. Landrum had important support from the House Democratic leadership, including Speaker John W. McCormack.

Landrum had "earned a reward," his backers argued, by breaking with the conservative bloc to support the Administration in the battle over control of the Rules Committee. He and Rep. Carl Vinson carried the entire ten-member Georgia delegation with them on the issue. This won Landrum some northern support, but apparently may have alienated some southern anti-Kennedy members. Other factors were involved, including a tradition that vacancies on the committee be filled from the same state as that of the previous member—which helped both Bass and Jennings.

The net effect was a splintering of normal alliances and the election of the two Kennedy supporters as replacements for conservatives—Rep. Burr P. Harrison (D-Va.), who retired from Congress, and Rep. James B. Frazier, Jr. (Tenn.), defeated in his party's primary largely because of his opposition to medicare.

The Ways & Means Committee, headed by Rep. Wilbur D. Mills (D-Ark.), has long been considered a conservative bulwark, but the addition of two liberals comes close to giving supporters of Social Security-financed health care a majority. In the last Congress, an unofficial count showed medicare backers only three short of the 13 votes needed to bring out a bill. All were Democrats, while the ten Republican members were solidly hostile.

Tax cuts will be the first major issue before the committee. Other Administration and labor-supported legislation will presumably wait until a tax bill is reported.

With an influx of new Congressmen and Senators from both parties to be assigned to committees and widespread jockeying by returning members for more prestige assignments, it will probably be at least the end of January before the musical chair shuffling has been completed and the committee can begin to consider some of the hundreds of bills which have been introduced.

LABOR ROUND-UP

A member of Sheet Metal Workers Local 105, who quit his job because he was afraid his boss might shoot him for his union activities, has won unemployment compensation in Detroit. Jesse K. Simmons told a referee that the boss had brought a gun to the shop to shoot rats but had stated openly that it could be "used for hillbillies" too.

Oil, Chemical and Atomic Workers out in Climax, Colorado, have been successful in getting the "best contract ever" from Climax Molybdenum Co., ending a five-month strike. The contract package will result in an 38.5-cent increase in pay plus added benefits. The Oil Workers have threatened to take another walk if other plant unions are forced to strike to maintain contract standards. New York Office Employees Local 153 racked up a 2-1 National Labor Relations Board victory in winning representation rights among clerical and office workers of the Home Lines. A big factor in the union's success was attributed to the clerical workers' unwillingness to abide by a company directive that they handle passenger baggage during the longshoremen's strike.

Members of the International Brotherhood of Electrical Workers Local 1 walked out of the McDonnell Aircraft plant in St. Louis after the company refused to agree to the union's contractual requests.

Money isn't the only thing keeping the company and union apart. A three-year contract preferred by McDonnell is unacceptable to the union, which seeks an agreement of shorter duration. The Plainview Federation of Teachers has won the first union representation election covering suburban New York teachers. The Long Island union has presented proposals to the Board of Education calling for talks on wages and other conditions, and will now seek elections in other nearby school districts. Teachers have organized seven locals on Long Island in the past two years.

Philadelphia members of the Amalgamated Clothing Workers have obtained an NLRB ruling ordering Forte Neckwear to halt discrimination against employees for their union membership and to quit threatening that it will close its plant. Clothing workers have been picketing the Philadelphia plant since last November. The order also applies to Forte's North Carolina plant. An overwhelming vote of Screen Actors Guild members has approved a new collective bargaining policy authorizing the union not to seek wage hikes or alterations in working conditions which would increase the cost of domestic film productions. This commitment was recommended by the union's directors in an effort to secure more jobs.

'Unseaworthy'



It's been said many times that the American merchant marine has some serious problems and, in fact, Secretary of Commerce Luther H. Hodges, who's charged with the duty of seeing to it that the nation has a merchant fleet adequate to its volume of trade and commerce, has placed maritime problems among the "toughest" issues facing the Administration today. Though it's still not known what recommendations a Maritime Evaluation Committee study of US shipping needs will produce, it's clear that the industry requires and deserves more than the usual scissors-and-paste jobs most such studies have produced to date.

On the basis of the merchant marine budget submitted to Congress by the President last week, the industry is already on notice that it is not in line right now for any substantial changes. The budget provides just about the same number of new ships, operating funds and other routine allocations it has earmarked for maritime as in the past. There are no startling departures from the norm.

Routine Action Inadequate

However, as anyone familiar with the state of the industry can testify, a "routine" attack on the industry's problems is hardly enough. It needs drastic action to meet the changing trade patterns developed in the past decade throughout the world.

Plainly, our shipping fleet is out of step with our national commerce, as much so in reverse as tiny Liberia's massive armada of merchant vessels which never touch its shores.

Our domestic trade is nil and its once-protected status has already been successfully challenged as a sop to the lumber industry. The offshore fleet, despite the

vaunted proclamation of a "Ship America" program, would most likely get better treatment from many Federal agencies if it flew different foreign flags instead of the Stars and Stripes.

This is perhaps best illustrated by the fact that an act of Congress is apparently necessary to give American ships and seamen an even break with those vessels supplying our enemies.

That is the reason for the introduction of the bill by Rep. Pelly in the House of Representatives, as reported elsewhere in this issue. The SIU welcomes his proposal as a recognition of the role American shipping plays in our national policy.

'Crisis' Attitude

Obviously, the present state of affairs can be traced to something besides the usual attitude of most national administrations towards merchant shipping—that it is a useful implement in times of crisis only. This has been demonstrated often enough so that it needn't be catalogued here.

What would seem to be wrong is the reliance on a shipping law that was out of step almost as soon as it was adopted, since it created the present dilemma of the merchant fleet by directing its growth in limited areas at the expense of the rest of the industry.

The Merchant Marine Act of 1936 makes no allowance for changing conditions. It stifles development of new kinds of ships to handle the different types of cargo that make up the bulk of our trade. And, naturally, companies who can use the law as a shield to protect the built-in advantage it represents for them, immediately come forward to do so.

This has frustrated experimentation and innovation in an industry that lags in growth behind all others in the transportation field today.

SIU ARRIVALS and DEPARTURES

All of the following SIU families have received a \$200 maternity benefit, plus a \$25 bond from the Union in the baby's name, representing a total of \$3,200 in maternity benefits and a maturity value of \$400 in bonds:

Myra Delairs Wilkerson, born October 7, 1962, to Seafarer and Mrs. Murray Wilkerson, Creola, Ala.

Jane Patricia Alford, born November 12, 1962, to Seafarer and Mrs. Aleck L. Alford, Pensacola, Fla.

Gary Patrick Davis, born October 31, 1962, to Seafarer and Mrs. James B. Davis, Jacksonville, Fla.

James C. Meyers, born November 24, 1962, to Seafarer and Mrs. James T. Meyers, Mobile, Ala.

Pamela Kay Boldizar, born December 1, 1962, to Seafarer and Mrs. John Boldizar, Slatington, Pa.

Aubrey Glen Kennedy, born September 24, 1962, to Seafarer and Mrs. Aubrey Kennedy, Mobile, Ala.

Alex Bonfont, born November 21, 1962, to Seafarer and Mrs. Carlos Bonfont, Brooklyn, New York.

Henry Larrea, born October 28, 1962, to Seafarer and Mrs. Bernard Larrea, Philadelphia, Pa.

Robert Silvo, born October 31, 1962, to Seafarer and Mrs. George Silvo, Baltimore, Maryland.

Denise Beth Glass, born September 27, 1962, to Seafarer and Mrs. John K. Glass, Sr., Glen Burnie, Maryland.

Fernando Ortiz, born August 12, 1962, to Seafarer and Mrs. Oliver V. Ortiz, Brooklyn, New York.

Mildred McElroy, born November 10, 1962, to Seafarer and Mrs. Milbern McElroy, Brownsville, Texas.

Loretta Moser, born October 18, 1962, to Seafarer and Mrs. Christopher Moser, Slidell, La.

Billie and Bobby Stanley, born November 16, 1962, to Seafarer and Mrs. William Stanley, Savannah, Ga.

Yvonne Diaz Del Valle, born August 6, 1962, to Seafarer and Mrs. Gilberto Diaz Del Valle, New Orleans, La.

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and a total of \$17,000 in benefits was paid (any apparent delay in payment of claim is normally due to late filing, lack of a beneficiary card or necessary litigation for the disposition of estates):

Charles E. Ray, 52: Brother Ray died of a lung ailment on August 5, 1962 in Riverview, Ala. He joined the SIU in 1948 and sailed in the engine department. His mother, Mrs. Alma Ray, of Fairfax, Ala., survives. Burial was at the Fairview Cemetery in Riverview. Total benefits: \$500.



Howell D. Mauldin, 53: An internal hemorrhage caused the death of Brother Mauldin at St. Vincents Nursing Home, Calcutta, India, on September 29, 1962. Shipping with the SIU since 1939, he sailed in the deck department. His brother, Don Mauldin of Alpharetta, Georgia, survives. Burial was in Atlanta, Ga. Total benefits: \$4,000.



Robert D. Flood, 41: Brother Flood died of pneumonia aboard the SS Steel Navigator (Isthmian) on October 24, 1961 while enroute to Portland, Oregon. Sailing with the SIU since 1940, he served in the engine department. His former wife, Mrs. Shirley Flood Mathews, of Slidell, La., survives. Burial was in New Orleans. Total Benefits: \$4,000.



Kenneth F. Moore, 49: Brother Moore died of a liver ailment in Brooklyn, New York, on December 10, 1962. He had shipped in the engine department with the SIU since 1957. No beneficiary was designated. Burial was at Evergreen Cemetery in Brooklyn. Total benefits: \$500.



Clarence A. Dees, 53: A blood tumor was fatal to Brother Dees at the USPHS hospital, Savannah, Georgia, on October 29, 1962. He joined the SIU in 1958 and shipped in the steward department. His mother, Mrs. Carrie Moore, of Crestview, Florida, survives. Burial was in Crestview. Total benefits: \$4,000.



John Eaton, 56: Brother Eaton died of a heart attack while aboard the SS Penn Trader on July 3, 1962. Joining the SIU in 1935, he sailed in the steward department. Surviving are three children, John Eaton, of Forest Park, Ga.; James Eaton, Ramsey, NJ; and Joan Eaton Mihok, of Groton, Conn. Burial was at Forest Park Cemetery, Houston, Texas. Total benefits: \$4,000.



Crew Bids Adios To A Mermaid

To The Editor:
This is my second ship with Brother Van Whitney and I must say that he is an ideal ship's delegate. He goes out of his way to try and make everything pleasant for everyone. He is always cool and expresses himself nicely.

The SS Mermaid (Metro) will be sold when we arrive in India.

ing Day. Sal really went out of his way to see that we had everything we wanted. He really did a swell job and gets a vote of thanks from John Paulette and myself. He earned this for a job well done.

Before closing I want to recommend that all brother members stop at the Chicago Bar when they hit port here because Mario there is truly a seaman's friend.

I hope you all enjoyed yourselves as much as we did on Thanksgiving Day.

Tommy Thompson

LETTERS To The Editor

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

and quite naturally there are a lot of long faces on the good ship Mermaid because of this. But Brother Whitney talked to them and is keeping things humming, so you can see a smile come to their faces anyway.

B. B. Henderson

Thanksgiving '62 Was A Good One

To The Editor:
Thanks to the hospitality of our port agent, Sal Colls, the "beachcombers" in Puerto Rico had a really happy Thanksgiv-

No Lodging Beef At This Hotel

To The Editor:
After spending one year in Mt. Wilson Hospital and returning to Baltimore on October 16, 1962 with very little money, I found lodging in the Home Hotel, 1200 East Baltimore Street. Although I had no funds of any kind, the owner, Mrs. Muriel E. Teter, permitted me room and board these past eight weeks while I've been awaiting a settlement and maintenance.

While a resident here, I have learned of several SIU members who have neglected to pay rents accumulated while awaiting a ship. Then, in the October LOG, I noticed a gripe about a Seattle hotel and thought mention should be made of this particular case, in favor of a hotel operator.

George Lesnansky

SEAFARERS in DRYDOCK

Seafarers are urged at all times when in port to visit their brother members and shipmates in the hospitals. Visit or write whenever you can, as you'll appreciate the same favor later when you may be laid up. The following is the latest available list of SIU men in the hospitals around the country:

<p>USPHS HOSPITAL GALVESTON, TEXAS</p> <p>John Brady Thomas Boland Edward Boyd Isham Beard Victor Brown Irving Clark Francis Coggins Mike Chandoha Peter Dyer William Davis Leslie Dean Edward Farrell Lawrence Floyd Allison Hebert George Hunter David Hurd</p>	<p>VA HOSPITAL HOUSTON, TEXAS</p> <p>Elmer Moran</p>	<p>USPHS HOSPITAL SEATTLE, WASHINGTON</p> <p>Kaylen Car Arthur Furst Robert Kungichak</p>	<p>USPHS HOSPITAL NORFOLK, VIRGINIA</p> <p>Herman Carney Claude Davall Herbert Fretness Horace Hodges</p>	<p>USPHS HOSPITAL NEW ORLEANS, LOUISIANA</p> <p>Frank Anderson Samuel Anderson Francisco Antonetti Constantine Antonio Orville Arndt Charles Baker Carlo Billo Joseph Boucher Louis Bryant William Brooks Robert Burns Weldon Casey Mallory Coffey Thomas Deale Thurston Diagner Leroy Donald Harry Emmett Natalie Favaler Nolet Flowers Eugene Galspary John Gersey Bernard Graham Jesse Green John Guidry Frank Halens Leo Hanson Wade Harrell Walter Harsh Charles Hickox Calvin Hirsch Ramon Itrary Verlon Jackson Frank James Steve Kolins Walter Koy Lawrence Lafarque</p>	<p>USPHS HOSPITAL SAVANNAH, GEORGIA</p> <p>Sheldon Butler Lawrence Crane John Epperson George Felman</p>	<p>J. R. Miller Harvey Rhoden Wm. Shierling Manuel Silva</p>	<p>T. Sosa George Warner James Woods</p>	<p>USPHS HOSPITAL BRIGHTON, MASS.</p> <p>Charles Berkeley William Costa James Francisco Arthur Kavel</p>	<p>USPHS HOSPITAL STATE ISLAND, NEW YORK</p> <p>Thomas Allen Conway Beard George Bly Alic Bookman Benny Callornia John Campo James Case Wong Chin Thomas Cox Ian Cummings Fidelon Damian J. P. Doyle Robert Duff George Duff Oscar Figueroa Ismael Galarez Frank Gallich Pedro Garcia Emilio Isaac Charles Kaymah Cecil Leader</p>	<p>USPHS HOSPITAL BALTIMORE, MARYLAND</p> <p>Charles Adams George Baker Alfred Bishnar Corban Bowdre Elmer Carter Joe Chung David Engling Daniel Hill Walton Hudson Leo Kosa</p>	<p>USPHS HOSPITAL BRIGHTON, MASS.</p> <p>Stefan Kostegan Thomas Lowe Daniel Murphy Charles Robinson</p>	<p>USPHS HOSPITAL STATE ISLAND, NEW YORK</p> <p>Timothy Less Paul Lolita Frank Liru William Logan Raymon Maldonado Charles Mathews George Meltzer Sam Merckerson James Moyle Clement Myers Jack Olsen Oscar Ozer John Reddin Howard Role Sherman Shumate James Stripp James Thompson William Van Dyke Dale Williams Yu Song Yee</p>	<p>USPHS HOSPITAL SAN FRANCISCO, CALIF.</p> <p>Paul Arthofer Stokes Ayers Richard Fisher Robert Glassell Charles Gross Charles Hppard John Morrison</p>	<p>USPHS HOSPITAL SAN FRANCISCO, CALIF.</p> <p>Milledge Lee Truman Patriquin Paul Willinson Luis Williams Robert White Calein Wilson</p>	<p>VA HOSPITAL BALTIMORE, MARYLAND</p> <p>Donald Eyzatone</p>	<p>USPHS HOSPITAL PORT WORTH, TEXAS</p> <p>Walter Alderson Gerald Algerson Benjamin Dehler Abe Gordon Joseph Gross</p>	<p>USPHS HOSPITAL PORT WORTH, TEXAS</p> <p>Thomas Leahy Arthur Madsen Max Olson Charles Slater Willie Young</p>	<p>SAILORS' SNUG HARBOR STATE ISLAND, NEW YORK</p> <p>Alberto Gutierrez Thomas Iskenes Ernest Webb</p>	<p>USPHS HOSPITAL SAN JUAN, PUERTO RICO</p> <p>Ernesto Martinez Evelio Tomases Telestoro Roman</p>	<p>VA HOSPITAL HOUSTON, TEXAS</p> <p>Thomas Martin</p>	<p>USPHS HOSPITAL MEMPHIS, TENNESSEE</p> <p>William Roberts</p>	<p>US SOLDIERS' HOME WASHINGTON, DC</p> <p>William Thomson</p>
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Editor, SEAFARERS LOG, 675 Fourth Ave., Brooklyn 32, NY

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Notify Union On LOG Mail

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

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

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



Making up sunshine during a Persian Gulf voyage are Atlas crewmembers (l-r) A. Bishop, AB; G. B. (Tex) Gillispie, ship's delegate, and Gerald Brown, OS. Gregory Diones, 2nd pumpman, was behind the camera aiming at the bathing beauties.

Atlas Voyage Ends With Aid To Needy

Ship's delegate G. B. (Tex) Gillispie of the Atlas (Tankers & Tramps) wrote to the LOG recently to tell of the kindness and generosity of his fellow SIU crewmembers and the officers on the Atlas in their effort to aid people less fortunate than themselves.

Building on the \$43 left in the ship's fund after a full year's articles on the Persian Gulf-Japan shuttle, the crew worked the total up to \$250 at the payoff in Yokohama, and therein lies a tale.

The \$43 had been turned over to Gillispie, for his own use, it seems, in appreciation for his super-service as a Coke salesman and for other services, but he decided it would be a good idea to donate the money to an orphanage in Sasebo, Japan.

A collection was started with the hope of bringing the total sum up to about \$100 altogether. Gillispie did so and was surprised and gratified to discover that donations from the captain on down, quickly brought the total up to \$250 instead of the \$100 which was hoped for.

It was then found that there was no orphanage in Sasebo but, with the help of the Atlas' captain and the company agent in Sasebo, they learned that there was a city welfare organization there, whose purpose it was to help the needy. The money was thus duly forwarded, and a letter of thanks from the Mayor of Sasebo is now a prized possession of the crew.

Once again, delegate Gillispie reports proudly, as SIU crew has come through to help when it can, where and when needed.

According to Gillispie the Atlas' crew was well satisfied with the trip that began in Mobile when the ship was brand-new, and lasted exactly one year. The deck department, he says, may even have set some sort of record for the number that signed on again, including the bosun, J. M. Richburg; H. Maxwell, DM, and four ABs — H. Lovelace, A. Bishop, C. Olesen and himself. That meant only one DM, two ABs and three ordinary seamen as replacements on deck after a full year's tanker shuttle on the Persian Gulf run.

Besides the good wages accumulated, Gillispie also had nothing but praise for Harvey Mesford, the SIU payoff patrolman, whose efforts got the gang a \$500 bonus each from the company for every man who signed on again. This was a real bonanza, Gillispie said, because all of them were going to stay on anyhow.

There were a few beefs, however, including the grade of food they took aboard at Japan which he writes was so fishy-smelling that it is described in a few choice words as the worst stores he's seen in 18 years of going to sea. Another complaint is the limit on draws of overtime pay. Gillispie urges all American seamen and maritime unions to band together to fight for the abolition of the "ancient" law which makes it possible to draw only 50 percent of base pay.

Shipshape

By R. W. Parry



... And don't forget. We are the only passenger line with life preservers exclusively for HER!

On The Ships at Sea

A contribution of food to the Lutheran Home for Orphans in Philadelphia has earned the Home's appreciation and thanks for Seafarer Robert W. Duff of the steward department, who was instrumental in getting the contribution. The food was donated by Marine Managers, Inc., owner of the Mermaid (Metropolitan Petroleum). In a letter to the LOG, the Home expressed its appreciation to Duff for using his good offices to procure the much-needed assistance.

Seafarer Ernest D. Sims, steward, expresses thanks to the crew of the Zephyr Hills (Pan American Overseas) on behalf of himself and his family for the sympathy and kindness shown by the crew after the sudden death of his mother recently. Sims also sent thanks for the flowers sent, which were very greatly appreciated, his aunts

Holiday season dinner menus are still coming in to the LOG from all quarters. Some of the



Duff Lynam

latest are from the Ines (Bull) and the Alcoa Roamer (Alcoa) and reflect feasts to put the finest hotels to shame.

The Ines' Thanksgiving Day dinner, for instance, started with 11 kinds of hors d'oeuvres. Chief steward, alias maitre d'hotel, was Ange M. Panagopoulos, and Paul E. Reed was chief cook.

Christmas dinner on the Alcoa Roamer began with no less than

14 appetizers, and after soup the men could choose not only from the traditional turkey, ham and prime ribs, but also veal chops, lamb chops and filet of sole. There was plenty of praise for those responsible for the festive bill of fare, including D. C. Lynam, chief cook; R. Brown, baker; H. E. Coleman, 2nd cook, and D. Perry, galley utility. Ship's delegate E. N. Powell offered them a big vote of thanks from the entire crew.

Firecrackers were the subject of a minor safety campaign recently aboard the Hastings (Waterman), and this seems to have paid quick dividends in safety.

On Christmas Day and the day after several small firecrackers were shot off aboard ship and some were thrown into various rooms as a joke. The danger of such antics to both vessel and crew was pointed out to the delegates who passed the information along to all departments.

By New Year's Eve the message had apparently gotten across. Although more firecrackers were expected to mark the occasion, none were used and the day passed uneventfully and without incident.

LOG-A-RHYTHM: The Upstairs

By Harry Wolowitz

We're here today and then away,
There isn't a thing in this world
That we can do,
To stay another day.
For when the man with the whiskers
Taps you on the back, and says
"that's all,"
There ain't a thing to do, my friend,
You've had it, bud, why stall?
So all I can say is live it up,
Get out of your pad, and spend
some bread.
For when you die, and they throw
mud in your eye,
You're gone, my friend, a long
time dead.

Deadeye



The hunting season was only a few hours old in Pennsylvania when Seafarer Paul Yakymac bagged the eight-point, 135-pound buck shown here, at Mount Union, Pa. Yakymac's last ship was the Savannah (Seatrain).

MARYMAR (Calmar), Sept. 16—Chairman, Walt Cressman; Secretary, Al Whitmer, \$15 in ship's fund. Pat Devine elected new ship's treasurer. No beefs reported. Members urged to donate money to ship's fund so TV antenna can be fixed. Steward asked men not to board linen and to turn in all excess.

EVELYN (Bull), Sept. 16—Chairman, B. J. Clement; Secretary, E. L. Johnson. Ship's delegate talked to captain about money for draws. Captain awaiting word from company. Deck delegate reported none of officers attended funeral of B. H. Brown, bosun. Brother Cartwright discussed conditions among crew, asked all to act as good Union members assure us

DIGEST of SIU SHIP MEETINGS

well as aboard ship and agreed to go to US consul concerning money for draws, medical treatment and articles.

FLOMAR (Calmar), Sept. 21—Chairman, William L. Robinson; Secretary, Joseph Wolanski. No beefs reported by department delegates. Voted to ask company to furnish transportation to and from Pennwood Wharf to bus line. Jiggs Jeffers elected ship's delegate. All department heads held safety meeting.

FAIRLAND (Sea-Land), Sept. 30—Chairman, O. L. Guerrero; Secretary, P. M. Meth. Minor beef over launch service. Deck and engine delegates reported some disputed OT. Steward delegate suggested any performers in future be turned over to patrolman.

ALCOA ROAMER (Alcoa), Sept. 30—Chairman, A. Donnelly; Secretary, James K. Purzell. No beefs. Discussion on purchase of movies. Members asked not to spit on deck and to flush toilet after use. Suggested to have ship sprayed for roaches. Vote of thanks to steward department. Crew thanked for sending flowers for deceased mother of shipmate.

BEATRICE (Bull), July 29—Chairman, M. Loreffo; Secretary, J. M. Geese. Ship's delegate warned against heated arguments over minor issues. Request to improve night lunch. Discussion to gain full cooperation to keep peddlers out of mid-ship house. Ship's fund started. Educational meeting held with new men and all delegates present.

MT. MCKINLEY (Bull), Sept. 16—Chairman, William Bemish; Secretary, Robert Howland. Repair list and disputed OT turned over to captain, who will try to settle same before payoff. Repairs to be taken care of are on skylight vents, engine room cowl vents, washing machine and stove.

SHORT HILLS (Sea-Land), Sept. 9—Chairman, Lee de Parlier; Secretary, C. Sfabul. Resolution that patrolman initial book when dues and assessments are paid, so that receipts at year's end could be verified at Union hall. Discussion about recording hours and dollar value of OT on pay envelope and about paying off on first day and losing day's pay due in calendar month of 31 days during voyage.

GLOBE EXPLORER (Maritime Overseas), July 29—Chairman, A. W. Car-

ter; Secretary, E. A. Stalon. Repair list plus telegram explaining conditions aboard ship sent to headquarters. Ship's delegate J. S. San Filippo resigned. J. F. Wunderlich elected new delegate. Deck delegate reported on disputed OT. Galley has no fan. Appreciation extended to retiring Captain Holland.

STEEL TRAVELER (Isthmian), Sept. 14—Chairman, N. D. Matthey; Secretary, Nick Mutin. Foc'sies to be painted next trip. Water tank to be flushed out. \$35 in ship's fund. 232 hours of disputed OT in deck department. Topside pantry man being fired by steward. Union urged to take steps to dispense with travelers' checks for draws and substitute US currency. Eliminate powdered milk. Water tanks should be recemented.

STEEL MAKER (Isthmian), Sept. 24—Chairman, B. Toner; Secretary, B. Lennox. \$40.10 in ship's treasury. Some disputed OT in all departments. Crew asked to cooperate at payoff and turn in keys if leaving ship.

BEATRICE (Bull), Sept. 31—Chairman, J. LaGosh; Secretary, J. Geese. Complaints received regarding steward's supervision of his department. \$8.85 in ship's fund. Disputed OT from last trip settled and will be included in payoff. Comments on inadequate food and poor quality supplied by port steward. Vote of thanks to chief cook and second cook.

HASTINGS (Waterman), Sept. 30—Chairman, Frank Holland; Secretary, John Wells. Frank Holland elected ship's delegate. No beefs reported by department delegates. Washing machine needs new agitator and one will be ordered on West Coast.

OCEAN DINNY (Maritime Overseas), Sept. 25—Chairman, Stanley F. Schuyler; Secretary, George C. Frank. John Fassand elected ship's delegate. \$5 in ship's fund. No beefs reported by department delegates. Voted to have new mop rack built. Keep noise down in passageways during hours men are sleeping. Messroom and pantry to be kept clean. Men standing night watch should keep cups and dishes clean.

EAGLE VOYAGER (United Maritime), Sept. 30—Chairman, John McKarak; Secretary, Alexander Brodie. Discussed with captain men leaving ship at Honolulu and ordering of replacements. Need new washing machine. \$5.12 in ship's fund. No beefs reported by department delegates.

CHILORE (Ora), Aug. 19—Chairman, Ralph Goman; Secretary, Mitchell Weinstein. Ship's delegate reported everything running smoothly. \$11.06 in ship's fund. Vote of thanks to steward department.

BULK LEADER (American Bulk Carriers), Aug. 17—Chairman, M. F. Kramer; Secretary, W. K. Sutherland. \$15 in ship's fund. No beefs reported by department delegates. Crew asked to keep natives out of living quarters.

START POINT (Bull), Sept. 2—Chairman, Howard Millsted; Secretary, George Christoffersen. No beefs reported other than the delayed payoff. Crew will discuss payoff, draws and make plans to have meeting with patrolman on arrival. Beef against steward department on shortage of food, milk and on messmen eating at the same time as the crew.

BIENVILLE (Sea-Land), Sept. 2—Chairman, Harry Houston; Secretary, Phil Reyes Jr. No beefs reported. Everything okay.

COEUR D'ALENE VICTORY (Victory Carriers), Aug. 27—Chairman, A. McCloskey; Secretary, C. Frost. No beefs reported by department delegates. L. C. Clark elected new ship's delegate.

Hong Kong's Beauty Masks Many Woes

Seafarer Pat Conley, a regular LOG contributor, discusses here some of the beauties and problems of a famous oriental city.

At night from Victoria Peak the ferries streak like fireflies linking Hong Kong and Kowloon. The bay shimmers in the moonlight and with the reflected glow of the neon signs and the thousands of jeweled lights which festoon both shores.

In the distance, silhouetted against the night sky the mountain rim stands out bleak and magnificent like a sentinel.

Hong Kong then seems like the Paris of the Orient, a "many splendored thing." But below these gay lights are the crowded tenements. The stench of dark alleys, the open sewers, the helplessness of the homeless, the sick, the hungry, the destitute.

Refugees from terror and oppression prefer the appalling living conditions in Hong Kong to the nightmare of the Communist tyranny in Red China. In this respect, Hong Kong is a glass house and the Free World cannot afford to throw these people on the scrapheap.

Half of the 3.3 million population consists of refugees. Many of them came in 1949, following the Communist takeover of the Chinese mainland. Current famine conditions in that Communist "para-

dise" nearby have increased the flow still more.

It is difficult to obtain an accurate estimate since, after the first rush of 70,000 crossed the border under the very eyes of the Communists and Hong Kong guards, they came at night by boat to the 50 or 60 small islands in the Hong Kong area. They also came straggling in on land, wherever the frontier is not closely guarded. Some even swam across.

As a matter of fact, Hong Kong has the highest proportion of homeless and uprooted people of any area in the world. Seven hundred and fifty thousand still live in shocking housing conditions on a bedspace without light or air, in ramshackle huts on the pavement, on rooftops, in caves and on staircase landings. Multi-story blocks, each designed to house more than 2,000 people, are now going up at the rate of one block every nine days. These are divided into cement cubicles, 10 by 12 feet, for five persons per cubicle.

Public health is a serious problem. Hong Kong has the highest TB infection rate in the world. Over 90 percent of the population is infected and over four percent of the cases are active, according to some reports.



Conley

Put Postal Zone On LOG Address

The Post Office Department has requested that Seafarers and their families include postal zone numbers in sending changes of address into the LOG. The use of the zone number will greatly speed the flow of the mail and will facilitate delivery.

Failure to include the zone number can hold up delivery of the paper. The LOG is now in the process of zoning its entire mailing list.

Home Again



Seafarer Joe Blake, steward (right), discusses a good voyage with a fellow Seafarer on the fantail of the *Globe Progress* (Ocean Cargoes). The ship paid off in Philadelphia.

Ellmir Thanked For Condolences

To The Editor: Please let me take this opportunity to express my appreciation and thanks to the captain, officers and crew of the Ellmir for the comfort, services rendered, and other considerations shown me during my period of grief.

In particular I want to thank them for the manner in which they held the funeral service for my husband, Arthur R. Swanton, for the pictures taken at the funeral site, for the letters of sympathy, the financial assistance given me, the courtesies extended and for all other favors too numerous to mention.

Words cannot adequately express my feeling of gratitude for the expressions of sympathy. It has all been greatly appreciated.

Mrs. Yvonne Swanton

Steel Dividend Cuts Explored

To The Editor: I am enclosing an article from the "Miami Herald" some time ago that bleeds for the welfare of steel company stockholders whose dividends were cut back last October.

The writer is obviously very pained because it seems the "poor" stockholders are getting a bum break. He says that if these people were "organized" like the company's workers, things would be different. Maybe they'd even "strike", he says.

This is a queer way of looking at things, to my way of thinking. Just because the writer cites two single cases where a couple of Bethlehem stockholders are down on their luck, he thinks we should bleed for the whole lot of them.

Personally, if 235,000 stockholders can regularly make a buck out of the labor of only 126,000 employees (the writer's figure), there's something wrong. Secondly, I find it hard to bleed for people who have

the cash to invest in stocks and bonds anyway.

And if a couple of bed-ridden widows with a small income are caught short by a dividend cut, this is as good as argument as any for a medical care program that could take care of them and not leave these people at the mercy of corporation management.

Besides, I'd bet that a good many of Bethlehem's stockholders are Bethlehem employees in

LETTERS To The Editor

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

the first place, as is the case with many large companies. They could make a better wage and higher dividends if the company wouldn't keep production down and keep them on a short work-week.

It's unfortunate when anybody takes a pay cut or a dividend cut that's the same as their pay, but they've had their good times and good dividends for a long spell. It's no secret that the number of steel workers was being cut back year after year, with no pay future, so why get all worked up over stockholders who are first beginning to feel the effects of this.

Eugene A. Stanton

Christmas Bonus A Welcome Gift

To The Editor: I wish to take this opportunity of returning many thanks to the Seafarers Welfare Plan and the SIU for the most generous Christmas gift of the sum of \$25 to me and to all other pensioned oldtimers.

I want to thank the Union and everyone else who made this possible.

Samuel L. Gordon

1942 Letter Recalls 'Mutton Mania'

Cape Town, South Africa
October 1, 1942

When I return from Africa, I am going to publish a new book called, "Why sailors prefer the shipyards" or "Don't bite the hand if you can get better."

In my 20 odd years at sea, I have sailed many foul-feeding ships but this one truly represents the most pronounced manifestation of mass hunger on which I've ever had the pleasure of starving.

Our cooks can prepare only two dishes — one is mutton stew and the other one ain't. We all prefer the one that ain't because we have eaten mutton until all hands smell like British subjects. Only today one of our messboys passed away at the dinner table—knife and fork in hand, and we all thought he was the victim of a heart attack. But the doctor declared the poor man died of galloping malnutrition.

Hunger has reached the acute

stage when one man will eat another, but I believe most anyone on here would relish a barbecued oiler or a nice fat suckling Cadet, baked with a red apple in its mouth.

The African authorities have denied us shore leave until the

sailors promise to quit eating the cannibals. In Cape Town last week, Bill McQuiston brought a big stevedore into the mess room and when asked why, replied, "I brought him in to eat."



Hebert

Irish Kennedy suggested, "Let's eat him in the shaft alley so we won't have to share him with the gun crew." Frequently I dream of the time in the last war, when my ship was torpedoed and 11 of us spent 127 days in an open boat. We subsisted the final two months on raw fish, rope yarn and storm oil. For a special treat on Sundays the good old captain allowed us to lick the Albany grease off the shackles pins. My, my, them was the days.

Brother, if this ship is an example of the way we are to be fed for the duration, I would suggest you put up a sign by the Dispatcher's Cage reading as follows: BE CAREFUL IN CHOOSING YOUR SHIPMATES, MEN, YOU MAY HAVE TO EAT 'EM.



Boyd

They decided that Seafarers might get a jolt out of reading the same letter, written just 20 years ago, and thus forwarded it to the Log all over again. Reprinted here at their request, the letter speaks for itself.

Lives Are At Stake, So Place Your Bets, Men!

Gamble with seamen's lives? That's what shipowners did in the old days, according to sailing veteran Captain R. J. Peterson. They had a "bourse" for that purpose where they bet with each other whether a ship would go down at sea and never be heard from again or reach port safely.

The barque Dovenby, on which Peterson had sailed, was reported missing 175 days out from Adelaide, Australia, and bets were paid off to those who had wagered against her. But when the Dovenby finally made port with the crew still alive, the shipowners who had bet against her were angry because they had lost their money after all.

In one year, around 1905, ten ships disappeared off Cape Horn with the loss of about 300 seamen. The shipowners at the bourse rubbed their palms with glee just thinking of all the money they had won with their grisly bets.

"The icebergs must have drifted in their way," they'd say to each other philosophically.



Schedule Of SIU Meetings

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

New York	February 4	Detroit	February 8
Philadelphia	February 5	Houston	February 11
Baltimore	February 6	New Orleans	February 12
Mobile	February 13		

West Coast SIU Meetings

SIU headquarters has issued an advance schedule through June, 1963, for the monthly informational meetings to be held in West Coast ports for the benefit of Seafarers shipping from Wilmington, San Francisco and Seattle or who are due to return from the Far East. All Seafarers are expected to attend these meetings, in accord with an Executive Board resolution adopted in December, 1961. Meetings in Wilmington are on Monday, San Francisco on Wednesday and Seattle on Friday, starting at 2 PM local time.

The schedule is as follows.

Wilmington	San Francisco	Seattle
February 18	February 20	*February 21
March 18	March 20	March 22
April 22	April 24	April 26
May 20	May 22	May 24
June 17	June 19	June 21

*Scheduled early due to Washington's Birthday.

PERSONALS and NOTICES

Income Tax Refunds

Income tax refund checks for the following are being held by Jack Lynch, Room 201, c/o Sailors Union of the Pacific, 450 Harrison St., San Francisco 5, Calif.:

Joseph H. Camp, Samuel S. V. Carubba, Das King Chae, Cheung Soa Cheng, John J. Doyle, Jorgen G. Pedersen, Marvin E. Satchell.

812 FWT, SS Longview Victory
Michael Lesko says you can pick up your car coat in John's Restaurant & Bar, 219 North Peters, New Orleans, La.

Lealie J. Brihart

Your mother asks you to write her at San Antonio, Texas, regarding Robert. Urgent.

Audly C. Foster

The above-named or anyone

SIU HALL DIRECTORY

SIU Atlantic, Gulf Lakes & Inland Waters District

- PRESIDENT**
Paul Hall
- EXECUTIVE VICE-PRESIDENT**
Cal Tanner
- VICE PRESIDENTS**
Karl Shepard Lindsey Williams
Al Tanner
- SECRETARY-TREASURER**
Al Kerr
- HEADQUARTERS REPRESENTATIVES**
Bill Hall Ed Mooney Fred Stewart
- BALTIMORE** 1216 E. Baltimore St.
Rex Dickey, Agent Eastern 7-4900
- BOSTON** 276 State St.
John Poy, Agent Richmond 3-0140
- DETROIT** 10225 W. Jefferson Ave.
Vinewood 3-4741
- HEADQUARTERS** 675 4th Ave., Bklyn
HYacloth 9-2600
- HOUSTON** 2204 Canal St.
Paul Drosak, Agent Walnut 6-3207
- JACKSONVILLE** 2608 Pearl St., SE, Jax
William Morris, Agent ELgin 3-0967
- MIAMI** 744 W. Flagler St.
Ben Gonzales, Agent FRanklin 7-3594
- MOBILE** 1 South Lawrence St.
Louis Neira, Agent HEmlock 3-1754
- NEW ORLEANS** 830 Jackson Ave.
Buck Stephens, Agent Tel 529-7540
- NEW YORK** 675 4th Ave., Brooklyn
HYacloth 9-0600
- NORFOLK** 418 Colley Ave.
Gordon Spencer, Acting Agent 623-6505
- PHILADELPHIA** 2004 S. 9th St.
Frank Drosak, Agent DRewey 6-3819
- SAN FRANCISCO** 450 Harrison St.
Frank Boyne, Agent DOuglas 2-4401
E. B. McAuley, West Coast Rep.
- SANTURCE PR** 1313 Fernandez Juneo
Stou 20
- Keith Terpe, Ho. Rep.** Phone 732-0903
- SEATTLE** 3500 1st Ave.
Ted Babkowski, Agent MAIn 3-4334
- TAMPA** 312 Harrison St.
Jeff Gillette, Agent 229-3738
- WILMINGTON, CALE** 505 N. Marine Ave.
George McCartney, Agent TErminol 4-2523

knowing his whereabouts is asked to contact his wife, Mrs. Rose Foster, 60 Absecon Highway, Hoboken, NJ. Important.

Panteleon De Los Santos

Your son wants to get in touch with you regarding important news. Write 530 NW 104 Street, Miami 50, Fla.

Sam C. Lawrence

Contact your brother, John H. Lawrence, 306 North New Jersey Ave., Tampa, Fla.

William M. Drew

Contact your attorney, Bernard Rolnick, 320 Broadway, New York 7, NY, as soon as possible, about the case you have pending.

Arthur Franke

Your sister-in-law, Mrs. Sally Franke, asks you to contact her at Route 1, Box 26-Y, Dickinson, Texas.

Harry Beg

Get in touch with T. P. Coates, social case worker, at Metropolitan North District, 2711 Beverly Blvd., Los Angeles 57, Calif.

George C. Pierre

Contact Leon Azoulay, 3 Rue Seguin, Apt. No. 5, Casablanca, Morocco, about your bird. He still has it.

William H. Thomas

The above-named or anyone knowing his whereabouts is asked to write to his wife, Mrs. Clara Thomas, c/o SEAFARERS LOG, for forwarding.

"Bill M."

Your family in the Bronx, NY, asks you to get in touch with them as soon as possible. Urgent.

Charles Fax

Mail is being held for you at the SEAFARERS LOG office in SIU headquarters, and will be forwarded if you send a mailing address.

SIU BULLETIN BOARD

FINANCIAL REPORTS. The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances. The constitution requires a detailed CPA audit every three months by a rank and file auditing committee elected by the membership. All Union records are available at SIU headquarters in Brooklyn. Should any member, for any reason, be refused his constitutional right to inspect these records, notify SIU President Paul Hall by certified mail, return receipt requested.

TRUST FUNDS. All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall consist equally of union and management representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. All trust fund financial records are available at the headquarters of the various trust funds. If, at any time, you are denied information about any SIU trust fund, notify SIU President Paul Hall at SIU headquarters by certified mail, return receipt requested.

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowners, first notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:
Max Harrison, Chairman, Seafarers Appeals Board
17 Battery Place, Suite 1630, New York 4, NY
Also notify SIU President Paul Hall at Union headquarters by certified mail, return receipt requested. Full copies of contracts as referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.

CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which you work and live aboard ship. Know your contract rights, as well as your obligations, such as filing for OT on the proper sheets and in the proper manner. If, at any time, any SIU patrolman or other Union official, in your opinion, fails to protect your contract rights properly, contact the nearest SIU port agent. In addition, notify SIU President Paul Hall by certified mail, return receipt requested.

EDITORIAL POLICY--SEAFARERS LOG. The LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 1960 meetings in all constitutional ports. The responsibility for LOG policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same. Under no circumstance should any member pay any money for any reason unless he is given such receipt. If in the event anyone attempts to require any such payment be made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he should not have been required to make such payment, this should immediately be called to the attention of SIU President Paul Hall by certified mail, return receipt requested.

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. The SIU publishes every six months in the SEAFARERS LOG a verbatim copy of its constitution. In addition, copies are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel any member or officer is attempting to deprive you of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, then the member so affected should immediately notify SIU President Paul Hall by certified mail, return receipt requested.

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

EQUAL RIGHTS. All Seafarers are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the Union has negotiated with the employers. Consequently, no Seafarer may be discriminated against because of race, creed, color, national or geographic origin. If any member feels that he is denied the equal rights to which he is entitled, he should notify SIU President Paul Hall at headquarters by certified mail, return receipt requested.

KNOW YOUR RIGHTS

John Bren
Contact your sister or Larry immediately. They are anxious to hear from you.

Jack Englewood
Have your watch. Where do you want it sent? Charles B.

Daniel Beyers
Your eyeglasses were found and we are holding them for you. Send a forwarding address, Helen.

Anthony Smith
The film you left to be processed has been completed. Get in touch with me in New Orleans, Jerry.

Jason Gibbs
Contact your brother, Arthur Gibbs, at PO Box 199, Nebo, North Carolina.

Thomas O'Rourke
Contact your sister, Mrs. Carl Roepken, 2412 Lysie Lane, Norwood 12, Ohio.

The SIU and MARITIME

The SIU continued to expand its organizational activities and won significant gains in vacation pay and contracts during 1962, while joining with other unions in a long-range program to improve the US-flag merchant marine. The year was marked by several major maritime beefs and developments in both the offshore and domestic shipping field that made important headlines.

In Washington, unions and management waited out the development of a firm national maritime policy and program for the transportation industry, which still had not materialized in concrete form by the end of the year. The year was heightened at its close by strong maritime union action in the Cuban crisis, which focused attention on the favoritism among Government agencies for foreign shipping at the expense of US ships and seamen, and by a dockers' strike on the Atlantic and Gulf coasts. The walkout by the International Longshoremen's Association tied up shipping briefly in October and then, after an 80-day Taft-Hartley injunction expired, resumed again on December 23 as bargaining talks remained deadlocked.

Vacation, Contract \$

In the contract area, Seafarers won important money gains in the form of a \$400 annual vacation pay increase that doubled previous benefits. The new \$800 vacation rate went into effect on seetime beginning October 1, 1962, and amounted to the seventh SIU vacation pay increase in the Union's vacation program over a ten-year-period.

An added feature of 1962 was a brand-new shipboard feeding benefit that guar-



\$800 SIU vacation pay started.

antees all Seafarers at least one pint of fresh milk daily for the full length of any offshore voyage.

It was accompanied by a series of working rule improvements in a new contract negotiated and ratified in June. The agreement established an additional 15 minutes' "readiness" period, revised the sailing board clause, improved transportation arrangements back to the port of engagement when ships are sold, scrapped or disposed of in any fashion in a foreign port, and provided a strengthened clause on callbacks. These provisions modified for tanker operations as well as several others in the freight contract were also applied to tankers.

Welfare Plan Gains

On the welfare front, the SIU medical clinic program passed its fifth year of existence and 50,000th exam for Seafarers and their dependents, as a new clinic operation opened in the Port of Philadelphia. The Union's free eyeglass benefit was also extended to Jacksonville, Norfolk, Seattle, Wilmington, Tampa

and Savannah, making it operative in a total of 15 ports. The SIU Welfare Plan paid its 5,000th maternity benefit to a newborn member of an SIU family, topping the \$1 million-mark in such payments.

The new Sickness and Accident Benefit program for Seafarers covering illness and injury off the job made payments of almost \$600,000 in its first year to Seafarers who had never been eligible for any kind of benefits before. A total of 83 Union oldtimers went on pension during the year. The pages of the LOG listed 393 new arrivals during 1962, including six sets of twins, compared to 1961's total of 409 and a previous three-year average of 325. At the opposite end of the scale, 112 deaths were reported in the "departure" column.

Domestic Shipping

Filling the gap left by the withdrawal of Bull Line from the Puerto Rico trade, Sealand added two containerships on its run to the Caribbean, and Seatrain made ready to move into the same trade. Sealand also launched an ambitious program to revive intercoastal shipping with regular containership service using four converted vessels. Two of them were in operation by the end of the year, and the company also put a converted Navy seaplane tender into service as a carferry on the Puerto Rico run.

At the same time, Pacific Northwest US lumber producers won passage of a special amendment to the Jones Act in the last days of the 87th Congress. Designed to help American lumbermen compete with Canadian growers, it enables them to use foreign vessels to move lumber to Puerto Rico if American ships are not "reasonably available." The protected domestic trade is thus opened up to foreign ships for the first time since 1920.

Robin Line Beef

The National Maritime Union tried for the second time in five years to raid the Robin Line by asking for a National Labor Relations Board election in the Moore-McCormack fleet, including the seven Robin ships under SIU contract since 1941. NMU filed a petition for a fleet-wide election two days after the SIU notified all its operators that it wished to reopen contract talks.

When the SIU learned that Moore-McCormack had secretly attempted to sell off the Robin ships while refusing to discuss the issues, Seafarers responded with picketline action that tied up 19 Moore-McCormack vessels, including two Robin ships, for 26 days. The picketlines came down when the company agreed to negotiate with the SIU about the ships.

Meanwhile, the NMU election petition was dismissed by the NLRB in New York and later in Washington, followed by a



Robin Line pickets tied up 19 ships.

ruling by an AFL-CIO impartial umpire that the NMU was guilty of raiding. Sanctions under the Internal Disputes Plan of the AFL-CIO constitution were ultimately invoked against the NMU. It was also found guilty a few weeks later of a raid against the Marine Engineers Beneficial Association in the Isbrandtsen fleet.

Upper Lakes Dispute

After testing out their union-busting tactics with three runaway ships in 1961, the Norris shipping interests controlling the SIU of Canada-contracted Upper Lakes Steamship Company broke a ten-year collective bargaining relationship with the SIU, locked out 300 Canadian seamen and began recruiting crews through a newly-established puppet union. The nature of the conspiracy against the SIU of Canada was revealed in July when, due to the effectiveness of picketing action, a boycott of SIU ships led to



Company union manned Norris ships.

the closing of the St. Lawrence Seaway. A Canadian government commission's hearings on the disruption in Great Lakes shipping is still going on.

SIUNA Affiliates

SIU Pacific District unions concluded new contracts in June with the Pacific Maritime Association, retroactive to October, 1961. This followed nine months of negotiations, a 27-day strike and 75 days during which PMA ships operated under a court injunction.

On the inland waters, Great Lakes, in Puerto Rico and in the industrial area, SIU affiliates won a number of new fleets, plants and contracts to solidify their jurisdiction and improve members' job security. The long-simmering railroad drive to cut manning on SIU tugs as well as among train personnel ashore remained unresolved, however, amid moves for job cuts via several big railroad mergers.

In Trinidad, a new 6,000-man SIUNA affiliate marked the first anniversary of its charter by signing a contract covering the runaway shipping operations of the SIU-contracted Alcoa Steamship Company. The new pact provided for the first seamen's union hiring hall in the Caribbean, a 16 percent wage increase over a three-year-period and a series of substantial improvements in working hours, overtime and other conditions previously unheard of on such vessels.

Maintaining a link with democratic elements which had quit or wanted no part of Jimmy Hoffa's Teamsters Union, the SIUNA chartered a new affiliate, the Transportation Services & Allied Workers, for cab drivers and taxi workers. It numbered some 7,500 members at year's end in Chicago, St. Louis, Detroit and other cities. Unable to carry out the SIU's policy of opposing Hoffa, some SIU officials in Philadelphia resigned and accepted jobs from Hoffa, but a successful 20-hour strike for a new contract by 5,000 Chicago cab workers spotlighted the union's success in attracting anti-Hoffa groups to an established AFL-CIO union.

In the Pacific area, SIU affiliates helped start an MTD drive against new raiding attempts by Harry Bridges' longshore union, and the SIUNA issued a charter to a major independent union in the Southern California petroleum industry after it voted 4-1 for affiliation. Resisting pressures from both Bridges and Hoffa, the International Union of Petroleum Workers brought 3,200 members into the SIUNA, upping its total membership to 80,000.



Trinidad SIU signed Alcoa runaways.

Cuban Ship Action

During a year in which shipping problems were described by Commerce Secretary Luther H. Hodges as some of the "toughest" facing the Administration, maritime unions acted in advance of official Washington to the flood of arms and military supplies moving to Cuba last fall. MTD pickets tied up the Yugoslav-flag MV Drzie at Houston after it carried Russian grain to Cuba and then came looking for a 50-50 cargo. An ILA longshoremen's boycott of Communist bloc cargoes and MTD protests against other ships in Cuban trade seeking US cargoes highlighted a critical issue.

A Senate committee report called attention to many Government agency abuses of 50-50 cargo procedures, while the Agriculture Department continued to charter Cuban trade ships for 1963. Charges by the SIU and MEBA of similar abuses by the department a year ago had prompted the Senate inquiry after the unions picketed a British ship. Other international actions by MTD unions included a series of mutual aid agreements signed with maritime unions in several countries to combat runaway-type shipping operations under any maritime flag and to promote more job stability for seamen.

News Highlights

SIU opened Houston hall, broke ground for a new hall in Norfolk . . . Books distributed in the SIU Ship's Library Program topped 2 million . . . SIU opened a school for stewards . . . Six SIU fleets won awards for ship sanitation . . . A Seafarer and the children of four SIU men won the annual SIU scholarship awards worth \$6,000 each . . . Total SIU shipping for the year was just below 1961, again topped 1960 and '59.

Veteran SIU official Claude Simmons, 43, vice-president in charge of contracts and contract enforcement, died after a long illness . . . Silas Blake Axtell, counsel



Simmons

for the old International Seamen's Union and a close ally of Andrew Furuseth, died at 77 . . . Death also came to Art Coleman, vice-president of the Marine Firemen, 53 . . . to Lawrence E. Wessels, 60, one of the first SIU officials in the Port of New Orleans . . . to Fred Steiner, 53, editor for the Sailors Union of the Pacific, and to other old-timers.

An oil pipeline project connecting Houston and New York got underway . . . Four different SIU ships rescued refugees seeking to escape Cuba . . . MTD unions were lauded for aiding in the Cuban prisoner exchange just before Christmas . . . SIUNA President Paul Hall was named to the AFL-CIO Executive Council . . . The SEAFARERS LOG won two more labor press awards . . . British seamen got a chance to have union delegates aboard ship for the first time . . . Bethlehem Steel went to West Germany to build two ore ships after the US turned down a subsidy request, but construction was stalled when the shipyard went bankrupt . . . Six years after the Andrea Doria-Stockholm collision, an international pact on sea safety was finally adopted.



TEXT OF

SIU

CONSTITUTION

For SIU Atlantic, Gulf, Lakes And Inland Waters District

CONSTITUTION

THE SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA—

ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT

Affiliated with American Federation of Labor — Congress of Industrial Organizations

(As Amended May 12, 1960)

PREAMBLE

As maritime and allied workers and realizing the value and necessity of a thorough organization, we are dedicated to the forming of one Union for our people, the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District, based upon the following principles:

All members shall be entitled to all the rights, privileges and guarantees as set forth in this Constitution, and such rights, privileges and guarantees shall be preserved in accordance with its terms.

We declare that American seamen are entitled to receive their employment without interference of crimps, shipowners, fink halls or any shipping bureaus maintained by the Government.

We affirm that every worker has the right to receive fair and just remuneration for his labor, and to gain sufficient leisure for mental cultivation and physical recreation.

We proclaim the right of all seamen to receive healthful and sufficient food, and proper forecabin in which to rest.

We defend the right of all seamen to be treated in a decent and respectful manner by those in command, and,

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

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

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

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

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

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

To form and to assist by legal means other bona fide labor organizations whenever possible in the attainment of their just demands.

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

Statement of Principles and Declaration of Rights

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

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

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

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

I

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

II

Every qualified member shall have the right to nominate himself for, and, if elected or appointed, to hold office in this Union.

III

No member shall be deprived of his membership without due

process of the law of this Union. No member shall be compelled to be a witness against himself in the trial of any proceeding in which he may be charged with failure to observe the law of this Union. Every official and job holder shall be bound to uphold and protect the rights of every member in accordance with the principles set forth in the Constitution of the Union.

IV

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

V

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

VI

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

VII

The powers not delegated to the officers, job holders, and Executive Board by the Constitution of the Union shall be reserved to the members.

CONSTITUTION

Article I

Name and General Powers

This Union shall be known as the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District. Its powers shall be legislative, judicial, and executive, and shall include the formation of, and/or issuance of charters to, subordinate bodies and divisions, corporate or otherwise, the formation of funds and participation in funds, the establishment of enterprises for the benefit of the Union, and similar ventures. This Union shall exercise all of its powers in aid of subordinate bodies and divisions created or chartered by it. For convenience of administration and in furtherance of its policies of aid and assistance, the Union may make its property, facilities and personnel available for the use and behalf of such subordinate bodies and divisions. A majority vote of the membership shall be authorization for any Union action, unless otherwise specified in the Constitution or by law. This Union shall at all times protect and maintain its jurisdiction.

Article II

Affiliation

Section 1. This Union shall be affiliated with the Seafarers International Union of North America and the American Federation of Labor—Congress of Industrial Organizations. All other affiliations by the Union or its subordinate bodies or divisions shall be made or withdrawn as determined by a majority vote of the Executive Board.

Section 2. In addition to such other provisions as are contained herein, all subordinate bodies and divisions seeking a charter from and/or affiliation with this Union, shall be required to adopt, within a time period set by the Executive Board, a constitution containing provisions as set forth in Exhibit A, annexed to this Constitution and made a part hereof. All other provisions adopted by such subordinate bodies and divisions as part of their constitutions shall not be inconsistent therewith. No such constitution or amendments thereto shall be deemed to be effective without the approval of the Executive Board of this Union, which shall be executed in writing, on its behalf, by the President or, in his absence, by any other officer designated by it. Such approval shall be deemed to be recognition of compliance herewith by such subordinate body or division.

Where a subordinate body or division violates any of the foregoing, and, in particular, seeks to effectuate any constitutional provision not so authorized and approved, or commits acts in violation of its approved constitution, or fails to act in accordance therewith, this Union, through its Executive Board, may withdraw its charter and/or sever its affiliation forthwith, or on such terms as it may impose not inconsistent with law, in addition to exercising any and all rights it may have pursuant to any applicable agreements or understandings.

Section 3. This Union shall also have the power, acting through its Executive Board, and after a fair hearing, to impose a trusteeship upon any subordinate body or divisions chartered by and affiliated with it, for the reasons and to the extent provided by law.

Article III

Membership

Section 1. Candidates for membership shall be admitted to membership in accordance with such rules as are adopted from time to time, by a majority vote of the membership. Membership classifications shall correspond to and depend upon seniority classifications established in accordance with the standard collective bargaining agreement of this Union. In addition to meeting the other require-

ments duly promulgated pursuant hereto, no person shall become a full book member unless and until he has attained the highest seniority rating set out in the said collective bargaining agreement. Only full book members shall be entitled to vote and to hold any office or elective job except as otherwise specified herein. All members shall have a voice in Union proceedings and shall be entitled to vote on Union contracts.

Section 2. No candidate shall be granted membership who is a member of any dual organization hostile to the aims, principles, and policies of this Union.

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

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

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

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

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

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

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

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

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

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

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

Article IV

Reinstatement

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

Article V

Dues and Initiation Fee

Section 1. All members shall pay dues quarterly, on a calendar year basis, no later than the first business day of each quarter, except as herein otherwise provided. The dues shall be those payable as of the date of adoption of this Constitution and may be changed only by Constitutional amendment.

Section 2. No candidate for membership shall be admitted into membership without having paid an initiation fee of three hundred (\$300.00) dollars, except as otherwise provided in this Constitution.

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

Article VI

Retirement from Membership

Section 1. Members may retire from membership by surrendering their Union books or other evidence of affiliation and paying all unpaid dues for the quarter in which they retire, assessments, fines and other monies due and owing the Union. When the member surrenders his book or other evidence of affiliation in connection with his application for retirement he shall be given a receipt therefor. An official retirement card shall be issued by Headquarters, upon request, dated as of the day that such member accomplishes these payments, and shall be given to the member upon his presenting the aforesaid receipt.

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

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

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

Section 5. The period of retirement shall be computed from the first day of the quarter following the one in which the retirement card was issued.

Article VII System of Organization

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

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

Section 2. The headquarters of the Union shall be located in New York and the headquarters officers shall consist of a President, and Executive Vice-President, one Vice-President in Charge of Contracts and Contract Enforcement, a Secretary-Treasurer, one Vice-President in Charge of the Atlantic Coast, one Vice-President in Charge of the Gulf Coast, and one Vice-President in Charge of the Lakes and Inland Waters.

Section 3. The staff of each port shall consist of such personnel as is provided for herein, and the port shall bear the name of the city in which the Union's port offices are located.

Section 4. Every member of the Union shall be registered in one of three departments; namely, deck, engine and stewards department. The definition of these departments shall be in accordance with custom and usage. This definition may be modified by a majority vote of the membership. No member may transfer from one department to another except by approval as evidenced by a majority vote of the membership.

Article VIII

Officers, Headquarters Representatives, Port Agents and Patrolmen

Section 1. The officers of the Union shall be elected as otherwise provided in this Constitution. These officers shall be the President, an Executive Vice-President, one Vice-President in Charge of Contracts and Contract Enforcement, a Secretary-Treasurer, one Vice-President in Charge of the Atlantic Coast, one Vice-President in Charge of the Gulf Coast, and one Vice-President in Charge of the Lakes and Inland Waters.

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

Article IX

Other Elective Jobs

Section 1. In addition to the elective jobs provided for in Article VIII, the following jobs in the Union shall be voted upon in the manner prescribed by this Constitution:

A. Delegates to the convention of the Seafarers International Union of North America.

B. Committee members of:

- (1) Trial Committees
- (2) Quarterly Financial Committees
- (3) Appeals Committees
- (4) Strike Committees
- (5) Credentials Committees
- (6) Polls Committees
- (7) Union Tallying Committees
- (8) Constitutional Committees

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

Article X

Duties of Officers, Headquarters Representatives, Port Agents, Other Elected Job Holders and Miscellaneous Personnel

Section 1. The President.

(a) The President shall be the executive officer of the Union and shall represent, and act for and in behalf of, the Union in all matters except as otherwise specifically provided for in the Constitution.

(b) He shall be a member ex-officio of all committees, except as otherwise herein expressly provided.

(c) The President shall be in charge of, and responsible for, all Union property, and shall be in charge of headquarters and port offices. Wherever there are time restrictions or other considerations affecting Union action, the President shall take appropriate action to insure observance thereof.

(d) In order that he may properly execute his responsibilities, he is hereby instructed and authorized to employ any help he deems necessary, be it legal, accounting or otherwise.

(e) Subject to approval by a majority vote of the membership, the President shall designate the number and location of ports, the jurisdiction, status, and activities thereof, and may close or open such ports, and may re-assign Vice-Presidents and the Secretary-Treasurer, without reduction in wages. He may also re-assign Headquarters Representatives, Port Agents, and Patrolmen, to other duties, without reduction in wages. The Ports of New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston and Detroit may not be closed except by Constitutional amendment.

Where ports are opened between elections, the President shall designate the Union personnel thereof.

The President shall designate, in the event of the incapacity of any Headquarters Representative, Port Agent or Patrolman, or any officer other than the President, a replacement to act as such during the period of incapacity, provided such replacement is qualified under Article XII of the Constitution to fill such job.

At the regular meeting in July of every election year, the President shall submit to the membership a pre-balling report. In his report he shall recommend the number and location of ports, the number of Headquarters Representatives, Port Agents and Patrolmen which are to be elected. He shall also recommend a bank, a bonded warehouse, a regular officer thereof, or any other similar depository, to which the ballots are to be mailed or delivered at the close of each day's voting, except that the President may, in his discretion, postpone the recommendation as to the depository until no later than the first regular meeting in October.

This recommendation may also specify, whether any Patrolman and/or Headquarters Representative, shall be designated as departmental or otherwise. The report shall be subject to approval or modification by a majority vote of the membership.

(f) The President shall be chairman of the Executive Board and may cast one vote in that body.

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

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

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

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

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

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

Section 2. Executive Vice-President.

The Executive Vice-President shall perform any and all duties assigned him or delegated to him by the President. In the event the President shall be unable to carry out any of his duties by reason of incapacity or unavailability, the Executive Vice-President shall take over such duties during the period of such incapacity or unavailability. Upon the death, resignation, or removal from office for any reason of the President, the Executive Vice-President shall immediately assume the office, duties and responsibilities of the President until the next general election.

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

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

The Vice-President in Charge of Contracts and Contract Enforcement shall perform any and all duties assigned him or delegated to him by the President. In addition, he shall be responsible for all contract negotiations, the formulation of bargaining demands, and the submission of proposed collective bargaining agreements to the membership for ratification. He shall also be responsible, except as otherwise provided in Article X, Section 14 (d) (1), for strike authorization, signing of new contracts, and contract enforcement. He shall also act for headquarters in executing the administrative functions assigned to headquarters by this Constitution with respect to trials and appeals except if he is a witness or party thereto, in which event the Secretary-Treasurer shall act in his place. In order that he may properly execute these responsibilities he is hereby instructed and authorized to employ such help as he deems necessary, be it legal, or otherwise, subject to approval of the Executive Board.

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

Section 4. Secretary-Treasurer.

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

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

The Secretary-Treasurer shall be a member ex-officio of the Credentials and Ballot Tallying Committees. In addition he shall make himself and the records of his office available to the Quarterly Financial Committee.

Section 5. Vice-President in Charge of the Atlantic Coast.

The Vice-President in Charge of the Atlantic Coast shall be a member of the Executive Board and shall be entitled to cast one vote in that body.

He shall supervise and be responsible for the activities of all the ports, and the personnel thereof on the Atlantic Coast, including their organizing activities. The Atlantic Coast area is deemed to mean that area from and including Georgia through Maine and shall also include the Islands in the Caribbean. In order that he may properly execute his responsibilities he is empowered and authorized to retain any technical or professional assistance he deems necessary, subject to approval of the Executive Board.

Section 6. Vice-President in Charge of the Gulf Coast.

The Vice-President in Charge of the Gulf Coast shall be a member of the Executive Board and shall be entitled to cast one vote in that body.

He shall supervise and be responsible for the activities of all the Ports, and the personnel thereof on the Gulf Coast including their organizing activities. The Gulf Coast area is deemed to mean the State of Florida, all through the Gulf, including Texas.

In order that he may properly execute his responsibilities he is empowered and authorized to retain any technical or professional assistance he deems necessary, subject to approval of the Executive Board.

Section 7. Vice-President in Charge of the Lakes and Inland Waters.

The Vice-President in Charge of the Lakes and Inland Waters shall be a member of the Executive Board and shall be entitled to cast one vote in that body.

He shall supervise and be responsible for the activities of all

the ports, and the personnel thereof on the Lakes and Inland Waters, including their organizing activities.

In order that he may properly execute his responsibilities he is empowered and authorized to retain any technical or professional assistance he deems necessary, subject to approval of the Executive Board.

Section 8. Director of Organizing and Publications.

The Director of Organizing and Publications shall be appointed and may be removed at will by the Executive Board of the Union. He shall be responsible for and supervise all publications and public relations of the Union and shall serve as co-ordinator of all organizational activities of the Union. In addition, he shall perform any and all duties assigned him or delegated to him by the Executive Board.

Section 9. Headquarters Representatives.

The Headquarters Representatives shall perform any and all duties assigned them or delegated to them by the President, Executive Vice-President or the Executive Board.

Section 10. Port Agents.

(a) The Port Agent shall be in direct charge of the administration of Union affairs in the port of his jurisdiction subject to the direction of the area Vice-President.

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

(c) He shall be prepared to account, financially or otherwise, for the activities of his port, whenever demanded by the President, the Vice-President of the area in which his port is located, or by the Secretary-Treasurer.

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

(e) The Port Agent may assign each port Patrolman to such duties as fall within the jurisdiction of the port, regardless of the departmental designation, if any, under which the Patrolman was elected.

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

Section 11. Patrolmen.

Patrolmen shall perform any duties assigned them by the Agent of the Port to which they are assigned.

Section 12. Executive Board.

The Executive Board shall consist of the President, the Executive Vice-President, the Vice-President in Charge of Contracts and Contract Enforcement, the Secretary-Treasurer, the Vice-President in Charge of the Atlantic Area, the Vice-President in Charge of the Gulf Area, the Vice-President in Charge of the Lakes and Inland Waters, and the National Director (or chief executive officer) of each subordinate body or division created or chartered by the Union whenever such subordinate body or division has attained a membership of 3,200 members and has maintained that membership for not less than three (3) months. Such National Director (or chief executive officer) shall be a member of the respective subordinate body or division and must be qualified to hold office under the terms of the Constitution of such division or subordinate body.

The Executive Board shall meet in headquarters no less than once each quarter and at such other times as the President or, in his absence, the Executive Vice-President may direct. The President shall be the chairman of all Executive Board meetings unless absent, in which case the Executive Vice-President shall assume the chairman's duties. Each member of the Executive Board shall be entitled to cast one vote in that body. Its decision shall be determined by majority vote of those voting, providing a quorum of three is present. It shall be the duty of the Executive Board to develop policies, strategies and rules which will advance and protect the interests and welfare of the Union and the Members. It shall be the duty of the Secretary-Treasurer, or in his absence, an appointee of the Executive Board, to keep accurate minutes of all Executive Board meetings. The Executive Board shall appoint one person who shall be designated Director of Organizing and Publications. The Executive Board shall determine per capita tax to be levied and other terms and conditions of affiliation for any group of workers desiring affiliation. The Executive Board may direct the administration of all Union affairs, properties, policies and personnel in any and all areas not otherwise specifically provided for in this Constitution. Notwithstanding the foregoing, the Executive Board may act without holding a formal meeting provided all members of the Board are sent notice of the proposed action or actions and the decision thereon is reduced to writing and signed by a majority of the Executive Board.

In the event that death, resignation or removal from office for any reason should occur simultaneously to the President and Executive Vice-President, the Executive Board by majority vote shall name successors from its own membership who shall fill those vacancies until the next general election.

If the Executive Vice-President duly assumes the office of the President and dies, resigns, is removed from office, or is incapacitated for more than 30 days during the remainder of the term, the Executive Board shall elect a successor for the balance of the term from its own membership.

Section 13. Delegates.

(a) The term "delegates" shall mean those members of the Union and its subordinate bodies or divisions who are elected in accordance with the provisions of this Constitution, to attend the convention of the Seafarers International Union of North America.

(b) Each delegate shall attend the convention for which elected and fully participate therein.

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

(d) The President shall assign to each subordinate body or division that number of delegates to which this Union would have been entitled, if its membership had been increased by the number of members of the subordinate body or division, in accordance with the formula set forth in the Constitution of the Seafarers International Union of North America, except that this provision shall not be applied so as to reduce the number of delegates to which this Union would otherwise have been entitled.

Section 14. Committees.

(a) Trial Committee.

The Trial Committee shall conduct the trials of a person charged,

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

(b) Appeals Committee.

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

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

(c) Quarterly Financial Committee.

1. The Quarterly Financial Committee shall make an examination for each quarterly period of the finances of the Union and shall report fully on their findings and recommendations. Members of this committee may make dissenting reports, separate recommendations and separate findings.

2. The findings and recommendations of this committee shall be completed within a reasonable time after the election of the members thereof, and shall be submitted to the Secretary-Treasurer who shall cause the same to be read in all ports, as set forth herein.

3. All officers, Union personnel and members are responsible for complying with all demands made for records, bills, vouchers, receipts, etc., by the said Quarterly Financial Committee. The committee shall also have available to it, the services of the independent certified public accountants retained by the Union.

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

5. The Quarterly Financial Committee shall consist of seven (7) members in good standing to be elected as follows: One member from each of the following ports: New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston and Detroit. No officer, Headquarters Representative, Port Agent or Patrolman, shall be eligible for election to this Committee. Committee members shall be elected at the regular meeting designated by the Secretary-Treasurer. In the event a regular meeting cannot be held in any port for lack of a quorum, the Agent shall call a special meeting as early as possible for the purpose of electing a member to serve on the Quarterly Financial Committee. Such committee members shall be furnished transportation to New York and back to their respective ports and they shall be furnished room and board during the period they are performing their duties in New York. Commencing on the day following their election and continuing until they have been returned to their respective ports each committee member shall be paid for hours worked at the standby rate of pay but in no event shall they be paid for less than eight (8) hours per day.

(d) Strike Committee.

1. In no event shall a general strike take place unless approved by a majority vote of the membership.

2. In the event a general strike has been approved by the membership the Port Agents in all affected ports shall call a timely special meeting for the purpose of electing a strike committee. This committee shall be composed of three full book members and their duties shall consist of assisting the Port Agent to effectuate all strike policies and strategies.

Article XI

Wages and Terms of Office of Officers and Other Elective Job Holders, Union Employees, and Others

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

President
Vice-Presidents
Secretary-Treasurer
Headquarters Representatives
Port Agents
Patrolmen

The term of four years set forth herein is expressly subject to the provisions for assumption of office as contained in Article XIII, Section 6(b) of this Constitution.

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

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

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

Article XII

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

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

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

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

(c) He has at least four (4) months of sea time, in an unlicensed capacity, aboard an American-flag merchant vessel or

vessels, covered by contract with this Union, or four (4) months of employment with, or in any office or job of, the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction, or a combination of these, between January 1st and the time of nomination in the election year; and

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

(e) He is not disqualified by law.

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

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

Article XIII

Elections for Officers, Headquarters Representatives, Port Agents and Patrolmen

Section 1. Nominations.

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

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

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

Dated: Signature of member

Book No.

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

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

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

Section 2. Credentials Committee.

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

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

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

(c) When an applicant has been disqualified by the committee, he shall be notified immediately by telegram at the address listed by him pursuant to Section 1 of this Article. He shall also be sent a letter containing the reasons for such disqualification by air mail, special delivery, registered, to the mailing address designated pursuant to Section 1(b) of this Article. A disqualified applicant shall have the right to take an appeal to the membership from the decision of the committee. He shall forward copies of such appeal to each port, where the appeal shall be presented and voted upon at a regular meeting no later than the second meeting after the committee's election. It is the responsibility of the applicant to insure timely delivery of his appeal. In any event, without

prejudice to his written appeal, the applicant may appear in person before the committee within two days after the day on which the telegram is sent, to correct his application or argue for his qualification.

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

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

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

Section 3. Balloting Procedures.

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

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

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

(d) Only full book members may vote. However, immediately prior thereto they must present their books to the Polls Committee of the port in which they are voting. The voter's book number shall be placed upon the roster sheet (which shall be kept in duplicate) in the space opposite the proper ballot number, and the member shall sign his name. The portion of the ballot on which the ballot number is printed shall then be removed, placed near the roster sheet, and the member shall proceed to the voting site with the ballot. An appropriate notation of the date and of the fact of voting shall be placed in the member's Union book.

(e) Each Port Agent shall be responsible for the establishment of a booth or other voting site where each member may vote in privacy.

(f) Upon completion of voting the member shall fold the ballot so that no part of the printed or written portion is visible. He shall then drop the ballot into a narrow-slotted ballot box, which shall be provided for that purpose by the Port Agent and kept locked and sealed except as hereinafter set forth.

(g) Voting shall commence on November 1st of the election year and shall continue through December 31st, exclusive of Sundays and (for each individual Port) holidays legally recognized in the city in which the port affected is located. If November 1st or December 31st falls on a holiday legally recognized in a port in the city in which that port is located, the balloting period in such port shall commence or terminate, as the case may be, on the next succeeding business day. Subject to the foregoing, voting in all ports shall commence at 9:00 A.M., and continue until 5:00 P.M., except that, on Saturdays, voting shall commence at 9:00 A.M. and continue until 12 noon.

Section 4. Polls Committees.

(a) Each port shall elect, prior to the beginning of the voting on each voting day, a Polls Committee, consisting of three full book members none of whom shall be a candidate, officer or an elected or appointed job holder. For the purpose of holding a meeting for the election of a Polls Committee only, and notwithstanding the provisions of Article XXIII, Section 2, or any other provision of this Constitution, five (5) members shall constitute a quorum for each port, with the said meeting to be held between 8:00 A.M. and 9:00 A.M. with no notice thereof required. It shall be the obligation of each member wishing to serve on a Polls Committee, or to observe the election thereof, to be present during this time period. It shall be the responsibility of the Port Agent to see that the meeting for the purpose of electing the said Polls Committee is called, and that the minutes of the said meeting are sent daily to the Secretary-Treasurer. In no case shall voting take place unless a duly elected Polls Committee is functioning.

(b) The duly elected Polls Committee shall collect all unused ballots, the voting rosters, the numbered stubs of those ballots already used, the ballot box or boxes and the ballot records and files kept by the Port Agent. It shall then proceed to compare the serial numbers and amounts of stubs with the number of names and corresponding serial numbers on the roster, and then compare the serial number and amounts of ballots used with the verifica-

tion list, as corrected, and ascertain whether the unused ballots, both serial numbers and amount, represent the difference between what appears on the verification list, as corrected, and the ballots used. If any discrepancies are found, a detailed report thereon shall be drawn by the Polls Committee finding such discrepancies, which report shall be in duplicate, and signed by all the members of such Polls Committee. Each member of the Committee may make what separate comments thereon he desires, provided they are signed and dated by him. A copy of this report shall be given the Port Agent, to be presented at the next regular meeting. A copy shall also be simultaneously sent to the Secretary-Treasurer, who shall cause an investigation to be made forthwith. The results of such investigation shall be reported to the membership as soon as completed, with recommendations by the Secretary-Treasurer. A majority vote of the membership shall determine what action, if any, shall be taken thereon. Notwithstanding anything to the contrary contained in this Constitution, the Executive Board shall not make any determination in these matters.

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

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

(e) In order to maintain the secrecy and accuracy of the ballot, and to eliminate the possibility of errors or irregularities in any one day's balloting affecting all the balloting in any port, the following procedure shall be observed:

At the end of each day's voting, the Polls Committee, in the presence of any member desiring to attend, provided he observes proper decorum, shall open the ballot box or boxes, and place all of that day's ballots therein in an envelope, as required, which shall then be sealed. The members of the Polls Committee shall thereupon sign their names across the flap of the said envelope or envelopes, with their book numbers next to their signatures. The committee shall also place the date and name of the Port on the said envelopes, and shall certify, on the envelope or envelopes, that the ballot box or boxes were opened publicly, that all ballots for that day only were removed, and that all of those ballots are enclosed in the envelope or envelopes dated for that day and voted in that Port. The Polls Committee shall check the rosters, and any other records they deem appropriate, to insure the foregoing. At the discretion of the Executive Board, official envelopes may be prepared for the purpose of enclosing the ballots and the making of the aforesaid certification, with wording embodying the foregoing inscribed thereon, in which event these envelopes shall be used by the Polls Committee for the aforesaid purpose. Nothing contained herein shall prevent any member of a Polls Committee from adding such comments to the certificate as are appropriate, provided the comments are signed and dated by the member making them. The envelope or envelopes shall then be placed in a wrapper or envelope, which, at the discretion of the Executive Board, may be furnished for that purpose. The wrapper or envelope shall then be securely sealed and either delivered, or sent by certified or registered mail, by the said Polls Committee, to the depository named in the pre-election report adopted by the membership. The Polls Committee shall not be discharged from its duties until this mailing is accomplished and evidence of mailing or delivery is furnished the Port Agent, which evidence shall be noted and kept in the Port Agent's election records or files.

The Polls Committee shall also insure that the ballot box or boxes are locked and sealed before handing them back to the Port Agent, and shall place the key or keys to the boxes in an envelope, across the flap of which the members of the committee shall sign their names, book numbers, and the date, after sealing the envelope securely. In addition to delivering the key and ballot box or boxes as aforesaid, the Polls Committee shall deliver to the Port Agent one copy of each of the roster sheets for the day, the unused ballots, any reports called for by this Section 4, any files that they may have received, and all the stubs collected both for the day and those turned over to it. The Port Agent shall be responsible for the proper safeguarding of all the aforesaid material, shall not release any of it until duly called for, and shall insure that no one illegally tampers with the material placed in his custody. The remaining copy of each roster sheet used for the day shall be mailed by the Polls Committee to the Secretary-Treasurer, by certified or registered mail or delivered in person.

(f) Members of the Polls Committee shall serve without compensation, except that the Port Agent shall compensate each Polls Committee member with a reasonable sum for meals while serving or provide meals in lieu of cash.

Section 5. Ballot Collection, Tallying Procedure, Protests, and Special Votes.

(a) On the day the balloting in each port is to terminate, the Polls Committee elected for that day shall, in addition to their other duties hereinafter set forth, deliver to headquarters, or mail to headquarters (by certified or registered mail), all the unused ballots, together with a certification, signed and dated by all members of the Committee that all ballots sent to the port and not used are enclosed therewith, subject to the right of each member of the Committee to make separate comments under his signature and date. The certification shall specifically identify, by serial number and amount, the unused ballots so forwarded. In the same package, but bound separately, the committee shall forward to headquarters all stubs collected during the period of voting, together with a certification, signed by all members of the committee, that all the stubs collected by the committee are enclosed therewith subject to the right of each member of the committee to make separate comments under his signature and date. The said Polls Committee members shall not be discharged from their duties until the forwarding called for hereunder is accomplished and evidence of mailing or delivery is furnished the Port Agent, which evidence shall be noted and kept in the Port Agent's election records or files.

(b) All forwarding to headquarters called for under this Section 5, shall be to the Union Tallying Committee, at the address of headquarters. In the event a Polls Committee cannot be elected or cannot act on the day the balloting in each Port is to terminate, the Port Agent shall have the duty to forward the material specifically set forth in Section 5(a) (unused ballots and stubs) to the Union Tallying Committee, which will then carry out the functions in regard thereto of the said Polls Committee. In such event, the Port Agent shall also forward all other material deemed necessary by the Union Tallying Committee to execute those functions.

All certifications called for under this Article XIII shall be deemed made according to the best knowledge, and belief of those required to make such certification.

(c) The Union Tallying Committee shall consist of 14 full book members. Two shall be elected from each of the seven ports of New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston, and Detroit. The election shall be held at the regular meeting in December of the election year, or if the Executive Board otherwise determines prior thereto, at a special meeting held in the aforesaid ports on the first business day of the last week of said month. No Officer, Headquarters Representative, Port Agent, Patrolman, or candidate for office, or the job of Headquarters Representative, Port Agent or Patrolman, shall be eligible for election to this Committee, except as provided for in Article X, Section 4. In addition to its duties hereinafter set forth, the Union Tallying Committee shall be charged with the tallying of all the ballots and the preparation of a closing report setting forth, in complete detail, the results of the election, including a complete accounting of all ballots and stubs, and reconciliation of the same with the rosters, verification lists, and receipts of the Port Agents, all with detailed reference to serial numbers and amounts and with each total broken down into port totals. The Tallying Committee shall be permitted access to the election records and files of all ports, which they may require to be forwarded for inspection at its discretion. The report shall clearly detail all discrepancies discovered, and shall contain recommendations for the treatment of these discrepancies. All members of the Committee shall sign the report, without prejudice, however, to the right of any member thereof to submit a dissenting report as to the accuracy of the count and the validity of the ballots, with pertinent details.

The Tallying Committee is also charged with the receipt and evaluation of written protests by any member who claims an illegal denial of the right to vote. If it finds the protests invalid, it shall dismiss the protest and so inform the protesting member, by wire, on the day of dismissal. If it finds the protest valid, the committee shall order a special vote, to be had no later than within the period of its proceedings, on such terms as are practical, effective, and just, but which terms, in any event, shall include the provisions of Section 3(c) of this Article and the designation of the voting site of the port most convenient to the protesting member. Where a special vote is ordered in accordance with this Section 5(c), these terms shall apply, notwithstanding any provision to the contrary contained in this Article. Protests may be made only in writing and must be received by the Union Tallying Committee during the period of its proceedings. The reports of this committee shall include a brief summary of each protest received, the name and book number of the protesting member, and a summary of the disposition of the said protest. The committee shall take all reasonable measures to adjust the course of its proceedings so as to enable the special vote set forth in this Section 5(c) to be completed within the time herein specified. No closing report shall be made by it unless and until the special votes referred to in this Section 5(c) shall have been duly completed and tallied.

(d) The members of the Union Tallying Committee shall proceed to the port in which headquarters is located, as soon as possible after their election but, in any event, shall arrive at that port prior to the first business day after December 31 of the election year. Each member of the committee not elected from the port in which headquarters is located shall be reimbursed for transportation, meals, and lodging expense occasioned by their traveling to and returning from that Port. All members of the committee shall also be paid at the prevailing standby rate of pay from the day subsequent to their election to the day they return, in normal course, to the Port from which they were elected.

The Union Tallying Committee shall elect a chairman from among themselves and, subject to the express terms of this Constitution, adopt its own procedures. Decision as to special votes, protests, and the contents of the final report shall be valid if made by a majority vote, provided there be a quorum in attendance, which quorum is hereby fixed at nine (9). The Union Tallying Committee, but not less than a quorum thereof, shall have the sole right and duty to obtain the ballots from the depository immediately after the termination of balloting and to insure their safe custody during the course of the committee's proceedings. The proceedings of this committee, except for the actual preparation of the closing report and dissents therefrom, if any, shall be open to any member, provided he observes decorum. In no event, shall the issuance of the hereinafter referred to closing report of the Tallying Committee be delayed beyond the January 15th immediately subsequent to the close of voting. The Union Tallying Committee shall be discharged upon the completion of the issuance and dispatch of its reports as required in this Article. In the event a recheck and recount is ordered pursuant to Section 5(g) of this Article, the committee shall be reconstituted except that if any member thereof is not available, a substitute therefore shall be elected from the appropriate port, at a special meeting held for that purpose as soon as possible.

(e) The report of the Committee shall be made up in sufficient copies to comply with the following requirements: two copies shall be sent by the committee to each Port Agent and the Secretary-Treasurer prior to the first regular meeting scheduled to take place subsequent to the close of the committee's proceedings or, in the event such meeting is scheduled to take place four days or less from the close of this committee's proceedings, then at least five days prior to the next regular meeting. Whichever meeting applies shall be designated, by date, in the report and shall be referred to as the "Election Report Meeting." As soon as these copies are received, each Port Agent shall post one copy of the report on the bulletin board, in a conspicuous manner. This copy shall be kept posted for a period of two months. At the Election Report Meeting, the other copy of the report shall be read verbatim.

(f) At the Election Report meeting, there shall be taken up the discrepancies, if any, referred to in Section 5(c) of this Article and the recommendations of the Tallying Committee submitted therewith. A majority vote of the membership shall decide what action, if any, in accordance with the Constitution, shall be taken thereon, which action, however, shall not include the ordering of a special vote unless the reported discrepancies affect the results of the vote for any office or job, in which event, the special vote shall be restricted thereto. A majority of the membership, at the Election Report Meeting, may order a recheck and a recount when a dissent to the closing report has been issued by three or more members of the Union Tallying Committee. Except for the contingencies provided for in this Section 5(f) the closing report shall be accepted as final.

(g) A special vote ordered pursuant to Section 5(f) must take place and be completed within seven (7) days after the Election Report Meeting, at each port where the discrepancies so acted upon took place. Subject to the foregoing, and to the limits of the vote set by the membership, as aforesaid, the Port Agents in each such port shall have the functions of the Tallying Committee as set forth in Section 5(c), insofar as that Section deals with the

terms of such special vote. The Secretary-Treasurer shall make a sufficient amount of the usual balloting material immediately available to Port Agents, for the purpose of such special vote. Immediately after the close thereof, the Port Agent shall summarize the results and communicate them to the Secretary-Treasurer. The ballots, stubs, roster sheets, and unused ballots pertaining to the special vote shall be forwarded to the Secretary-Treasurer, all in the same package, but bound separately, by the most rapid means practicable, but, in any case, so as to reach the Secretary-Treasurer in time to enable him to prepare his report as required by this Section 5(g). An accounting and certification, made by the Port Agent, similar to those required of Polls Committees, shall be enclosed therewith. The Secretary-Treasurer shall then prepare a report containing a combined summary of the results, together with a schedule indicating in detail how they affect the Union Tallying Committee's results, as set forth in its closing report. The form of the latter's report shall be followed as closely as possible. Two (2) copies shall be sent to each port, one copy of which shall be posted. The other copy shall be presented at the next regular meeting after the Election Report Meeting. If a majority vote of the membership decides to accept the Secretary-Treasurer's report, the numerical results set forth in the pertinent segments of the Tallying Committee's closing report shall be deemed accepted and final without modification.

If ordered, a recheck and recount, and the report thereon by the Union Tallying Committee, shall be similarly disposed of and deemed accepted and final, by majority vote of the membership at the regular meeting following the Election Report Meeting. If such recheck and recount is ordered, the Union Tallying Committee shall be required to continue its proceedings correspondingly.

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

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

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

In such event, a majority vote of the membership may grant additional time for the assumption of the office or job. In the event of the failure of the newly-elected President to assume office the provisions of Article X, Section 2, as to succession shall apply until the expiration of the term. All other cases of failure to assume office shall be dealt with as decided by a majority vote of the membership.

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

Article XIV Other Elections

Section 1. Trial Committee.

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

Section 2. Appeals Committee.

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

Section 3. Delegates.

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

Article XV Trials and Appeals

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

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

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

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

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

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

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

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

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

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

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

- Accept the findings and recommendations, or
- Reject the findings and recommendations, or
- Accept the findings, but modify the recommendations, or
- Order a new trial after finding that substantial justice has not been done with regard to the charges. In this event, a new trial shall take place at the port where headquarters is located and upon application, the accused, the accusers, and their witnesses shall be furnished transportation and subsistence.

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

Section 10. An accused who has been found guilty, or who is under effective punishment may appeal in the following manner: He may send or deliver a notice of appeal to Headquarters within 30 days after receipt of the notice of the decision of the membership.

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

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

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

- No finding of guilt shall be reversed if there is substantial

evidence to support such a finding and, in such case, the Appeals Committee shall not make its own findings as to the weight of evidence.

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

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

(d) If there is not substantial evidence to support a finding of guilt, the Appeals Committee shall recommend that the charge on which the finding was based be dismissed.

(e) The Appeals Committee may recommend lesser punishment.

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

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

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

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

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

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

Section 19. Every accused shall receive a written copy of the charges preferred against him and shall be given a reasonable time to prepare his defense, but he may thereafter plead guilty and waive any or all of the other rights and privileges granted to him by this Article. If an accused has been properly notified of his trial and fails to attend without properly requesting a postponement, the Trial Committee may hold its trial without his presence.

Article XVI Offenses and Penalties

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

(a) Proof of membership in any organization advocating the overthrow of the Government of the United States by force;

(b) Acting as an informer against the interest of the Union or the membership in any organizational campaign;

(c) Acting as an informer for, or agent of, the company against the interests of the membership or the Union;

(d) The commission of any act as part of a conspiracy to destroy the Union.

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

(a) Wilfully misappropriating or misusing Union property of the value in excess of \$50.00.

(b) Unauthorized use of Union property, records, stamps, seals, etc., for the purpose of personal gain;

(c) Wilful misuse of any office or job, elective or not, within the Union for the purpose of personal gain, financial or otherwise, or the wilful refusal or failure to execute the duties or functions of the said office or job, or gross neglect or abuse in executing such duties or functions or other serious misconduct or breach of trust. The President may, during the pendency of disciplinary proceedings under this subsection, suspend the officer or jobholder from exercising the functions of the office or job, with or without pay, and designate his temporary replacement.

(d) Unauthorized voting, or unauthorized handling of ballots, stubs, rosters, verification lists, ballot boxes, or election files, or election material of any sort;

(e) Preferring charges with knowledge that such charges are false;

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

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

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

(i) Paying for, or receiving money for, employment aboard a vessel, exclusive of proper earnings and Union payments;

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

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

(l) Failure or refusal to pay a fine or assessment within the time limit set therefor either by the Constitution or by action taken in accordance with the Constitution.

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

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

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

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

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

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

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

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

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

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

(e) Disorderly conduct in the Union hall;

(f) Gambling in the Union hall;

(g) Negligent failure to join ship.

Section 5. Any member who has committed an offense penalized by no more than a fine of \$50.00 may elect to waive his rights under this Constitution subject to the provisions of Article XV, Section 19 and to pay the maximum fine of \$50.00 to the duly authorized representative of the Union.

Section 6. This Union, and its members, shall not be deemed to waive any claim, of personal or property rights to which it or its members are entitled, by bringing the member to trial or enforcing a penalty as provided in this Constitution.

Section 7. Any member under suspension for an offense under this Article shall continue to pay all dues and assessments and must observe his duties to the Union, members, officials, and job holders.

Article XVII Publications

This Union may publish such pamphlets, journals, newspapers, magazines, periodicals and general literature, in such manner as may be determined, from time to time, by the Executive Board.

Article XVIII Bonds

Officers and job holders, whether elected or appointed as well as all other employees handling monies of the Union shall be bonded as required by law.

Article XIX Expenditures

Section 1. In the event no contrary policies or instructions are in existence, the President may authorize, make, or incur such expenditures and expenses as are normally encompassed within the authority conferred upon him by Article X of this Constitution.

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

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

Article XX Income

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

Section 2. An official Union receipt, properly filled out, shall be given to anyone paying money to the Union or to any person authorized by the Union to receive money. It shall be the duty of every person affiliated with the Union who makes such payments to demand such receipt.

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

- The ballot must be secret.
- The assessment must be approved by a majority of the valid ballots cast.

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

Article XXI Other Types of Union Affiliation

To the extent permitted by law, this Union, by majority vote of the membership, may provide for affiliation with it by individuals in a lesser capacity than membership, or in a capacity other than membership. By majority vote of the membership, the Union may provide for the rights and obligations incident to such capacities or affiliations. These rights and obligations may include, but are not limited to (a) the applicability or non-applicability of all or any part of this Constitution; (b) the terms of such affiliation; (c) the right of the Union to preemptory termination of such affiliation and, (d) the fees required for such affiliation. In no event may anyone not a member receive evidence of affiliation equivalent to that of members, receive priority or rights over members, or be termed a member.

Article XXII Quorums

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

Section 2. The quorum for a regular meeting of a Port shall be fifty (50) members.

Section 3. Unless otherwise specifically set forth herein, the decisions, reports, recommendations, or other functions of any

segment of the Union requiring a quorum to act officially, shall be a majority of those voting, and shall not be official or effective unless the quorum requirements are met.

Section 4. Unless otherwise indicated herein, where the requirements for a quorum are not specifically set forth, a quorum shall be deemed to be a majority of those composing the applicable segment of the Union.

Article XXIII
Meetings

Section 1. Regular membership meetings shall be held monthly only in the following major ports at the following times:

During the week following the first Sunday of every month a meeting shall be held on Monday—at New York; on Tuesday—at Philadelphia; on Wednesday—at Baltimore; and on Friday—at Detroit. During the next week, meetings shall be held on Monday at Houston; on Tuesday—at New Orleans and on Wednesday—at Mobile. All regular membership meetings shall commence at 2:30 P.M. local time. Where a meeting day falls on a Holiday officially designated as such by the authorities of the state or municipality in which a port is located, the port meeting shall take place on the following business day. Saturday and Sunday shall not be deemed business days.

The Area Vice Presidents shall be the chairmen of all regular meetings in ports in their respective areas. In the event the Area Vice Presidents are unable to attend a regular meeting of a port, they shall instruct the Port Agents, or other elected job holders, to act as chairmen of the meetings.

In the event a quorum is not present at 2:30 P.M. the chairman of the meeting at the pertinent port shall postpone the opening of the meeting but in no event later than 3:00 P.M.

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

The Area Vice Presidents shall be the chairmen of all special meetings in ports in their respective areas. In the event the Area Vice Presidents are unable to attend a special meeting of a port, they shall instruct the Port Agents, or other elected job holders, to act as chairmen of the meetings.

The contents of this Section 2 are subject to the provisions of Article XIII, Section 4(a).

Section 3. Notwithstanding anything to the contrary, all regular meetings shall be governed by the following:

1. The Union Constitution.
2. Majority vote of the members assembled.

Article XXIV
Definitions and Miscellaneous Provisions Relating Thereto

Section 1. Incapacity. Unless otherwise set forth or dealt with herein, the term "incapacity," shall mean any illness or situation preventing the affected person from carrying out his duties for more than 30 days, provided that this does not result in a vacancy. However, nothing contained in this Article shall be deemed to prohibit the execution of the functions of more than one job and/or office in which event no incapacity shall be deemed to exist with regard to the regular job or office of the one taking over the duties and functions of the one incapacitated. The period of incapacity shall be the time during which the circumstances exist.

Section 2. Unless otherwise set forth or dealt with herein, the term "vacancy" shall include failure to perform the functions of any office or job by reason of death, or resignation, or suspension from membership or expulsion from the Union with no further right to appeal in accordance with the provisions of Article XV. of this Constitution.

Section 3. When applicable to the Union as a whole the term, "majority vote of the membership", shall mean the majority of all the valid votes cast by full book members at an official meeting of those ports holding a meeting. This definition shall prevail notwithstanding that one or more ports cannot hold meetings because of no quorum. For the purpose of this Section, the term "meeting" shall refer to those meetings to be held during the time period within which a vote must be taken in accordance with the Constitution and the custom and usage of the Union in the indicated priority.

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

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

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

Section 7. The term "Election Year" shall be deemed to mean that calendar year prior to the calendar year in which elected officials and other elected job-holders are required to assume office. The first election year hereunder shall be deemed to be 1960.

Section 8. The terms, "this Constitution", and "this amended Constitution", shall be deemed to have the same meaning and shall refer to the Constitution which takes the place of the one adopted by the Union in 1939, as amended up through August, 1956.

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

Section 10. Unless plainly otherwise required by the context of their use, the terms "Union book", "membership book", and "book", shall mean official evidence of Union membership.

Section 11. The term "full book" or "full Union book" shall mean only an official certificate issued as evidence of Union membership which can be attained only by those members who have first acquired the highest seniority rating set forth in the standard collective bargaining agreement.

Section 12. The term, "full book member", shall mean a member to whom a full book has been duly issued and who is entitled to retain it in accordance with the provisions of this Constitution.

Article XXV
Amendments

This Constitution shall be amended in the following manner:

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

Section 2. When a proposed amendment is accepted by a majority vote of the membership, it shall be referred to a Constitutional Committee in the Port where Headquarters is located. This Committee shall be composed of six full book members, two from each department and shall be elected in accordance with such rules as are established by a majority vote of that Port. The Committee will act on all proposed amendments referred to it. The Committee may receive whatever advice and assistance, legal or otherwise, it deems necessary. It shall prepare a report on the amendment together with any proposed changes or substitutions or recommendations and the reasons for such recommendations. The latter shall then be submitted to the membership by the President. If a majority vote of the membership approves the amendment as recommended, it shall then be voted upon, in a yes or no vote by the membership of the Union by secret ballot in accordance with the procedure outlined in Article XIII, Section 3(b) through Section 5, except that, unless otherwise required by a majority vote of the membership at the time it gives the approval necessary to put the referendum to a vote, the Union Tallying Committee shall consist of six (6) full book members, two from each of the three (3) departments of the Union, elected from Headquarters Port. The amendment shall either be printed on the ballot, or if too lengthy, shall be referred to on the ballot. Copies of the amendment shall be posted on the bulletin boards of all ports and made available at the voting site in all ports.

Section 3. If approved by a majority of the valid ballots cast, the amendment shall become effective immediately upon notification by the Headquarters Tallying Committee to the President that the amendment has been so approved, unless otherwise specified in the amendment. The President shall immediately notify all ports of the results of the vote on the amendment.

Article XXVI
Transition Clause

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

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

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

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

Section 5. All officers and other jobholders elected as a result of the balloting held by this Union during November and December of 1958, who are serving at the time of the adoption of this amended Constitution, shall continue to serve, without reduction in salary, in the office most closely related to the one held prior to that adoption, and for a term not to exceed that for which he was elected in the balloting held in 1958. For this purpose the following table sets out the new office and job, the present nearest equivalent in terms of functions presently performed, and the identity of the person occupying it. The adoption of this amended Constitution shall constitute ratification of this table.

New Title	Individual	Old Title
President	PAUL HALL	Secretary-Treasurer
Executive Vice-President	CAL TANNER	Assistant Secretary-Treasurer
Vice-President in charge of Contracts and Contract Enforcement	CLAUDE SIMMONS	Assistant Secretary-Treasurer
Vice-President in charge of the Atlantic Coast	EARL SHEPPARD	Assistant Secretary-Treasurer
Vice-President in charge of the Gulf Coast	LINDSEY WILLIAMS	Assistant Secretary-Treasurer
Vice-President in charge of the Lakes and Inland Waters	AL TANNER	Boston Port Agent and Administrative Director of Great Lakes District
Secretary-Treasurer	VACANCY	(To be filled by the President in accordance with Constitution)
Headquarters Representative	BILL HALL	Assistant Secretary-Treasurer
Headquarters Representative	ED MOONEY	Assistant Secretary-Treasurer
Headquarters Representative	JOE VOLPIAN	Assistant Secretary-Treasurer

Since no elected officer or jobholder currently performs the functions of the new office of Secretary-Treasurer, that office shall be filled by the President pursuant to Article X, Section 1(j) of this Constitution. From the date of the adoption of this Constitution, the officers, as above described, shall execute the powers and functions, and assume the responsibilities of the said offices as set forth in this Constitution.

EXHIBIT A

Minimal requirements to be contained in Constitution of subordinate bodies and divisions chartered by or affiliated with the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District.

I

All members shall have equal rights and privileges, subject to reasonable rules and regulations, contained in this Constitution, including secret election, freedom of speech, the right to hold office and the right of secret votes on assessment and dues increases, all in accordance with the law.

II

No member may be automatically suspended from membership except for non-payment of dues, and all members shall be afforded a fair hearing upon written charges, with a reasonable time to prepare defense, when accused of an offense under the Constitution.

III

This Union is chartered by (and/or affiliated with), the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District, and this Constitution and any amendments thereto, shall not take effect unless and until approved as set forth in the Constitution of that Union.

IV

An object of this Union is, within its reasonable capacity, to promote the welfare of, and assist, the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District.

V

The charter (and/or affiliation) relationship between this Union and the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District shall not be dissolved so long as at least ten members of this Union, and the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District acting through its Executive Board wish to continue such relationship.

VI

No amendment to this Constitution shall be effective unless and until approved by at least a two-thirds vote of the membership in a secret referendum conducted for that purpose. In any event, the adoption of this Constitution and any amendments thereto, will not be effective unless and until compliance with Article II of the Constitution of the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District is first made.

VII

The Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District shall have the right to check, inspect and make copies of all the books and records of this Union upon demand.

VIII

This Union shall not take any action which will have the effect of reducing its net assets, calculated through recognized accounting procedures, below the amount of its indebtedness to the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District, unless approved by that Union through its Executive Board.

IX

So long as there exists any indebtedness by this Union to the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District, that Union shall have the right to appoint a representative or representatives to this Union who shall have the power to attend all meetings of this Union, or its sub-divisions, or governing boards, if any; and who shall have access to all books and records of this Union on demand. This representative, or these representatives, shall be charged with the duty of assisting this Union and its membership, and acting as a liaison between the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District and this Union.

X

So long as any unpaid per capita tax, or any other indebtedness of any sort, is owed by this Union to the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District, such indebtedness shall constitute a first lien on the assets of this Union, which lien shall not be impaired without the written approval of the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District acting through its Executive Board.

XI

The per capita tax payable by this Union to the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District shall be that which is fixed in accordance with the terms of the Constitution of that Union.

XII

This Constitution and actions by this Union pursuant thereto are subject to those provisions of the Constitution of the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District pertaining to affiliation, disaffiliation, trusteeships, and the granting and removal of charters.

XIII

This Union shall be affiliated with the Seafarers International Union of North America through the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District. It shall share in, and participate as part of, the delegation of that District to the Convention of the Seafarers International Union of North America in accordance with the provisions of the Constitution of the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District.

EVERY SEAFARER IS GUARANTEED

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