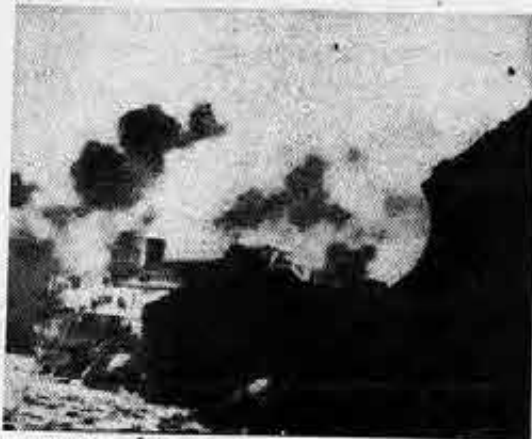




AFL-CIO Urges Congress Pass Strong Legislative Program

Story On Page 3



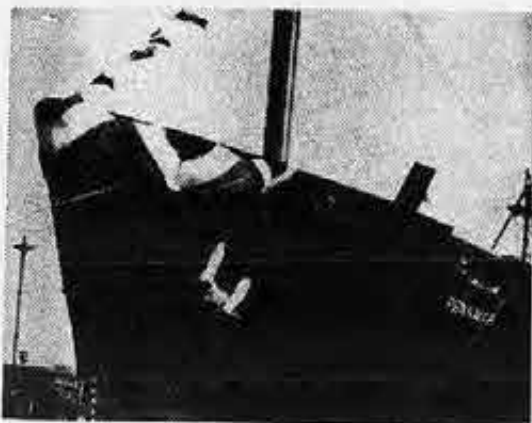
Report No Seafarers Hurt As SIU Ship, Tanker Hit

Story On Page 3



New York Longshoremen Vote Approval Of New Contract

Story On Page 3



New Pennmar Completed, Maiden Voyage Due Soon

Story On Page 2



Eleven Veteran SIU Men On Latest Pension List

Story On Pages 7, 10

IN THIS ISSUE: SIU Atlantic, Gulf, Lakes and Inland Waters District Election—

BALLOTING PROCEDURES AND UNION TALLYING COMMITTEE REPORT

See Centerfold Supplement

Maritime Labor Committee Blasts U.S. Shipping Policy

NEW YORK—A joint maritime labor committee composed of the SIU and other maritime unions has rapped the wavering Federal policy toward U.S. maritime which the committee said was threatening the "annihilation" of the U.S. maritime industry.

In a telegram sent to President Johnson, the joint committee asked for a meeting to discuss formulation of a progressive policy for maritime. The telegram was sent following a meeting in New York of 10 mari-

time unions including the SIU. AFL-CIO President George Meany was represented at the meeting by his executive assistant, Lane Kirkland.

The telegram to the White House asked that the President send no message to Congress on the subject of maritime policy without discussing it with the unions vitally involved.

Deplorable Situation

The telegram noted that the U.S. is now a sixth-rate maritime power and that Federal Administration thinking failed to show any concern "for this dangerous and deplorable situation."

The wire declared that the Maritime Administration had failed to consult with labor, had interfered with labor collective bargaining and that the entire U.S. maritime position could be endangered if the President's forthcoming statement of "new

maritime policy" reflects these ideas.

"American flag-ships and American shipyards and the skills of the workers in this industry are essential to our country's defense, to its economic well-being and its international prestige," the union message said. "We have constituted ourselves as a permanent committee to carry out a nationwide campaign in every area by every means at our command to save the merchant marine."

Unions Taking Part

In addition to the SIU, the unions which took part in the New York meeting were the International Longshoremen's Association; National Maritime Union; Masters, Mates and Pilots; Marine Engineers Beneficial Association; Radio Officers Union; American Radio Association; Boilermakers, and the Shipbuilding Workers.

The meeting was called by ILA President Thomas W. Gleason, chairman of the committee.

SIU Tally Lists Election Results

The SIU Atlantic, Gulf, Lakes and Inland Waters District Union Tallying Committee has completed its report on the election for Union officers which was conducted from Nov. 2 to Dec. 31. The report, which contains results of the voting in which 64 candidates ran for the 45 union elective posts, will be submitted to the membership at the February regular membership meetings designated as the "Election Report Meetings."

The full text of the Union Tallying Committee's report, along with all other pertinent and detailed information on the election procedures, appears in a special supplement in the centerfold of this issue of the SEAFARERS LOG.

Winning candidates, as announced in the Union Tallying Committee report, who will serve for the 1965-1969 period, are as follows: President: Paul Hall; Executive Vice-President: Cal Tanner; Secretary - Treasurer: Al Kerr; Vice-President in charge of Contracts and Contracts Enforcement: Robert A. Matthews, Vice-President in Charge of The Atlantic Coast: Earl (Bull) Shepard; Vice-President in Charge of The Gulf Coast: Lindsay J. Williams; Vice-President in Charge of The Lakes and Inland Waters: Al Tanner; New York Headquarters Representative: William Hall, Edward (Eddie) Mooney, and Frederick (Freddie) Stewart; New York Port Agent: Joseph (Joe) DiGiorgio; New York Joint Patrolman: Theodore (Ted) Babbowski, Angus (Red) Campbell, John Fay, Lulio Iovino, Pasquale (Pat) Marinelli, Frank Mongelli, E. B. (Mac) McAuley, George McCartney, Keith Terpe and Steven (Steve) Zubovich.

Philadelphia Agent: Frank Drozak; Philadelphia Joint Patrolman: Belarmino (Bennie) Gonzalez and Leon Hall, Jr.; Baltimore Agent: Rexford (Rex) Dickey; Baltimore Joint Patrolman: W. Paul Gonsorchik, Eli Hanover, Tony Kastina, and Benjamin Wilson; Mobile Agent: Louis (Blackie) Neira; Mobile Joint Patrolman: Harold J. Fischer, Robert Jordan, Leo P. Marsh and William J. (Red) Morris; New Orleans Agent: C. J. (Buck) Stephens; New Orleans Joint Patrolman: Thomas E. Gould, Louis Guarino, Herman M. Troxclair, and Paul Warren; Houston Agent: Paul Drozak; Houston Joint Patrolman: Martin J. (Marty) Breithoff, William J. Doak, Roan Lightfoot, and R. F. (Mickey) Wilburn; Detroit Agent: Frank (Scottie) Aubusson.

Sorry!

Due to the length of the SIU Election Procedures and Union Tallying Committee Report which is contained in the centerfold supplement of this issue of the SEAFARERS LOG, the customary 24-page edition of the LOG has been reduced to 16 pages. With the cutback in pages, several of the regular LOG features will not appear in this issue.

However, with the publication of the January 30 issue of the LOG, the paper will revert to its normal size of 24 pages and will resume carrying its customary complement of news and feature stories.

International President's REPORT

By Paul Hall



The fact that the American Labor Movement intends to move ahead with the passage of some long-overdue and much-needed legislation during the coming year was made very clear at the recent four-day AFL-CIO legislative conference in Washington. Key people from unions and central bodies all over the nation gathered to open Labor's drive to remove poverty, unemployment and inequality from the American scene.

The crushing defeat suffered by the Republican party during the last national election has brought with it drastic changes in the makeup of both houses of Congress. The nation is starting out the new year with a truly new Congress. Much necessary legislation which has been ignored, stalled or bottled up by past Congresses may now, we hope, find passage.

Topping the list of labor's legislative goals for 1965 are passage of Medicare and repeal of section 14(b) of the Taft-Hartley Act which permits the passage of open shop right-to-work laws in individual states. The change for passage of Medicare during the next session of Congress look very good right now, and so does repeal of Section 14(b) although anti-labor forces will undoubtedly do all in their power to prevent its repeal. Section 14(b) was designed simply and purely to legalize union-busting in the United States by authorizing so-called right-to-work laws in the states. Section 14(b) threatens the free labor movement in the United States and is contrary to all the principles upon which our nation's greatness was built. For the good of all 14(b) must go.

Medicare legislation is long overdue. The SIU along with the rest of organized labor has fought a long, hard struggle to achieve this insurance for our nation's elderly citizens against poverty and loss of dignity brought on by illness and the difficulty of meeting the increasingly high costs of medical care. Retired Seafarers need not worry about these high costs because the Union Welfare Plan continues to cover their medical needs after retirement. Other elderly citizens are not so fortunate, however, and they too deserve and need this sort of insurance.

Along with the high costs of medical care goes the artificially high costs of drugs and medication in the United States. Investigations by the late Senator Estes Kefauver showed that the big drug companies are keeping the prices of drugs inflated at fantastic levels and are making unbelievable profits in the process at the expense of the sick. Legislation is needed to break up patent monopolies which enable the drug industry to charge excessively high prices and to take enormous profits from a captive consumer public. Also, more and more, manufacturers are robbing U.S. worker's paychecks through deceptive packaging techniques designed to make the consumer pay for thin air or colorfully printed cardboard, instead of for the goods they need. A truth in packaging bill has been introduced into Congress and is deserving of passage.

But going beyond these goals, there are many problems facing the American people which the AFL-CIO has pledged itself to help eliminate. For one thing, as AFL-CIO President George Meany pointed out, the present federal minimum wage of \$1.25 an hour represents little more than "legislated poverty." The AFL-CIO has called for a \$2 an hour minimum and will work to achieve this goal as soon as possible.

Improvements in the Fair Labor Standards Act, including a higher minimum wage, extended coverage, a shorter workweek, double time for overtime and more effective enforcement is another necessary goal the AFL-CIO will fight to secure, as well as improvement in the unemployment compensation program.

American labor has called for enactment of legislation which would aid not only labor, but all the people of the nation. Among these are federal aid to education so that every future American will have the advantage of the best education in the world and ignorance will be a thing of the past. Along with strong civil-rights legislation, aid to education will help bring about the day when all Americans will have equal opportunities in fact as well as in theory.

Converted Pennmar Awaits Maiden Trip

BALTIMORE—The newly converted Pennmar, the third of six C-4 troopships to be remodeled by the SIU-contracted Calmar Steamship Company for use in its intercoastal cargo service, was christened here

recently at Bethlehem Steel's Key Highway Yard. The new freighter was ready for delivery on January 8, and is still waiting to make her maiden voyage.

The Pennmar is the third of the C-4 troopships to have been christened in recent months. The Marymar and the Calmar have already completed their maiden voyages, while the Seamar, Portmar and Yorkmar are undergoing conversion at Baltimore.

Calmar is trading in five of its old Liberty ships to the Maritime Administration for the larger, faster C-4's. The exchange was part of a program in which the

MA made 18 reserve fleet ships available to non-subsidized U.S. ship operators for conversion to commercial service. Calmar officials estimate the company will spend about \$20 million to convert all six C-4's.

The company operates ten Liberties in coastal service. Although it will turn in five of them to the MA, no decision has been reached on the specific ships that will actually be exchanged.

Delivery dates for the remaining C-4's, which are in various stages of conversion, are Seamar, February 19; Portmar, April 2; and Yorkmar, May 14.

SEAFARERS LOG

Jan. 22, 1965 Vol. XXVII, No. 2

Official Publication of the SIUNA Atlantic, Gulf, Lakes & Inland Waters District, AFL-CIO

Executive Board
PAUL HALL, President
CAL TANNER, EARL SHEPARD
Zec. Vice-Pres. Vice-President
AL KERR, LINDSEY WILLIAMS
Sec.-Treas. Vice-President
ROB. A. MATTHEW, AL TANNER
Vice-President Vice-President
HERBERT BRAND
Director of Organizing and Publications

Managing Editor: MIKE POLLACK; Art Editor: BERNARD SEAMAN; Asst. Editor: NATHAN SKYER; Staff Writers: ROBERT ARONSON, ALVIN SCOTT, PETE CARMEN.



Published biweekly at the headquarters of the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Avenue, Brooklyn, NY, 11222. Tel. HYacinth 9-6600. Second class postage paid at the Post Office in Brooklyn, NY, under the Act of Aug. 24, 1912.

Report No Seafarers Injured

SIU Ship, Tanker Hit Off Le Havre

LE HAVRE, France—Heroic efforts by SIU crewmembers aboard the Lucille Bloomfield (Bloomfield) were responsible this week for saving their own ship and rescuing survivors of a French gasoline tanker with which the Bloomfield collided in the English Channel off Le Harve.

The collision caused an immediate explosion on the tanker Port Manech, followed by a fierce fire that forced the French crew to abandon ship. Seafarers on the Bloomfield C-2 immediately began rescue operations and saved several of the burning tanker's crewmen.

French Crewmen Missing

There were no injuries on the U.S. freighter, although the Port Manech's crew suffered severe casualties. A crewman and his wife were known to have died as a result of the blaze, and five other members of the tanker crew were listed as missing. Twenty other French seamen were injured as a result of the explosion and fire.

While part of the crew was devoting all its efforts to rescuing survivors of the French vessel,

other alert Seafarers moved quickly to extinguish fires that started on their ship as a result of the explosion. Union firefighting training enabled the SIU crewmembers to quickly control the blaze before it could cause serious damage.

Tanker Burning

The Bloomfield sent the French crewmembers it rescued ashore in small boats. The flaming tanker, however, had to be beached at the foot of the cliffs near Le Havre where it was reported to be still smouldering as the LOG went to press.

The heroism displayed by the Lucille Bloomfield's crew, which was in the highest SIU tradition, received quick recognition from company officials in Houston, Texas. A telegram to the crew, signed by Wiley R. George, president of Bloomfield, said, "Please convey to Captain Webb, officers and the crew of the Lucille Bloomfield our admiration of the gallantry in coping with the emergency and thanks for their magnificent job well done in deed, in saving our vessel and its fine crew."

The Bloomfield ship put into Le Harve under its own power even though it had a hole in its bow. It is scheduled to discharge cargo and receive repair work to take care of damages caused in the disastrous explosion. The freighter was bound for Southampton, England and other ports from New Orleans. Company officials report she will continue her voyage and complete her regular schedule as soon as her damage is repaired.

The Port Manech is a small, 2,062-ton tanker register in Rouen, France. French authorities have stated that a complete report on damage sustained by the ship and the fate of its missing crewmembers cannot be made until the fires feeding on its gasoline cargo are extinguished.

N.Y. Dockers Vote 'Yes' On New Contract

NEW YORK—Members of the International Longshoremen's Association in the Port of New York voted yesterday to accept the contract negotiated with the New York Shipping Association.

Atlantic and Gulf coast ports from Maine to Texas had been tied up since Jan. 10, when the union ordered a strike after New York longshore workers had rejected the pact by a slim margin on Jan. 8. Rejection of the pact resulted from confusion and a lack of information on the provisions, stemming from the fact that substantial numbers of longshoremen did not receive contract details, which the union had rushed to them in the mails, in time to study them before voting.

Information Program

The ILA immediately launched an intensive information campaign on the piers, at local membership meetings, through the mails and on radio, explaining every aspect of the contract and its benefits. The second vote was ordered by the union after it had received petitions from longshoremen urging another poll on the basis that they were now fully informed.

A key issue throughout the long bargaining period, which began last summer was an employer demand, backed by a federal government study, calling for reduction of work gangs from 20 to 14 men. The ILA held fast for a 17-man gang with no reduction until April 1966, when the gang goes to 18 men. The additional one-man drop will not occur until October 1967. This will allow for attrition to set in—that is, the reduction will be covered by deaths and retirement.

The four-year contract provides for increases in wages and pensions, additional holiday and vacation benefits and a 1,600-hour work or wage guarantee each year, among others.

AFL-CIO Launches '65 Drive To Win Strong Legislative Program

WASHINGTON—The largest legislative conference ever held by the AFL-CIO was held here to kick off labor's drive for a "people's program" which AFL-CIO President George Meany said "can and should be achieved" during the first session of Congress.

Eight hundred delegates from unions and central bodies in every part of the nation took part in the four-day legislative conference at which the SIU played an active role.

In a keynote address, AFL-CIO President Meany termed the election of President Johnson and a liberal Congress a "mandate" for "the kind of America where there is no poverty, unemployment."

The American people, he said, "voted for a nation where every child has a full and equal opportunity to learn, and to shape his own future; for a nation where every worker has a full and equal opportunity to develop his skills and use them to the utmost."

Meany said that labor, the Administration and Congress share an identity of goals "to a greater degree than ever before in the history of this country."

The AFL-CIO's legislative program, he said, is not a labor program "in any narrow sense." It is a program "to promote the welfare of all. . . . There is not a single narrow, selfish proposal in the lot—and that includes the repeal of Sec. 14b of the Taft-Hartley Act."

On the subject of Section 14(b) Taft-Hartley repeal, Vice President-elect Hubert H. Humphrey told the delegates that he foresaw the "fulfillment" of the Democratic Party pledge to repeal the "right-to-work" section of the Act. He predicted that by spring "we will have passed hospital and nursing home care under social security (Medicare)," and said he could

foresee a modernization of unemployment compensation, a massive new program of aid to education, and the accomplishment of other long-sought labor goals.

Meany focused attention on many of the legislative goals which the AFL-CIO will fight to achieve during the coming year. He called for action this year to meet the "very real problems" the nation faces despite widespread prosperity.

'Legislated Poverty'

He pointed out that it would require a wage of \$1.50 an hour to reach even the \$3,000 family income which has been classified as the borderline of poverty.

The present federal minimum wage of \$1.25 an hour, Meany charged, represents "legislated poverty."

Labor's call for a \$2 minimum, he said, is "simply saying that an employed person, engaged in useful productive work, is entitled to something better than a poverty wage."

The AFL-CIO president rejected the "tired old charges" that social programs represent "socialism" or are "too expensive."

"What is more expensive," Meany asked, "spending money to give every child a good education, or allowing our children to grow up ignorant and unprepared for the modern world?"

At major sessions held during the four-day legislature conference, the following issues were discussed.

• AFL-CIO Vice President Joseph A. Belrne stressed that labor "has a job to do" to bring about repeal of Taft-Hartley's

"right-to-work" Sec. 14b—"our No. 1 legislative goal in 1965."

He termed the provision, which allows states to outlaw the union shop, "a blight on the whole labor movement. . . . It saps our strength. It costs us money. It keeps us constantly on the defensive."

Beyond that, he declared, "it holds down the standard of living. . . . It discourages the right of workers to organize."

• Chairman Pat McNamara (D-Mich.) of the Senate Public Works Committee, and Representative John A. Blatnik (D-Minn.), ranking Democratic member of the House Public Works Committee, unveiled major new programs they will press this year.

Blatnik proposed a permanent, continuing \$2-billion-a-year program of federal grants to cover two-thirds of the cost of a wide range of community facilities.

Economy Spur

McNamara called for creation of a National Regional Development Council to spur regional economic recovery programs similar to the pending Appalachia developing program.

• Senator Clinton P. Anderson (D-N. M.), chief Senate sponsor of the bill to provide hospital care through social security, said Congress is "on the eve" of deciding that "working people can be permitted to take care of their old age health needs as a matter of right." It was "an issue" in the election, he said, "and I don't have to tell you what the election returns showed."

• A panel of labor experts discussed the need for major, overdue improvements in the Fair Labor Standards Act including a higher minimum wage, extended coverage, a shorter workweek, doubletime for overtime and more effective enforcement.

• Senator Eugene J. McCarthy (D-Minn.) listed six areas of needed improvement in the unemployment compensation program, said action should begin this year and, if not completed in the first session, be "at the top of the list" for 1966.

• President Johnson's "bold, imaginative and practical" program for federal aid to education will open "a new era," U. S. Commissioner of Education Francis Keppel said.

Keppel said previous federal aid programs have been "a tadpole in the ocean" compared to the magnitude of the problem. He said the new program to help children from poverty-hit families will be more than a "token" measure.

• Poverty can be eliminated in a single generation if the nation commits its full resources to the problem, Jack T. Conway said. Conway, on leave as executive director of the AFL-CIO Industrial Union Dept., is deputy director of the Office of Economic Opportunity.

Coffee Perks Up ILA Pickets



Regular visits by SIU coffee wagons helped to keep up the spirits of striking longshoremen in Philadelphia during the first two weeks of the dock strike which took place during a bitter cold spell. The SIU and Maritime Port Councils on the Gulf and East coasts actively supported the ILA walkout.

AFL-CIO Hails First Decade Of Morgan News Broadcasts

WASHINGTON—Organized labor and news commentator Edward P. Morgan marked their 10th anniversary last month of bringing news and comment to millions of Americans each weekday evening.

During its decade of sponsorship by the AFL and the AFL-CIO, Morgan's 15-minute radio program has been honored with virtually every major award for journalistic excellence and objective reporting.

Heard by millions each weekday at 7 p.m. (EST) over more than



Edward P. Morgan

200 ABC stations, Edward P. Morgan and the News has developed a listenership which includes educators, ministers and opinion-making Americans, a sizable number of whom have asked to receive his daily commentaries by mail.

In a congratulatory telegram, Vice President-elect Hubert H. Humphrey told Morgan that for 10 years he has been "the eloquent voice of liberalism on radio, and the nation is better for it." He also praised Morgan for "the cogency of your views and on having a sponsor who lets you express them with total freedom."

A total freedom of expression has been the one ground rule of the 10-year association, wherein, at the AFL-CIO's insistence, Morgan has had full right to speak his mind on any subject, letting the chips of criticism fall where they may.

Out of this has come a sponsorship of greater duration than that

Tanker Crew Elects SIU Of Canada

MONTREAL — The Canadian Labour Relations Board has certified the SIU of Canada as bargaining agent for the crew of the tanker *Liquilassie*, which is operated by Porter Shipping, Ltd. All 18 crewmembers on the vessel had indicated their preference for the SIU of Canada as their collective bargaining agent.

The *Liquilassie* is owned by a British company, Eagle Shipping and Investment Company, Ltd., and is chartered to Porter Shipping. It carries oil between Montreal and ports on Lake Ontario and Lake Erie.

enjoyed by any other national broadcaster.

Morgan describes his aim in news broadcasting and analysis as an effort to let the listener identify himself with the world's events.

"I work for a sense of participation among the audience," he explains, "a sense that this news relates to them."

Reflecting on the last 10 years, (Continued on page 14)

SIU Ship Rescues Shipwrecked Pair

NEW YORK—A shipwrecked father and son who were about to abandon their last hope for rescue from the rubber life raft in which they had drifted for 36 hours, are alive and safe today because of the alert seamanship of the SIU-manned *Seatrain Louisiana* (*Seatrain*).

After having signaled to no avail on two previous occasions, William Shinnick, 43, and his 19-year old son, Michael, fired the last of their flares when they spotted the *Seatrain* vessel in the darkness of early evening on January 11. Luckily, their signal was spotted from the bridge of the *Louisiana*, and SIU crewmembers were able to pluck them from the sea, ending their long ordeal.

Describing the rescue, Seafarers Elmer Witzke and S. Sandino, both members of the deck department, said that after the flare was sighted, the skipper ordered the engines stopped and let the current take the vessel toward the raft. They explained this maneuver was used to avoid hitting the small rubber life raft in the darkness.

Aided Rescue

Shinnick aided the oncoming *Louisiana* by reflecting a searchlight beam with a pocket mirror. Once near enough, the two exhausted survivors paddled to the ship where Seafarers threw a line to them from the bow. The raft was then pulled midships to the pilots ladder and the two men were hauled safely aboard.

Seafarers in the crew, observing the tattered condition of the exhausted pair, made them more comfortable by donating shoes, jackets and other clothing. The rescued father and son also became aware of how lucky they were when the skipper told them the *Louisiana* was five miles east of its normal course at the time of the rescue. If the vessel had stuck to its regular course, they would have drifted outside of the regular shipping lane into the open sea where their chances of rescue would be negligible.

Wife's Foresight

Relating their story to the crewmembers, the Shinnicks said they originally left North Palm Beach, Fla. at 5:30 AM on Sunday, January 10 in a jet propelled, fiber glass cruiser for a day of deep sea fishing. They were originally going to leave their rubber life raft at home, but Mrs. Shinnick ironically declared that if they didn't take it with them, it would never get any use.

After peacefully trolling for several hours, the father and son became alarmed when they noticed a crack developing in the hull. When the cruiser began to sink, they tried to radio for help, but the inrushing water had already

ruined the battery, so attempts to send a distress call were fruitless.

Thanking the foresight of Mrs. Shinnick, father and son quickly inflated the rubber rafts and cast off. Rescue seemed close since two other pleasure craft were less than a mile away. When they fired flares to attract attention to their plight, they soon found that there is a considerable difference in the attitude of amateur and professional seamen when universally known distress signals appear on the horizon. The two nearby boats spotted the flares all right, but their occupants merely waved, probably thinking it was a novel kind of fireworks.

Drifted In Wind

Efforts to head for land failed as the wind carried them out to sea with only two quarts of water and an orange for provisions. After drifting through the night, they encountered heavy seas on Monday morning, and were forced to bail continuously.

A moment of hope occurred during the morning when a Coast Guard plane flew over them at only 100 feet altitude. However, it failed to spot them, apparently because the search for their missing craft was taking place 75 miles to the south. It was at this point that the elder Shinnick began to lose hope.

After their rescue, the *Louisiana* attempted to put the rescued pair off at Jacksonville, but heavy seas forced them to stay aboard to the end of the voyage at Edgewater, N.J.

West Coast Rescue

Another instance of alert seamanship that was responsible for saving another life occurred in San Francisco Bay recently when the SIU Pacific district-manned *Korean Bear* (Pacific Far East) narrowly missed a floating youth who had fallen 236 feet from the Golden Gate Bridge.

Highway patrolman reaching the rail of the bridge just as the 16-year old boy came to the surface of the bay, saw the *Korean Bear* headed directly toward him. The Pacific Far East vessel was able to veer away in time missing the lad by only 10 feet, after spotting police flares on the bridge.

After a Coast Guard boat rescued him minutes later, the boy was taken to a San Francisco hospital where he was found to be suffering from a broken collar bone and several broken ribs. Authorities say he is the second person known to have survived a fall from the famed bridge out of 278 recorded who fell to their deaths from the structure.

The Atlantic Coast



By Earl (Bull) Shepard, Vice-President, Atlantic

Welfare workers are still picketing the Welfare Centers in New York City, despite the sub-freezing temperatures and snow that hit this city over the last weekend. The member unions of the Maritime Port Council have thrown their full weight behind the welfare workers, and are helping out on the picket line. Coffee wagons filled with steaming coffee and sandwiches are being supplied by the SIU to bolster the picketers morale and help keep up the fight for fair working conditions and better wages.

Many oldtimers who are on the beach due to the ILA strike, are taking advantage of the situation to give their personal support to the Welfare Workers cause. One of the oldtimers, C. Maynard, is seen quite often on the picket line. Seafarer Maynard last paid off the *Raphael Semmes*.

Robert Zunkley, another good member of the Union, signed off the *Raphael Semmes* with Maynard. Zunkley sails as AB.

Other oldtimers waiting in the hall for the ships to start moving again are O. L. Fleet, C. Mazuk, "Frenchy" LeBerre, and J. Duffany.

Boston

Shipping is slow in Boston, as it is in other ports of the East and Gulf Coast, but it is expected to pick up to a good pace as soon as the ILA strike is settled. There were two payoffs here, and seven ships stopped in transit during the last two weeks.

Maurice Gendron, last on the *Norfolk* as deck maintenance spent the holidays with his family in New Hampshire. Whitey is now in the hall looking for a long off shore trip.

Angelo Antoniou, who generally sails as AB recently paid off the *Angelo* when his wife was forced to enter the hospital for a while. He is waiting for another ship as good as the *Angelo*, and says he will be glad to get back to sea.

Frank Burns is on the beach now, and looking for an oilers job. Another oldtimer Joseph Disanto, sailed as an oiler on the *Hurricane*. He paid off before the holidays to spend some time with his family. He says he wants a good long trip now. Disanto has been an SIU member for 25 years.

Philadelphia

Shipping has been very slow here during the past two weeks, due to the ILA strike. In the last two weeks here was one payoff and four ships were serviced in transit.

Jose Carames, sailing with the *Union* since 1949, is on the beach here. He sailed last in the engine department on the *Globe Progress*, and says he wouldn't mind catching the same ship again.

Joseph Merkel, who has been sailing SIU since 1943 looking for an engine utility or second pumpman job. He wants to catch a coastwise tanker. Frank Cake, last aboard the *Commander*, is looking for another chance to get back aboard again. He started sailing SIU in 1943.

Jake Tucker is on the beach here after attending the SIU's seniority upgrading class late last year. He says he is glad he had the opportunity to attend the classes, and now is looking for a good steward department job.

Baltimore

Shipping has been very slow here during the last two weeks. It is expected to pick up though, just as soon as the ILA strike is settled. The Longshoremen have no picketlines here, and the only ships being moved are the ones carrying military cargoes.

Thomas Moose, who last sailed on the *Steel Artisan*, is now registered in Baltimore. The *Steel Artisan* made an around the world trip, and Tom said it was a fine trip with a very good crew. Tom has been sailing with the SIU for 18 years, and wants to catch a *Calmar* ship when things start moving again.

Michael Angino, sailing SIU for the last 18 years, says the SIU Welfare Plan is the best in the industry. His last ship was the

Bethtex, which is laid up here presently. Mike is waiting for her to crew.

Lyle W. Williamson, just paid off the *Mayflower* to go to the hospital. Lyle has been sailing in the engine department for 15 years. He hopes that when he is feeling okay again he will be able to catch another ship as good as the *Mayflower*. He says the crew aboard was one of the best, and the officers were tops. On top of that, the *Mayflower* is a very good feeder, he claims.

Norfolk

Although the prediction for shipping in this port looked bright, the ILA strike has put shipping almost at a standstill.

Vernon Porter, last aboard the *Steel King* as AB, is registered here. He hated to get off the *Steel King* at this time of the year, and he said he misses all that good weather in Honolulu. He's hoping to catch a ship going to the Far East, however. Porter has been in the Union for 18 years.

Donald Wagner, sailing with the SIU for the last 12 years, recently paid off the *Rebecca*. He is registered here, although he has been shipping out of New York most of the time. He is hoping to catch a good coastwise tanker. Bert Winfield, last aboard the *Globe Carrier*, signed off for the holidays and is now on the beach looking for a 3d cook's job on an Isthmian ship. He says the Far East looks good to him right now.

Richard Williams, an oldtimer with the SIU, last sailed as AB aboard the *Eagle Traveler*. He usually ships out of Baltimore, but is registered here this time. He got off the *Eagle Traveler* to check on his coal yard. He has half interest in a yard in Plymouth, North Carolina, and wanted to see how business is going.

Puerto Rico

We shipped 40 men out of sunny Puerto Rico, with a total of 32 ships serviced during the last two weeks. On the labor front, the SIU-contracted Standard Dredging Corp., recently received a \$400,000 government contract for dredging operations at Vieques, Puerto Rico. The *Del Sud* arrived here on Jan. 12, on its first regularly scheduled service between Puerto Rico and Latin America. Service to San Juan will be at intervals of two weeks.

Juan Rodriguez is back in town after a stay at the Marine Hospital in Savannah for a stomach ailment. The illness forced him to pay off the *Floridian*, where he sailed in the steward department.

Isaac "Mister" Brown missed the (Continued on page 15)

SIU Pacific Liner Freed From Reef

SAN FRANCISCO—Passengers and crewmembers aboard the SIU Pacific District-contracted Matson Liner Monterey were treated to an unexpectedly long visit on the exotic South Pacific island of Bora Bora when the vessel went hard aground for nearly three days on a coral reef at the entrance to the harbor there.

Fortunately there were no injuries to anyone aboard, either passengers or crew and the ship suffered little more damage than some paint scrapes on the hull. But since the Monterey went aground at full high tide, getting her off the reef proved to be quite a task.

The Monterey first tried to get off the reef under her own power. And when this proved fruitless a French tug was sent from Papeete, Tahiti, 140 miles to the south, but was also unable to budge the Monterey.

Next, a tanker was called to aid the tug but even with the two

vessels pulling as hard as they could the Monterey remained fast aground. Finally, the Monterey's bunkers and ballasts were transferred to the tanker, and with the liner so lightened the two vessels were able to pull her free.

While the attempts to free the vessel were underway, the 320 passengers and all crewmembers not required for assistance in the freeing attempts enjoyed special tours and entertainment ashore.

To make up time lost while the Monterey was high and relatively dry at Bora Bora, Matson announced the ship's schedule would be slightly altered, with reduced port time in Auckland, New Zealand and Sydney, Australia. The ship is expected to arrive in San Francisco on January 31.



Flames pour from the fourth floor windows of the SIU Boston headquarters at 276 State Street. Headquarters were moved to 177 State Street following the blaze which gutted the fourth floor and damaged the rest of the building.

Fire Forces Boston Hall To Relocate

BOSTON—SIU headquarters in Boston is now located at 177 State Street, due to a fire that swept the regular meeting hall and offices at 276 State Street in the downtown area.

No one was injured in the blaze on December 18, which drove 32 Seafarers and SIU officials from the building. The flames roared through the fourth floor, destroying the offices and equipment there. Firefighting activity caused heavy water damage to the floors below.

Quick action by those in the hall saved Union property and valuable papers stored in the safe upstairs. The fourth floor of the building was listed as a total loss by local fire officials, who also listed the fire as of undetermined origin.

Immediately following the fire, SIU offices were moved temporarily into other quarters, and the next day space was obtained at 177 State Street on the fourth floor. Plans are now underway to move again to bigger quarters on the first floor.

Dr. Weisberger Appointed To Medical Posts

CLEVELAND—Dr. Austin Weisberger, one of the nation's leading researchers on leukemia and other blood diseases, has been appointed chairman of the departments of medicine at Western Reserve University and the University Hospitals here.

Dr. Weisberger, who is the brother of Morris Weisberger, executive vice president of the SIU of North America and secretary-treasurer of the Sailors Union of the Pacific, has been associated with Western Reserve since his undergraduate days. He received his medical degree from the university in 1941 and served his internship and residency at the University Hospitals.

After a two-year hitch in the Navy, Dr. Weisberger became a member of the university's medical school faculty and the staff of the hospitals associated with the school. In the following years, his research into the basic causes of cancer and related diseases brought him nation-wide renown.



By Al Tanner, Vice President

and Fred Farnen, Secretary-Treasurer, Great Lakes

Propose Study Of Year-Round Seaway

Minnesota Senator Eugene McCarthy, recently announced he is sponsoring a bill for a study to determine whether the St. Lawrence Seaway and the Great Lakes could be kept open for shipping all year.

McCarthy is sponsoring the bill on the grounds that the closing of the Lakes to shipping each winter is an obstacle to expanded economy in the Great Lakes, as well as a detriment to certain areas of national defense.

The bill would authorize the Chief of Engineers of the Department of the Army to investigate the possibility of applying a waterway de-icing system to the St. Lawrence. One of the important reasons for the study would be to determine if the costs of deicing would be more than the revenues of the system if kept open during the winter months.

The study would include methods previously used by private firms and foreign countries. Under the bill proposed by Senator McCarthy, the Chief of Engineers would make a report two years after the money had been made available for the project.

McCarthy said that because of the important part the Great Lakes plays in the national economic situation, any method which would open this rich area during the winter to shipping would be a great benefit to the nation as a whole. McCarthy warned, however, that just because the study would be made does not mean that it is possible to find a method of de-icing that would work.

As an example of the Great Lakes usefulness in the national economy, the Senator pointed out that export traffic through the Seaway increased during the last two years and made an important contribution to the United States balance of payments. The balance of exports to imports in U.S. movements through the Seaway was 11 times as high at the close of the season as it was when the Seaway first opened.

Frankfort

Shipping has slowed down a little in the Port of Frankfort, but some of the boys are beginning to think about taking winter vacations, so we expect there will be some steady shipping and relief jobs.

John Stonehouse who is on special disability pension, is still keeping his hand in the game. He baked some of his special holiday bread, which was delicious and definitely appreciated.

News has come to us that Edward Fitzhugh, SIU pensioner, is back in the Paul Oliver Memorial Hospital. Our best wishes for his early dismissal from there.

We also have heard that William Cerka is home on leave from the United States Public Health Service Hospital. Brother Cerka was a victim of a deerhunting accident.

Good to hear he is getting along well.

Chicago

With the Schemm at the American Ship Yard for conversion from a tanker to a self-unloader, Chicago manpower is being kept quite busy.

In-patient members at the USPHSH include Brother John Rottaris, in for a check-up. He was run out of one ward and is now in "Snug Harbor" keeping everyone on their toes.

Paul Lacy a Bob-Lo man just off the Overseas Joyee, is in for an injury which occurred aboard his last ship.

The Greater Chicago and Vicinity Port Council, Maritime Trades Department, AFL-CIO, went on record for pushing port legislation for the inspection of diesel tug boats and the requirement for licensed officers for both Deck and Engine.

The Teamsters filed petition at the National Labor Relations Board for representation election against DUOC 777, Chicago. The NLRB is checking Teamster authorization for validity. Objection has been filed by DUOC since many of the employees signed by Teamsters are no longer employed by the company. The TSAW is on an all-out drive for the independent cab driver, receiving many pledges from the Abernathy Cab Company.



By Lindsey Williams, Vice-President, Gulf Area

New Cargo Terminal Planned For N.O.

Good news to Seafarers who prefer to ship out of New Orleans was the announcement that SIU-contracted Waterman Steamship Company is beginning construction of a big containerized cargo terminal in the Mississippi River port. Waterman recently signed lease agreements with the New Orleans dock board for establishment of a \$6 million terminal on the 29 acre tract along the industrial canal at the site of the old Delta shipyard.

The announcement said the terminal will be the base for expanded containerized cargo operation to Puerto Rico by Waterman. Of course, this means more and better job opportunities for Seafarers who ship out of the Gulf area. A Waterman representative said the terminal will serve as Waterman's base for containerized cargo operations in the Gulf and will be linked with the company operations in Puerto Rico to provide service to Europe, South America, Central America and the Far East. Waterman initially plans to operate two vessels from the new facility with weekly service via the Mississippi River—Gulf outlet, the new Tidewater Ship Channel linking New Orleans with the Gulf.

Shipping has been at a standstill in the Gulf ports, of course, as a result of the longshoremen's strike but it is expected to pick up again as soon as the beef is settled. As the LOG went to press, Houston reported almost 20 ships laid up in that area. Jobs will be plentiful when they start to crew up.

Mobile

Bernard Graham, who last shipped as AB on the Topa Topa, has been catching up on his fishing and has, by all reports, been most successful in the angling department. He says he will be ready to ship again as soon as the strike is over. R. P. Ramos and Dick Drew came ashore and registered in group 3 of the steward department when the Alcoa Ranger laid up as a result of strike. Ramos, who lives in Puerto Rico, has been on the Ranger since the last ILA strike. Drew, who hails from Tampa, has been on this run about ten months. Among other displaced Ranger homesteaders registered here are Frank W. Chavers of Whistler, Alabama; R. C. Busby of Mobile, FWT, and Jack Mullis, Bosun. Archie Bishop is back home in Fairhope, Alabama after making a trip to India with grain on the Penn Exporter. He is registered in group 1 of the deck department.

Houston

Don Rundblad is out of the hospital and expects to be fit for duty soon. He says he will be looking for a Far East trip. Rundblad was AB on the Steel Rover when he became ill and had to be hospitalized in Galveston. Gene Coffman says he will be ready to ship as

soon as the strike is over. He has been vacationing since getting off the Inger. He said this is a good ship with a good crew and a pleasant run and he hopes to make a job back on this one or her sister ship the Walter Rice. H. L. Moore is looking for a coastwise pumpman job. He was last on the Eagle Traveler for about five months. James Terry made an oilers job on the Hanover but had to get off when the ship was caught in the ILA strike and laid up. His previous job was pumpman on the Transorleans. He says he would like to make the Achilles, a coastwise tanker, but if he can't, he will be looking for a chief pumpman job on a grain tanker to India. Frank Fisher came ashore after five months on the Trans-eastern.

New Orleans

Some of the oldtimers who hit the beach here include Louis Duracher, Joe Martello, John Hals, Frank Kouns, Frank Foley and Frank Cannella.



Detroit Yule Dinner



Seafarers and their families from the SIU Great Lakes District enjoyed one of the most successful holiday dinners ever held in Detroit on Christmas day. Digging into the traditional turkey feast are SIU Great Lakes District members (l-r) John Dashner, John Sejut and Jack Wiley. Festivities in Detroit were typical of the holiday dinners held in other SIU ports across the country.



SEAFARERS

ROTARY SHIPPING BOARD



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

January 2 - January 15

The shipping situation during the last two weeks showed a marked reaction to the Longshoremen's strike...

Although job calls in New York were the hardest hit, all ports on the East Coast shipped less than in the previous period...

The change in the shipping situation was also reflected in the number of job calls by department.

level. The largest number of jobs shipped was in the deck department.

Registration during the two week period maintained a steady pace despite the declining shipping situation.

The seniority situation, which was radically changed over the holidays, returned to a more normal picture during the last two weeks.

Shipping activity was slightly higher during the past two weeks, with a total of 175 movements, compared to 165 in the previous period.

Ship Activity

Table with columns: Port, Pay Offs, Sign On, Trans. TOTAL. Lists activity for various ports like Boston, New York, Philadelphia, etc.

DECK DEPARTMENT

Large table for Deck Department with columns: 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.

ENGINE DEPARTMENT

Large table for Engine Department with columns: Port, Registered CLASS A, CLASS B Registered, Shipped CLASS A, Shipped CLASS B, Shipped CLASS C, TOTAL Shipped, Registered On The Beach CLASS A, Registered On The Beach CLASS B.

STEWARD DEPARTMENT

Large table for Steward Department with columns: 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.

SUMMARY

Summary table with columns: DECK, ENGINE, STEWARD, GRAND TOTALS, and various registration/shipping categories.

Beef Box

By Robert A. Matthews,
Vice-President, Contracts, & Bill Hall, Headquarters Rep.

Many Beefs sent to the Contract Department were, due to their nature, settled by a Joint Clarification Committee consisting of representatives of this department and representatives from the company to which the beef applied.

One such beef was in relation to the number of official holidays that are to be observed in Puerto Rico. In ruling on the beef, the Joint Clarifications Committee unanimously agreed to the following:

When a vessel is in Puerto Rico, the following three (3) days, which are recognized as Holidays for Longshoremen in Puerto Rican Ports, shall also be recognized as Holidays for the crew while the vessel is in Puerto Rico: Good Friday, July 17th (Munoz Rivera), and July 25th (Constitution Day).

Another beef which the Clarifications Committee ruled on regarded a provision of the Standard Freightship Agreement covering the removal or replacement of Butterworth plates on tankers in the grain trade.

Question: When crew members are required to unfasten Butterworth plate nuts and/or remove the Butterworth plates for the purpose of loading or discharging grain cargoes or to replace Butterworth plates and/or refasten nuts upon completion of grain cargo work, what rate of compensation should be payable to the crew members performing such work.

Answer: It is agreed that the longshore rate of overtime as provided by Article II, Section 32, is payable to those crew members performing the work described above.

In another matter, regarding various past beefs about midnight meals and night lunches, the Committee decided after discussion that the basic problem was due to misinterpretations of the existing sections of the Freightships and Tankers Agreement. In order to eliminate this problem, the committee unanimously agreed to delete subsection (a) and (b) and to substitute in their place the following subsections (a) and (b):

"(a) Members of the steward department actually engaged in serving hot lunches at midnight are to be allowed three hours' overtime for preparing and serving same.

"(b) When not more than the equivalent of one department is served at 9:00 P.M. or 3:00 A.M. night lunch, one cook shall be turned out to perform this work. When a midnight hot lunch is served to not more than five men, one cook shall perform this work. When from six to ten men are served, one cook and one messman shall perform this work. When from six to ten men are served, one cook and one messman shall perform this work. When more than ten men are served, one cook and two messmen shall perform this work."

Another question which was put before the Committee requested clarification on which port was a man's actual port of engagement. The problem is described in this example:

A vessel on foreign articles while on route around the world, arrived at San Francisco where Seaman A signed off articles by mutual consent and Seaman B, his replacement, assumed Seaman A's Port of Engagement, which was New York. The vessel ultimately arrived at New York where articles were terminated and Seaman B terminated his service with the vessel because of illness, requesting return transportation to the port where he first joined the vessel, San Francisco.

Question: Inasmuch as Section 58(b) of the Freightship Agreement provides for a replacement, in circumstances described above, to assume the replaced seaman's Port of Engagement and Section 14(b) provides that a crew member leaving a vessel because of illness or injury incurred in the service of such vessel shall be entitled to

first-class transportation to his "original Port of Engagement," which section of the contract is applicable in the case described above?

Answer: When the seaman left the vessel at New York, under the circumstances described in Section 14(b), he was entitled to return transportation to his actual Port of Engagement, San Francisco, even though at the commencement of employment at San Francisco he had assumed the Port of Engagement of the seaman he replaced, New York. In other words, it is the intention of the Committee to provide that in cases of illness or injury incurred in the services of the vessel, the seaman is to be provided transportation back to the port where he was first engaged by the Company.

Money Due
The Contract and Constitution Department is holding checks for the Seafarers listed below. These men are urged to contact the department and pick up their checks, or notify headquarters where the checks should be sent.

In the settlement of disputed overtime aboard the *Transorleans*, checks are being held for James Mahoney, Francis Paine, Seymour Sikes, Charles Todora.

From the *Ames Victory*, checks are being held covering travel wages, subsistence, and transportation for Wallace P. Anderson, Morris Berlowitz, Ralph L. Jones, and Lee W. Worth.

In the settlement of disputed overtime for tank cleaning aboard the *Manhattan*, checks are being held for F. Carpenter, M. Chandler, B. Dunn, F. Gordon, L. Harvey, H. Koppersmith, S. Puntillo, C. Scott, H. Sikes, L. Taylor, H. Treadin, E. Zebrowski.

A check is being held for Vance A. Reid for an allotment differential aboard the *Anji*.

Checks for the settlement of disputed overtime aboard the *Penn Carrier* are being held for Earl H. Beamer, Jose M. Sacosta, Michael C. Miller, and Walter Smith.

Checks for John J. Wynne, Richard Heckman, Jose A. Paz and Francis M. Greenwell are being held by the contract department for the settlement of disputed overtime aboard the *Niagara*.

A transportation differential check from the *Elimir* for James H. Smith is being held by this department.

In the settlement of disputed overtime for oilers aboard the *Seatrain New Jersey*, checks are being held for Julio Gardien, Benjamin Freeman, and George Doest.

Eight Seafarers Awarded \$150 Pensions For Life



The Board of Trustees of the Seafarers Welfare and Pension Plan have approved seven Seafarers from the SIU Atlantic and Gulf district, and one member of the SIU Great Lakes district to receive a monthly pension of \$150 for the rest of their lives.

The Seafarers, who are now retired in dignity and comfort on their monthly pension are Cecil (Rudy) Leader, 69; Joseph Munin, 59; Frederick Oliver, 65; Napoleon A. Blanchard, 66; James Shiber, 42; Peter Lohse, 65; Raymond Mill, 45, and John Jelletto, 65.



Jelletto Mill

Leader had 30 years of experience on American ships in the rating of cook and steward before he joined the SIU early in its history, in the port of New York. A native of Savannah, Ga., he plans to spend his retirement in New York City where he presently makes his home. He last sailed aboard the *Fairland* (Waterman).

Munin first joined the Union in New York after coming to this country from his native land of Latvia. He joined the SIU with over 20 years experience as a seaman, and spent his years sailing SIU ships in the engine department, as deck engineer or fireman-water tender. Munin now makes his home in New Orleans. The last ship he sailed before retirement was the *Del Rio* (Delta).

An experienced cook and baker when he joined the Union, Oliver began sailing with the SIU from the port of New York. A native of the British West Indies, he came to this country before the last war

and made his home in Brooklyn, N.Y. Oliver now plans to spend his retirement relaxing and resting, assured of receiving his \$150 pension check every month. He last sailed on the *Norberto Capay* (Liberty Navigation).

Blanchard is a native of Massachusetts who joined the SIU from the port of New York. Sailing in the steward department, he last shipped aboard the *Trustco* (Marine Carriers). He is presently retired at his home in Portland, Maine, comfortable in the knowledge that he will receive his pension check in the mail every month.

SIU Oldtimer
Shiber joined the SIU from the port of New York with 10 years experience on American ships. An SIU oldtimer, he sailed in the engine department. A native of Pennsylvania, he presently makes his home in Jersey City, N.J. He last sailed aboard the *Montpellier Victory* (Montpellier Tankers).

Lohse, a native of Germany, joined the Union in the port of

New York with over 30 years of sailing experience. A member of the deck department, he last sailed aboard the *New Yorker* (Container-ships Inc.). He plans to spend his retirement years in Flushing, New York.

Mill joined the SIU Great Lakes District in Detroit. He sailed in the engine department until his retirement. He is settled in his home in Sebewaing, Mich., with his wife, assured of a \$150 income for the rest of his life. He last sailed for the *Gartland Steamship Company*.

Jelletto, a SIU oldtimer, joined the Union in New Orleans and sailed in the steward department. He last shipped aboard the *Petrochem* (Valentine) as chief steward. A native of England, Jelletto plans to spend some time at his home in Brooklyn, N. Y., "keeping in touch with the activities of the Union." He then plans to move to Florida. He is the recipient of two citations and the Mariner's Medal, the highest honor given to merchant seamen.

Jobs

By Cal Tanner, Executive Vice-President

The latest shipbuilding budget did little to cheer those interested in the state of U.S. maritime, especially the shipbuilders.

The new year begins, according to the Shipbuilding Council, with 43 large merchant ships totaling 481,000 gross tons under construction or on order. Last year the industry started out the year with two more ships, 45, under contract, totaling 517,390 tons.

During 1964 new contracts for 14 ships of up to 187,200 tons were awarded and ship deliveries ran to 16 ships totaling 223,590 tons.

While "scant attention" is given to the shipbuilding industry in this country, the Shipbuilders Council pointed out, the Soviet Union is moving fast towards becoming a "formidable maritime power." "Her navy is second only to the United States and a comparison of merchant shipbuilding activity provides tangible evidence of her aspirations in controlling the high seas and thus the destiny of western civilization.

As of November 1, 1964, the Russians had 673 merchant vessels of 6.4 million deadweight tons on order. During the same period the U.S. had only 43 merchant ships totaling 650,032 deadweight tons on order.

The industry also expressed concern about rumors that some ships built in foreign yards would be submitted to register under the U.S. flag, which would require a change in the present law which assures that only vessels built in this country can fly the U.S. flag.

Such a move would represent a "potential loss" to this country in terms of the economy, the balance

of payments, and continued maintenance of shipyards skills and capabilities, the council pointed out.

In a letter to President Johnson protesting such a move, SIU President Paul Hall warned:

"Any attempt to further weaken or destroy our American shipbuilding capability would be not only shortsighted and economically unsound, but eventually a self-defeating and suicidal effort.

"Rather, the responsible persons in our Government should be making every effort to see to it that America is restored to her rightful place as a major shipbuilding power.

"In such an effort, the Seafarers International Union of North America will participate to the fullest extent of its ability."

Be Sure To Get Dues Receipts

Headquarters again wishes to remind all Seafarers that payments of funds, for whatever Union purpose, be made only to authorized SIU representatives and that an official Union receipt be gotten at that time. If no receipt is offered be sure to protect yourself by immediately bringing the matter to the attention of the President's office.

THE SAME OLD SHOUT - NOW against MEDICARE!

Times change. Issues change with the times. But the tactics used by vested interests to oppose much-needed social legislation never seems to change. The same scare tactics, unsubstantiated claims, tricky gimmicks and predictions of doom which Big Business used to attack the Social Security Act back in the 1930's are being used again today by Big Medicine and the American Medical Association in their attacks on proposed medical care for the aged through Social Security (Medicare).

The AMA has been sponsoring misleading advertisements opposing the Medicare program in various newspapers around the country, filled with "scare" headlines and "facts" which, for the most part are not only untruthful, but even contradict each other.

Lies—Half Truths

For instance, an AMA-sponsored anti-Medicare ad in one newspaper recently cried "CAN YOU AFFORD A 16% INCREASE IN YOUR PAYROLL TAX? That is the minimum payroll tax increase all workers earning \$100 or more a week would be forced to pay if the MEDICARE bill now before Congress becomes a law." Meanwhile, in another newspaper in a neighboring county, an AMA-sponsored ad asked "CAN YOU AFFORD A 23% INCREASE IN YOUR PAYROLL TAX? That is the minimum payroll tax increase all workers earning \$100 or more a week would be forced to pay if the MEDICARE bill now before Congress becomes law."

The fact is that the increase in employee Social Security payments which would result from passage of Medicare legislation would amount to only \$25.20 a year for workers earning \$100 per week.

Although Medicare is a new issue, the tactics the AMA is using to try to defeat it are old. Similar tactics were used by Big Business to fight Social Security legislation. In a speech in October, 1936, President Franklin D. Roosevelt complained "... a few employers are spreading half-truths about the Social Security Law, half-truths that tell the workers only of the workers' contribution, and fail to mention the employers' contribution. They conceal from the workers the fact that for every dollar which the employee contributes, the employer also contributes a dollar."

With the advent of Social Security legislation, the need for corresponding health insurance be-

came obvious. In the August 16, 1936 issue of the Saturday Evening Post, an article by Dr. I. S. Falk deplored the omission of health insurance measures from the Social Security Act, noting that the inability of persons in the lower or middle income brackets to meet economic crises brought on by illness was one of the greatest hazards of modern industrial life.

The medical associations wasted no time in calling for protection of their own vested interests however. The Journal of the Indiana State Medical Association of September, 1936 noted that both political parties had endorsed Social Security, and urged the medical profession to "protect itself by intensifying its tremendous influence with the people so that it may at least be supported in asserting its superior capacity to direct policies and modify security proposals to the least objectionable form." Today's anti-Medicare drive by the AMA seems a direct outgrowth of this early warning.

Doom Warnings

Another charge the AMA is making in its anti-Medicare propaganda is that the Federal Government should stay out of medicine. "HAS YOUR CONGRESSMAN TURNED MEDICINE MAN???" an AMA-sponsored ad asks. Government involvement in medicine, according to AMA propaganda, would mean the growth of a gigantic and unworkable Government bureaucracy which would reduce the quality of care the aged would receive. This charge, too, is old hat. It was used by Big Business against Social Security back in the 1930's.

An October 1, 1936 editorial in the Washington (DC) Herald bemoaned the fact that the Democratic Administration under F.D.R., "has embarked hastily and unwisely upon a program of social security that in actual application WITHHOLDS ALL HOPE OF SECURITY FROM THOSE IT PROPOSES TO BENEFIT," and charged that the Social Security Act would destroy the Nation's assets and "EXTENDS THE PROSPECT OF EVENTUAL INSECURITY to millions of citizens who would normally expect to provide their own security." (Capitalization retained from original)

A September 19, 1936 Saturday Evening Post article charged that the Social Security Act provides an instrument by which the Government can "administer our every day lives and well being," by turning over to the Government a fund that

may "very well represent the capital resources of the country." Meanwhile, Dr. Joseph E. Goodbar, President of the Society of Stability in Money and Banking, warned that the process of accumulating such a fund (Social Security) would expose the people of the country to an unpredictable, but constant disturbance of their jobs and business affairs.

Of course, none of these dire warnings of doom ever came true. The AMA is continuing the same old line however.

AMA Style Morality

Perhaps the most subtle issue the AMA has seized upon in its anti-Medicare propaganda is the moral aspect of such social legislation. A recent AMA ad charges "IT IS MORALLY WRONG—THE MEDICARE BILL." The AMA has made the pitch that providing medical care for the aged through social security is bad because it destroys the individual's self respect, his pride in taking care of himself and providing for his own future and the moral obligations of children to take care of their parents in old age.

This same sort of pious clap-trap has also come up before, as part of the anti-Social Security campaigns back in the '30s. The Republican presidential candidate in 1936, running on an anti-New Deal Social Security plank, said "social security in the end can only be built upon character and religion and industry." A Saturday Evening Post article in that year defended the right of the working man to use as he sees fit the wages he earns, claiming that the Social Security Acts deprived him of that right.

All of these pious moral platitudes were too much for Republican councilman Charles W. Kress of Binghamton, N.Y., however, who gave his own party's watered down stand on Social Security a solid rap in a September 1936 speech. "Under this plank, the unfortunate old person who needs help must, in effect, take a pauper's oath, give up his pride and self-respect, turn over any pitiful possessions he may have and become just another guinea pig in the laboratories . . . wherein the hoped-for dignity and privacy of old age will be snooped on, pried into and dissected by officious vivisectionists."

And that, in effect, is what the AMA is still asking for today if you can't afford to pay the skyrocketing costs of medical care.

What Is Medicare? How Would It Work?

The AFL-CIO has supported and continues to support Medicare legislation for our older citizens. Through the AFL-CIO Committee On Political Education (COPE) the Federation has waged an all-out campaign to bring across to the public the necessity for passage of Medicare legislation and to counter the vicious anti-Medicare propaganda campaigns waged by the American Medical Association.

Under the new King-Anderson (Medicare) Bill just introduced in Congress and expected to be passed this year without major change, all Americans 65 years of age or over would

be eligible. This includes nearly 17 million eligible for Social Security or railroad retirement benefits, plus another 2 million not covered by either of these plans.

Hospital care would be provided for a period of up to 60 days for each illness in semi-private rooms. The patient would pay for one day's care (average about \$40). Medicare would pay the remainder. Coverage would start July 1, 1966. Nursing home care would also be provided for 60 days per illness only after hospitalization. Also home visits by nurses (etc.) will be covered, as

would out-patient hospital services such as X-ray and laboratory services.

Doctor bills, dentist bills, medicines, drugs, or other supplies and appliances will not be paid for under Medicare.

To provide this hospital protection, Social Security payments by employees will rise only \$25.20 a year. This payment by the employee will be matched by the employer. This money would be placed in a separate trust fund to finance Medicare benefits. Hospital, out-patient, and visiting nurse coverage would begin July 1, 1966. Nursing home coverage would begin January 1, 1967.

...of the aged...
 The present administration...
 The Social Security Act...
 It is...
 based upon a conception...
 fundamentally wrong...
 that the American people...
 are so impelled that they must...
 be compelled...
 beginning next Jan. 1, workers...
 no matter how small their wages...
 will have their pay docked for...
 the purpose of building up a...
 phantom reserve fund...
 that any future Congress can...
 spend any time it sees fit...
 for any purpose it sees fit...
 I cannot understand how...
 administration would dare to per...
 petrate...
 The Republican party proposes...
 to replace this unworkable hodge...
 podge by a plan that is honest...
 fair and financially sound...
 propose that the funds for...
 be eliminated...

...the votes of citi...
 the relief tolls...
 Discussing social security, Gov...
 Landon denounced the Roose...
 velt administration's Social Secu...
 rity Act as a fraud upon the work...
 ers, who will have their pay docked...
 beginning Jan. 1 to build up what...
 he called "a phantom reserve...
 fund" that any future Congress can...
 spend in any way it may see fit...
 The speaker reiterated his loyalty...
 to the Constitution, but said that...
 if the States could not regulate...
 working conditions properly, he...
 would favor an amendment to the...
 Constitution...
 Secretary of the Metropolitan...

LIE! Industrialists Fighting Roosevelt By Tax Warning on Pay Envelopes
Midwesterners Use Republican Forms Coupling Notice of 1% Pay Deduction Under Security Act With Plea for New Deal Defeat—Coercion Charged in Pittsburgh.
 By TURNER CATLEDGE
 Special to THE NEW YORK TIMES
 DETROIT, Oct. 23.—An effort to turn the Middle West's labor vote away from the New Deal, by pay envelope warnings that President Roosevelt's re-election will mean an automatic wage deduction as of Jan. 1 because of the social security program, has already been copied...


SEES FRAUD ON WORKERS
 In Milwaukee Speech, He Calls Present Act 'Unworkable and Stupidly Drafted.'
 The text of Mr. Landon's speech is printed on Page 21.
 By JAMES A. HAGERTY
 Special to THE NEW YORK TIMES
 MILWAUKEE, Sept. 28.—Characterizing the Roosevelt Social Security Act as "unjust, unworkable, stupidly drafted and wastefully financed," Governor Landon tonight pledged himself and the Republican party to amend it to provide old-age pensions for needy American citizens more than 65 years old financed on a common-sense, pay-as-you-go basis and large enough to give each such person a minimum income sufficient to protect him or her from want.
 Disclosing his position on unemployment insurance, the Republican President's...

AMERICAN—A Paper for People Who Think—MONDAY

Snooping—Tagging



AROUND HIS NECK HE WORE A TAG
 Each Worker Would Be Required to Have One for the Privilege of Suffering a Pay Cut Under the Social Security Act, Which Is Branded as a 'Cruel Hoax'



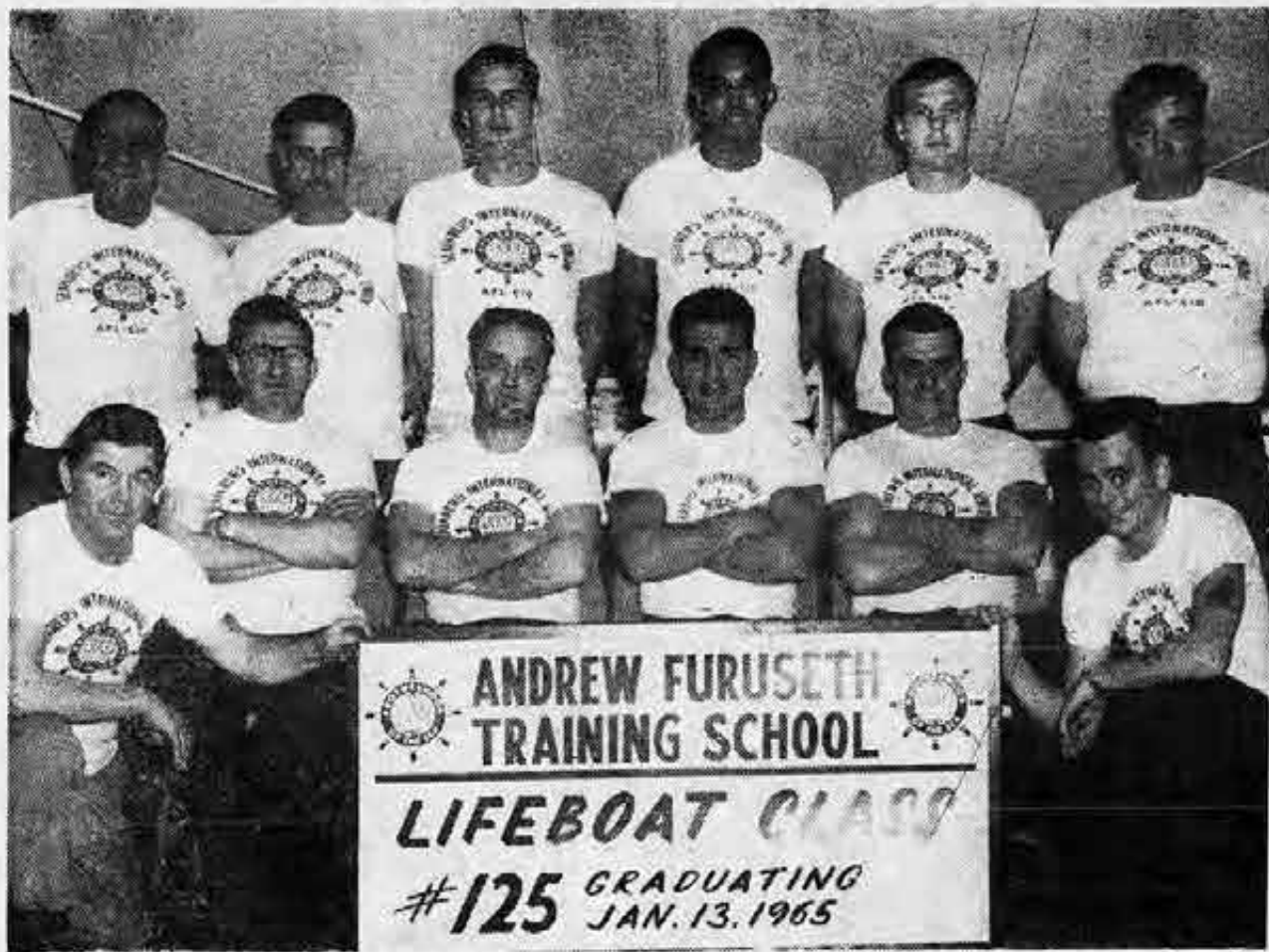
You're Sentenced
 TO A WEEKLY PAY REDUCTION
 for ALL OF YOUR WORKING LIFE
 YOU'LL HAVE TO SERVE THE SENTENCE UNLESS YOU HELP TO REVERSE IT NOV. 3 ELECTION DAY

The reproductions on this page are all from the year 1936 and represent some of the tactics then used by Big Business in its attempt to defeat Social Security legislation. Similar scare tactics, half-truths and predictions of impending doom are being used today by the American Medical Association in its attempt to prevent passage of medical care for the aged through Social Security (Medicare).

FACSIMILE OF APPLICATION ON WHICH WORKERS WOULD BE FORCED TO REGISTER UNDER NEW DEAL'S SOCIAL SECURITY PROGRAM
 The Arrows Indicate Some of the Information Sought, Peering Into Intimate Secrets of the Worker's Life

DATE OF BIRTH	AGE	DATE WILL BE 65
STATE	CITY	COUNTY
PHONE		
DATE OF MARRIAGE		
CHILDREN		
OWN HOME	LIVE WITH PARENTS	ROOM
DIVORCED		
CITIZEN OF U.S.	NATURALIZED	YEARS IN U.S.
PHYSICAL DEFECTS	TRADE OR OCCUPATION	HEIGHT
WORKED	REASON FOR LEAVING	REFERENCES OTHER THAN P
POSITION		
START	END	
START	END	
START	END	
START	END	
START	END	
ARE YOU RELATED TO EMPLOYER OR ANY RELATIVES WORKING HERE?		
REGISTRATION NO.	NAME - LAST	FIRST
	MIDDLE	EMPLOY

Lifeboat Class 125 Wins Tickets



Members of Lifeboat Class 125 pose proudly for their graduation picture after passing all requirements for their Coast Guard lifeboat tickets with flying colors. Members of the class are (front, l-r) Frederick J. Walsh, Peter D. Alcantara; (middle) Phil Frank, Jim Ogden, Joe Wescott, Donald W. Paccio; (rear) instructor Dan Butts, James E. Collins, Dave Flynn, Robert Lee, Lee Jones and Ed Connolly. Another graduate who was not present for the picture was Miguel A. Ramos.

Study Urges More Jobs, Higher Pay

Economic Expansion Seen Ending Poverty

WASHINGTON—The most effective weapon in the war against poverty in the U.S. is a sharply stepped-up rate of economic growth, according to a new study just completed by the Conference on Economic Progress. The study, titled "Progress or Poverty—the U.S. at the Crossroads," concludes that a rapidly growing economy is the best way to provide the new jobs and higher incomes that are necessary to eliminate the blight of poverty forever from American society.

Examines Poverty

The 150-page study, complete with charts and photographs, brings up to date all of the important data bearing upon poverty and examines in detail the Administration's anti-poverty program.

Leon H. Keyserling, head of the conference and a former chairman of the President's Council of Economic Advisors, writes in the study that "the only way to reduce poverty in the U.S.—or in any other country—is by increasing the nationwide per capita production of goods and services so much that average levels of living rise enough to help the poor as well as others."

It is vital also, he says, that the nationwide distribution of goods and services be improved so that "a fair though not equal share is received by those on the lowest rungs of the economic ladder."

To draw a fundamental distinction between the employment and growth problem and the poverty problem "would be self-defeating on all scores," the study declares.

An attack on poverty "not interwoven with the attack on these other problems," the study says, "would focus excessively upon a purely 'casework' or 'welfare' approach which sought to make poverty a bit less oppressive or lose itself in a few dramatic situations of no great nation-wide import. Instead of building an eco-

nomie environment in which massive poverty would find no place."

If the government will properly expand and direct the war on poverty, it can be eradicated by 1975, the study declares. This would mean a larger government anti-poverty program as well as increased government spending, rather than further tax reductions to provide the greater stimulus for economic growth.

Keyserling urged that the President's Economic Report set forth plans to assure a minimum standard of living for all Americans and include "goals for the rate of reduction of poverty in America."

The study stresses that unemployment and part-time employment account for a substantial part of the nation's poverty, and a slow rate of economic growth has aggravated this problem.

Ultimate victory in the war against poverty, the study concludes, will "necessarily involve success in all of the other undertakings which now engage us: the restoration and maintenance of maximum employment and high economic growth; the wiping out of fundamental causes of racial tensions; the provision of full education opportunities; adequate health services and satisfactory housing for all the people; the renewal of our cities and the improvement of rural living; the conservation and replenishment of our natural resources; the solution of the thorny financial problems which now bear down upon governments at all levels."

The Conference on Economic Progress is a non-profit, non-political organization engaged in economic research and education.

Three Veteran SIU Boatmen Go On Pension

Three members of the SIU Inland Boatmen's Union have been added to the growing list of SIU-IBU members to receive a monthly pension of \$150 for the rest of their lives. All three pensions were approved by the Board of Trustees of the Pension Plan before the new year was rung in, bringing the total for 1964 to 35.

Added to the list are John Stehouwher, 65;



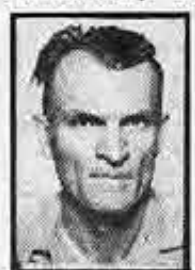
Stehouwher

Adolph A. Hanson, 73, and John F. Ricicar, 44.

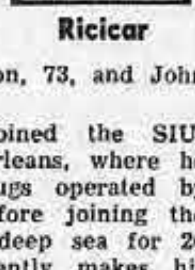
Stehouwher joined the SIU-IBU in New Orleans, where he sailed aboard tugs operated by Coyle Line. Before joining the IBU, he sailed deep sea for 20 years. He presently makes his home in New Orleans, La.

Hanson has sailed in the engine department on Great Lakes Towing Company vessels in Chicago for over 25 years. A native of Minnesota, he now makes his home in Chicago.

Ricicar joined the Union in Galveston, Texas. An employee of Galveston Wharves Co. for many years, and a native of Lafayetteville, Texas, he retired to his home in Hitchcock, Texas.



Hanson



Ricicar

Your Union Benefits



By Al Kerr, Secretary-Treasurer

We thought it would be wise to review the Union's Sickness and Accident benefit program (S&A) in response to several questions which have been frequently brought up by our members. The S&A program is split up into two basic parts: In-patient benefits for SIU men who are hospitalized, and Out-patient benefits for members who are disabled and receiving medical treatment.

The Sickness and Accident program was originally adopted in 1962, and then amended to cover all disabilities which may have arisen on or after August 1, 1963.

In-patient benefits are available to Seafarers who meet eligibility requirements at the rate of \$56 per week. These benefits are payable at the rate of \$8 per day to a member who is an in-patient in any USPHS hospital, or a private hospital that has received official approval, in the United States, Puerto Rico, the Virgin Islands or Canada. The S&A in-patient benefit can be paid for a period of 39 weeks, and begins on the first day a member is hospitalized.

Members receiving out-patient benefits also are paid \$56 per week at the rate of \$8 per day. To be eligible, a seaman must be disabled and receiving treatment within the United States, Puerto Rico, the Virgin Islands or Canada. Should an eligible seaman elect to receive medical care from a private physician, the welfare plan trustees reserve the right to evaluate the medical proof submitted to determine the eligibility of the claim.

If a member has become disabled as a result of his own willful misconduct, he will not be eligible to receive the S&A out-patient benefit. A member will also be ineligible for this benefit if he is getting out-patient treatment outside the U.S., Puerto Rico, the Virgin Islands or Canada.

A waiting period of seven days, starting with the first calendar day a member is declared not fit for duty, is required for eligibility to receive the benefit. If the disability continues after the seven-day waiting period, payments can begin, retroactive to the fifth day from the initial date he was declared not fit for duty.

Filing Requirement. Claims for the S&A benefit must be filed within 60 days after discharge from a hospital or the beginning of the disability period, if no hospitalization is required. Each claimant is required to submit medical proof of his disability. This proof will be evaluated by the trustees of the welfare plan to determine eligibility for payments. The trustees can also require further examination of the applicant by a doctor selected by the welfare plan, or they may ask for a more complete certification.

Once an initial claim has been filed for a disability, it will not be necessary to file additional claims for weekly payments for the same disability period. It should be noted that a member is required to submit medical proof of his continued disability, stating its cause, before any subsequent payments can be made.

Duration of Benefit. An eligible is entitled to a maximum of 39 weeks of payments during any one period of disability, including in-hospital and out-patient time. Where there has been a waiting period, the 39-week period starts when benefits are payable. However, an eligible shall not receive total benefit payments in excess of 39 weeks in any 12-month period, and the 12-month period for the determination of the 39-week maximum payment begins on the first day an employee is eligible for payment.

If an eligible is receiving or is entitled to receive maintenance and cure payments, the Plan shall pay only an amount which together with such payments shall equal \$56 per week, but the eligible shall be entitled if such payments terminate before a period of 39 weeks to receive a total of \$56 per week up to a maximum of 39 weeks. However, if he may be entitled to receive maintenance

and cure and has not yet received same, he shall execute an assignment of maintenance and cure payments to the Seafarers Welfare Plan.

General Rules. (a) Any disability occurring during a period of disability, and before an eligible obtains a fit-for-duty slip, is considered to be the same disability. The maximum of payments in such a case is 39 weeks, no matter how distinct the disabilities happen to be.

(b) A recurrence of a previous disability shall be considered part of the same disability period even though the eligible obtained a fit-for-duty certificate or accepted employment.

(c) Disability for unrelated causes shall be considered a new period of disability provided the eligible has been pronounced fit-for-duty from his original disability or has accepted employment.

(d) An eligible cannot accept employment and be disabled simultaneously. Any applicant for S&A benefits who accepts employment at any time during the period for which he claims such benefits, shall be declared fit for duty with respect to that disability and shall be disqualified from receiving benefits for the cause of alleged disability. Any claimant who received benefit payments after accepting employment shall be required to reimburse the fund for all such benefits received after the first day of employment during such period of alleged disability.

(e) **Hospital Expense Benefit**—An eligible who is not entitled to treatment of a USPHS facility and who is hospitalized during any period for which he is entitled to receive the S&A benefit, shall also be entitled to receive hospital benefits according to the Schedule for Dependents' Benefits.

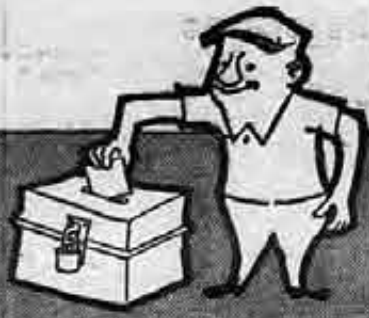
(f) **In-Hospital Benefit**—If an eligible is entitled to receive the in-hospital benefit, the Plan shall pay only an amount which together with such payments shall equal \$8 per day. If an eligible is still confined after having received the S&A benefit payment for a maximum of 39 weeks, he is still entitled to receive the in-hospital benefit.

(g) Failure of an eligible employee to place himself under treatment promptly or to comply with medical care or instructions will be deemed cause for disqualification from benefits.



SPAD

**Seafarers
Political Activity
Report**



CHANGES IN REGISTRATION REQUIREMENTS — An 11-man commission appointed by the late President Kennedy recently presented its report to President Johnson, with 21 recommendations to reduce the legal booby traps and barbed wire which is estimated to have kept millions of Americans from voting in the last election. Headed by Richard Scammon, director of the U.S. Census Bureau, the commission was unanimous in all 21 points except one which dealt with literacy tests. Two men dissented from the general opinion of the committee on this point. A few of the recommendations are: state residence requirements for voting eligibility should not exceed six months; local requirements should not exceed 30 days; new state residents should be allowed to vote for President; and literacy tests should not be a requirement to vote.

~ ~ ~

NEW RIGHT WING GROUP EYES 1966—A new right wing political organization, the American Conservative Union (ACU) will be facing its first political action when the House of Representatives seats come up for grabs again in 1966. The group will be swinging its support behind ultraconservative Republicans and Dixiecrats. The ACU apparently aims to fill the vacuum existing in right wing leadership by providing continuing direction to persons who supported Barry Goldwater in the 1964 Presidential election.

~ ~ ~

RULES REFORM IN 89th CONGRESS—As the 89th Congress swung into action January 4, several new rules for the House were adopted to strengthen the hand of the new Administration. The first political moves were to elect Senator Russell B. Long of Louisiana as Senate Democratic Whip, and Gerald R. Ford of Michigan as floor leader in the House. The new House rules adopted give much power to the Speaker of the House against the Rules Committee which is dominated by 81-year old conservative Representative Howard Smith. The new rules allow the Speaker to call to the floor for action any bill that has been bottled up by the Rules Committee for more than 21 days. Other changes in the House give the majority Democratic party a much larger ratio in many important committees including the House Ways and Means Committee and the Appropriations Committee.

LABOR ROUND-UP

The NLRB has voted to authorize union representation elections in less than storewide units at three department stores in the New York City area. In a 3-1 split decision, the NLRB ruled that while storewide units in the retail field are "basically appropriate," the circumstances justified a split unit in this case. At the same time, the board directed elections to be held at the stores within 30 days. Under the decision, the department store employees will vote on whether to affiliate with District 65 of the Retail, Wholesale, and Department Store Union.

~ ~ ~

Theodore Brandt has been elected a vice president of the Lithographers and Photoengravers in the first referendum since the merger of two unions into one last September. Brandt, former president of the Lithographers local in Los Angeles will succeed ALA vice president James H. O'Neil, who resigned last July.

~ ~ ~

The Metropolitan Life Insurance Co. has been found guilty by the NLRB of refusing to bargain with the Life Insurance Workers at its Joliet, Ill., office and has been ordered to engage in contract negotiations with the union. It was the 16th such order by the board against insurance firms in the last three years. All the companies have refused all board orders to bargain in cases where the union has won elections in units smaller than statewide.

~ ~ ~

The California AFL-CIO has created a Flood Relief Fund to provide aid to the thousands left

homeless by the disaster in Northern California. More than 1,600 local unions and councils have been appealed to for help. The Red Cross estimated a need for about \$5 million to get the flood victims back to their former standard of living. More than 5,900 families suffered loss, with 1,025 homes totally destroyed, 1,211 suffering major damage, and 2,548 receiving minor damage. The California AFL-CIO is seeking to top \$200,000 in the current drive.

~ ~ ~

Stanley Rutenberg, formerly AFL-CIO director of research, has been appointed administrator of the Manpower Administration in the Labor Department. He succeeds John C. Donovan, who resigned to become professor of government at Bowdoin College, Brunswick, Maine. Rutenberg, who is widely known in union circles, left his AFL-CIO post in 1962 to become special assistant to Secretary of Labor W. Willard Wirtz. He had held the position in the AFL-CIO since its merger.

~ ~ ~

Two fellowships for graduate work and two undergraduate scholarships are being offered at Ohio State University in honor of the late William Green, president of the former AFL from 1924 until his death in 1962. The fellowships, worth \$2,250 each, are for graduate study with concentration in the field of labor and industrial relations. The undergraduate scholarships, worth \$500 each, are open to juniors and seniors majoring in economics, history, political science, mathematics, science, sociology or business administration.

"Clean-Up Squad"



The fact that vast pockets of poverty still exist in the United States, which is proclaimed all over the world as the richest nation on earth, is a fact with which the 89th Congress will have to deal actively. Labor has pledged itself to give all-out support to the President's war on poverty. At the recent AFL-CIO legislative conference in Washington, Federation President George Meany termed the election of President Johnson and a liberal Congress a "mandate" for "the kind of America where there is no poverty, unemployment."

To achieve this end, Congress must realize this mandate from the people and act on legislation designed to improve the lot of those Americans who, in the midst of plenty, still live as slaves to poverty and its handmaiden, ignorance.

The problem of poverty has been with us for a long time. Past Congresses have chosen largely to ignore these underprivileged Americans and little was done to help them to help themselves. But this is a new Congress, with a new, more liberal makeup. There is much which can be done. With the solid support of American labor and the Administration, the 89th Congress can carve out a record for itself unequalled by any past Congress. It can make for itself a record as a body which did more for the United States and its people than any Congress in the past.

Many of the paths which must be followed to eliminate poverty in the U.S. have been laid out. The antipoverty programs already underway should be continued and expanded. They are aimed at helping those Americans who need help most, the portion of the American people who have been left behind by the advance of technology.

Aid to education is one of the most promising methods of breaking the vicious cycle of poverty-ignorance-poverty which afflicts many Americans. Providing the children of the poor with a good education will help them to break out of the "poverty psychology" which can breed only increased poverty and dependence for each succeeding generation.

Regional planning and development is another program which deserves active support from Congress if victory is to be achieved in the war on poverty. Such planning and development is important not only in the much-publicized depressed areas such as Appalachia, but in our largest and most prosperous cities as well—where poverty often lurks unnoticed, masked by the seeming prosperity and well-being of the vast majority of citizens. Part II of the war on poverty should include such areas as the Upper Great Lakes region, the Ozarks and Upper New England.

Job retraining for American workers displaced by automation, a Domestic Peace Corps to work with American youth soon to enter the race for jobs, civil rights legislation, and many more measures all deserve support from the new Congress. The American labor movement has pledged itself to do everything within its power to achieve these worthwhile ends. The Administration has pledged itself to support these goals. It only remains for Congress to act quickly and wisely—and poverty in the United States can become a thing of the past. While a single American citizen remains a slave to poverty and ignorance, no American—no matter how well-educated, no matter how prosperous—can consider himself truly free.

The Pacific Coast

By Frank Drozak, West Coast Representative

SIUNA Oil Workers Still On Strike

Quick action and fine seamanship by the crew of the SIU Pacific District-manned Korean Bear (Pacific Far East) helped save the life of a 16 year old high school student who is only the second person on record to survive a fall from San Francisco's Golden Gate Bridge. According to newspaper reports, the boy hit the water directly in the path of the Korean Bear. Police, who reached the bridge railing just as the boy bobbed to the surface in the Bear's path, waved flares to attract the attention of the ship. The alert crew spotted him and was able to alter course at the last minute, missing the boy by 10 feet.

The SIUNA-affiliated International Union of Oil Workers here are still urging SIU and all other trade union members not to buy Standard Oil of California products and turn in their gasoline credit cards. The "Don't Buy Chevron" campaign was called when Standard of California refused employees the 4.5 percent benefit package won by the unions from major firms in the 1964 round of contract negotiations and undertook other anti-union activities. The company is beginning to feel the pinch as the boycott gains momentum and all members are urged to lend their full support.

San Francisco

Shipping has been more than fair during the past several weeks, with the new Calmar crewing up on the West Coast and the Young America coming out of lay-up after 10 days. In addition, we sent 10 men to Honolulu to join the National Defender there. Ships signed on this period were the Choctaw, Overseas Rose, and Wild Ranger. The Steel Recorder, Marymar, San Juan, Alamar, Geneva, San Francisco, Steel Architect, Steel Rover, Seamar, Monticello, Mountpelier Victory, Yaka, Losmar, Alcoa Master and Robin Hood were all serviced in transit. Payoffs this period were limited to the Orion Hunter in Honolulu, the Iberville and the Marine.

The coming period should see the Alcoa Marketer, Elizabethport, Fairport, Morning Light, Ames Victory, Natalie, Steel Artisan, and Antinous in transit here. Other vessels we may be seeing in transit are the Steel Traveler, Steel Maker, Steel Navigator, and possibly the Longview Victory, Ocean Dinny, and the Marine.

Oldtimer William Saltares, who has been sailing as messman on the Far East runs for a while now, is on the beach here for a little vacation and rest. F. J. White was happy about finding an AB slot aboard the Young America. With White aboard the Young America was Steve Thayer. The high cost of living on the beach helped J. Kearnes decide that it's time to ship out again in the first messman spot to come on the board. After enjoying a little shore rest, oldtimer W. Cameron decided he would take the National Defender in Honolulu and make a trip on her as cook & baker.

Wilmington

Shipping activity was very good here for the last period, but the outlook for the coming period is slow, with only four ships expected in transit. In the last few weeks we had the Seamar, San Francisco, Overseas Joyce, Losmar, Monticello Victory, Mayflower, Longview Victory and the Young America in transit. The Yaka came in from the Far East to pay off and sign on here.

All the guys on the beach here (Continued on page 13)

SIUNA Oil Workers Hit Bricks



Members of the SIUNA-affiliated International Union of Petroleum Workers hit the bricks in Oakland, Calif. to launch a "don't buy" campaign against filling stations and other facilities owned by Standard Oil of California which markets "Chevron" products. Petroleum Workers started picketing after the company's refusal to grant employees the 4.5 percent benefit package that other major companies agreed to in 1964. Other unions participating in the "don't buy" drive in other Pacific Coast and Rocky Mountain states are the Oil, Chemical and Atomic Workers and Steamfitters Local 159.

Taxi Drivers' Christmas



Fascinated children of SIU Chicago taxi drivers line up to receive presents from Santa at the annual Christmas party sponsored by the SIUNA-affiliated Democratic Union Organizing Committee taxi Local 777. Over 2,500 Union members and their children turned out for the affair, making it the biggest and best Christmas party Local 777 ever held.

Coast Cabbies Join SIUNA Taxi Union

SAN DIEGO—Some 500 members of the AFL-CIO San Diego Cab Driver's Union have voted unanimously to affiliate with the SIUNA-affiliated Transportation Services & Allied Workers. The Yellow Cab drivers initially approved the move at their regular November membership meeting. The San Diego Union is to be known as TS&AW Local 101.

The Yellow Cab drivers were originally members of a California Teamsters local. In April, 1962, they bolted the Hoffa outfit and formed a directly chartered AFL-CIO Local Union. Once back in the mainstream of the American labor movement, they won a contract with the Yellow Cab Company—the major cab company in San Diego.

Uruguay Bows, Kills Anti-U.S. Shipping Taxes

WASHINGTON — The Uruguayan government has decided to ask its Parliament to adopt a law "to promote and support the merchant marine fleet without reliance on measures which discriminate against U.S.-flag vessels."

In return, the U.S. has decided to hold off levying cash penalties against Uruguayan ships touching at U.S. ports.

The penalties against Uruguayan vessels was ordered by the U.S. in retaliation for a 10 percent tax Uruguay has been levying on certain of its imports, with its own flag ships exempt from the tax. The burden of the Uruguayan tax fell on American-flag vessels. In addition, imports brought into Uruguay on its own vessels would be exempt from a 6 percent foreign exchange transfer tax.

After about 18 months of trying to persuade Uruguay to drop the discriminatory levies without any success, the Federal Maritime Commission decided to offset the Uruguayan charges against U.S. ships by making equal charges in U.S. ports against Uruguayan ships.

Similar retaliatory action has been taken by the U.S. before—in 1959—forcing Ecuador to back off on its intention to impose similar discriminatory levies against U.S. vessels.

The FMC did not say how the Uruguayans would carry out their promised action, saying merely that they would keep the Uruguayan situation "under review."

The decision to seek affiliation with the TS&AW District of the SIU, according to a Local 101 representative, was based on "the need to grow; the need of the extra support; and the access to the organizing machinery that is offered within the confines of a strong, dynamic international union."

He said he and his Executive Board questioned a number of AFL-CIO international Unions about affiliation. "The TS&AW District of the SIU is the only Union which met the Local's needs on all counts," he said.

With over 500 members in their ranks, TS&AW Local 101 is the first California local of the TS&AW District. The "100 series" of charter numbers has been set aside for California drivers.

Allensworth was in Chicago last November to study operations of the TS&AW District, DUOC Local 777, and UIW Local 300.



The INQUIRING SEAFARER

QUESTION: What, in your opinion, is the best rating aboard ship? Why?

Charles Johnston: I think the deck maintenance job is the best one. He does not have to stand any night watch; most of his work is done during the day. On top of that, he is pretty much his own boss. Although he does have quite a bit of responsibility and he has to be dependable. The pay is good, too.

Joe Watson: The bosun has the best job. He is a responsible person, and as a rule is a very good sailor. It is not easy to become a bosun either. It takes six years to get that rating. Also the bosun has been in the Union long enough to know most of the contract agreements with the companies, and knows the Union inside out. He is important.

Hazel Johnson: I think that the best rating is either chief steward or bosun. They have it easier than the rest of the ratings. They are their own boss most of the time; they don't have to stand the night watches; and they have much more free time than most of the crew. They work hard, but they still have the best job aboard ship.

Nicholas Vrettos: The electrician has the best job aboard ship. He does most of his work during the day, except in an emergency or some special duty. Also, there is no steady routine that must be done every day. There is always some variety in his work, so it doesn't get monotonous.

Gordon Marbury: For a year in-year out job, the bosun has the best rating. The pay is good for a bosun, and he can get plenty of overtime. Besides that, he has plenty of leisure time. Most important is the fact that the bosun's job very seldom settles into a dull routine. There is always a variety of jobs to do.

Bob Preston: I think any of the engine ratings are good ratings. For one thing, they are all stepping stones to a career as a ships engineer — which is my primary interest in sailing. Also, there is a great deal of satisfaction in helping to keep so much machinery operating properly.



By Fred Stewart & Ed Mooney
Headquarters Representatives

50th Anniversary Of Seamen's Act

This year marks the 50th anniversary of the signing of the Seamen's Act—long hailed as the dawn of a new day for seamen everywhere. It was on March 4, 1915, that President Wilson put his signature to the bill which has been passed by Houses of Congress after a long and bitter fight led by Senator Robert La Follette, Sr., of Wisconsin, and Andrew Furuseth, a legendary leader of American seamen.

Officially the Seamen's Act is entitled "An Act to promote the welfare of American seamen in the merchant marine of the United States; to abolish arrest and imprisonment as penalty for desertion and to secure the abrogation of treaty provisions and relation thereto; and to promote safety at sea." As the title shows it was a comprehensive bill that dealt a final blow to the legal shackles on American seamen that caused them to be treated as indentured servants.

Desertion Penalty Out

The biggest item in the Seamen's Act was the final abolition of the desertion penalty. Before this, foreign seamen in American ports and American seamen in ports outside the U.S. could still be arrested and imprisoned for quitting their ship. This gave the master a tremendous hold on his men no matter how badly they were treated. Under the new law, seamen were in effect given the right that all other citizens held—that of quitting a job when they didn't like it.

Other Provisions

But the 1915 Seamen's Act went beyond that basic clause. It made general provision for shipboard conditions of safety and comfort. Among other things, it called for an increase in minimum fore'sle space of from 72 to 120 cubic feet for each man—an area about five feet square by five feet high. It also set up certain minimum stowage standards and called for punishment of officers guilty of beating the crew, holding the owner liable for letting an officer under charges to escape.

Another provision of the bill hit the crimps by outlawing deductions from wages, for them. A nine hour day in port was also provided.

In the interest of safety, spurred by the Titanic disaster, the Act called for sufficient number of

life-boats, and required that 65 percent of the deckhands be able seamen. Other provisions on manning called for 75 percent of the crew to be able to understand an order of the officers.

The Seamen's Act by itself did not assure seamen of good conditions. It was the advent of strong seamen unions like the SIU which assured them of the conditions under which they work today. Perhaps now that we have these rights it would be a good time to recall the slogan of American seamen, as expressed by Andrew Furuseth in 1917:

"Seamen: Know your duties. Know your responsibilities. Know your rights. No calling demands a higher mental and physical standard in the men employed. No calling has given any better service to civilization and to humanity. No calling has any right to higher consideration or greater honor, none has given or is giving more important service in peace or war. In the days of chivalry the men of the sea had a right to and did participate in highest honors.

"Sea power has at all times
(Continued on page 15)

Big Biz Price Fix Fines Erased By Gov't Taxmen

Crime pays for big business, and its a crying shame. Case in point:

It is a crime to conspire to fix prices. The fact that something is against the law however, has never stopped some of our biggest companies from doing it if it means bigger profits. Three years ago, 29

companies, including such giants as General Electric, Westinghouse, etc., were brought to court and fined nearly \$2 million and paid nearly \$500 million in damage and criminal suits for robbing the American public by fixing prices at artificially high levels.

So the companies were convicted of a crime. They violated Federal Law; they robbed the American public; they showed contempt for the law of the land and its people. But did they pay for it?

Of course not! The Internal Revenue Service ruled that the companies can deduct half of the amounts they paid out in damage and criminal suits from their income tax as "ordinary and necessary business expenses." In other words, the Government is paying half the fine for big business—some \$250 million.

My Crime—Your Fine

And where does the Government get the money to pay the fine? From the taxpayer of course. So in effect, the person who was robbed is being forced to pay the fine for the robber.

With the extra profits gained by their illegal price-fixing, the fact that the Government is paying half the fine means that the companies not only are getting off scott-free, but are probably making a neat profit on the whole deal.

The whole proceeding points up the fact that several things are rotten in the state of our business and tax setup. First of all, the fact that the victim must pay the fine for the criminal in effect gives the big business lawbreaker a free hand to do as he pleases and damn the public interest.

Ordinary, Necessary Crime

Secondly, it is a sad commentary on the state of big business when a government agency can rule that fines for breaking the law are "ordinary and necessary business expenses" of big business. It means that it is necessary for big business to break the law and it

ordinarily does so. It implies that something is very wrong either with our laws or our businessmen, or both.

In the original case for violation of the anti-trust laws three years ago, the 29 companies and 44 of their officials paid nearly \$2 million in fines. Seven corporation officers served jail terms and 23 were placed on probation.

"Shocking Indictment"

A U.S. District Judge called the case "a shocking indictment" of a large segment of our economy. Attorney General Robert Kennedy called the violations "so willful and flagrant that even more severe sentences would have been appropriate." As it turns out though, since the working taxpayers are actually paying the fines, perhaps it is better that the mammoth companies got off as lightly as they did.

In addition to the fines, the companies were hit by the estimated \$500 million by their customers in triple-damage suits and settlements

resulting from criminal convictions.

All this amounts to a giveaway to end all giveaways. The Government, in effect, is approving price-fixing by allowing industry to deduct the cost of damage suits, when they are caught, while at the same time contending, with the other side of its mouth, that such actions are illegal.

So illogical and inconsistent is the whole situation that anti-trust experts are up in arms over the ruling and an inquiry into the ruling is under consideration in two Congressional committees.

There will undoubtedly be more written on this situation in the future, and on the actions of the Congressional committees looking into it. Read all these stories carefully and get all the enjoyment you can out of them. The whole affair is costing you plenty.

Who says "the weed of crime bears bitter fruit?" For some the weed of crime is green—like money.

Three Space Satellites Steer U.S. Navy Ships

WASHINGTON—Vessels in the U.S. Navy fleet are navigating with information received from three globe-circling space satellites. The successful demonstration of the satellite navigating system has

special significance for ocean-going merchant vessels since their navigators now will be able to receive accurate information on their position at any time no matter what the weather is.

The revolutionary space navigation system got a thorough test last year when three nuclear-powered naval ships used it on an around-the-world cruise. The nuclear task force, which consisted of the aircraft carrier Enterprise, the cruiser Long Beach and the frigate Bainbridge, circled the globe without refueling or resupply.

The new navigation system makes use of three small satellites whose orbits are equally spaced around the globe. The orbits are designed to keep one spot on earth "in sight" at least every 90 minutes or sooner.

A specially-designed computer on a ship automatically zeros in on a circling satellite, computes its changing position, and then types out its information for use by the ship's navigator.

Naval officials are so impressed by the satellite navigation system's accuracy that they feel it is even better than the "inertial navigation system" which is used by this country's submarines. The Navy now plans to install the computers which receive the satellite signals on its Polaris missile submarines where accurate navigation is of the highest importance. Plans for the installation of the computers are going ahead, even though their 300-pound weight poses a considerable problem for the already overcrowded submarines.

Each of the three orbiting satellites has a two-year life. Two of them are powered by solar batteries, and the third by nuclear isotopes.

A more ambitious space navigation plan, involving 24 satellites, was reported in the January 8,

1965 issue of the LOG. Under this system a ship would be able to accurately learn its position at sea from a satellite, while a shore tracking station would also compute its location at the same time.

Pacific Coast

(Continued from page 12)

have been congratulating Woodrow Johnson on the arrival of his new son, and they are puffing away happily on the cigars he's been handing out to all and sundry. Woody was thinking of shipping out, but as the time grew closer he decided to wait it out—and is glad he did! We also want to wish the best of luck to Warren H. Woodhill, who will be undergoing surgery at the San Francisco USPHS hospital soon, and wish him a speedy recovery. Woodhill has been registered on the beach here for the past few weeks and was very eager to ship. Old-timer Harry "Popeye" Cronin is spending his retirement near here and drops by the hall frequently to say hello and yak it up with old shipmates. Cronin sings the praises of his SIU pension and says he's enjoying his retirement to the hilt.

Seattle

During the last period we paid off the Anchorage and the Seneca and serviced the Calmar, Longview Victory, Portmar, St. Lawrence and the Inger. Shipping looks fairly good for the next period with the Fairport, Ames Victory, Robin Hood and Trustco expected to pay off. On the beach and ready to ship right now are two oldtimers—J. Wilson and R. Carey.



U.S. Rehabilitation Benefits 1.5 Million Disabled Workers

WASHINGTON—Over 1.5 million people have been rehabilitated into useful jobs through the U.S. Vocational Rehabilitation program since it began in 1920, Mary E. Switzer, commissioner of vocational re-

habilitation, said in an interview on Washington Reports to the People, AFL-CIO public service program.

"During the past year, a record 120,000 were rehabilitated," Miss Switzer reported. "However, we still have to cut down the backlog of at least 2.5 million persons. And nearly 300,000 Americans become disabled every year."

The program, she explained, "is traditionally a federal-state operation . . . which has as its objective the locating of physically and mentally handicapped people . . . giving them whatever they need in service, training, adjustment services, social service, and finally, placing them in jobs."

The physically handicapped, Miss Switzer said, include the blind, the orthopedically handicapped, the paraplegics, the quadriplegics (those who have lost the use of all four limbs), the deaf, victims of mental illness or mental retardation, "any condition of mind or body that is a block to employment."

The program operates overseas through the use of counterpart funds, with not only the people overseas benefiting but the United

States as well, largely because of the discoveries made by foreign scientists, she said.

"For instance," said Miss Switzer, "in a sophisticated country like Israel, there are many scientists and much creative talent working out problems in heart disease and polio, and the problem of older workers."

Training Pays Off

Rehabilitation, not only helps the person individually, "puts him back to work and off the relief rolls," she said, "but it also returns dollars to the Treasury—tax dollars—seven or eight for one, so far as the federal investment is concerned.

"Another very important aspect is the man hours of labor that are put into production and that increase the Gross National Product, and the contributions of special skills that these people make, as teachers, engineers, and others who are in short supply."

Employers also have been cooperating, she reported.

"They get a sense of satisfaction, feel they are doing their part," she said, "and also, they get very well trained workers."

Camera Shy



Gabriella Shapiro delicately hides her face from the Log photographer, as any young lady would when she is being weighed in public. Gabriella, who is the daughter of Seafarer Bernard Shapiro, posed during her physical examination at the New York SIU clinic.

SIU ARRIVALS and DEPARTURES

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

- Ann Cifarelli, born December 15, 1964, to the William J. Kanos, Camden, New Jersey.
- Betty Jo Stanley, born November 22, 1964, to the William M. Stanleys, Savannah, Ga.
- William Kane, born December 25, 1964, to the Arthur F. Leshs, San Francisco, Calif.
- Christopher Wayne Powell, born October 20, 1964, to the Richard M. Powells, Port Allen, La.
- Yvonne Lesh, born November 11, 1964, to the Charles E. Peavys, Simmesport, La.
- James Stubbert, born December 6, 1964, to the Robert P. Stubberts, Worcester, Mass.
- James Norman Peavy, born July 11, 1964, to the Charles E. Peavys, Simmesport, La.
- Rebecca Newcomb, born September 8, 1964, to the Ralph H. Newcombs, New Orleans, La.
- Juan Gonzales, born November 10, 1964, to the Gilbert R. Gonzales, Galveston, Texas.
- Thomas Trehern, born September 15, 1964, to the Thomas A. Treherns, New Orleans, La.
- Dominick John Parris, born December 3, 1964, to the John Parris, Philadelphia, Pa.
- Wayne Luman, born October 29, 1964, to the John R. Lumans, Alpena, Mich.
- Jeffery Cox, born November 4, 1964, to the Jimmy D. Cox, Amite, La.
- Daniel Ellis, born November 1, 1964, to the Victor W. Ellis, Sault Ste. Marie, Mich.
- Lisa Marie Kroll, born October 16, 1964, to the Stanley Krolls, Luzerne, Pa.
- Jane Marie Walls, born December 8, 1964, to the Kirt Walls, New Orleans, La.
- Corey McGinn, born December 8, 1964, to the Robert J. McGinns, Onaway, Mich.
- James Martin Ketzner, born September 12, 1964, to the Francis X. Ketzners, Flushing, N.Y.

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

Orville Robert Holmes, 38: Brother Holmes died Dec. 23, 1963, in New Orleans, La., of injuries received in an accident. A member of the engine department, he joined the Union in New York in 1949. No beneficiary was designated. Place of burial is not known.



Charles Henry, 66: Brother Henry died July 17, 1964, in the Staten Island USPHS Hospital of natural causes. A member of the SIU since he joined in 1939, he sailed in the steward department. He is survived by his friend, Ernest Aubusson. Burial was in the Greenwood Cemetery, Brooklyn, N.Y.



Ward Valentine Hoskins, 66: Heart failure was the cause of death of Brother Hoskins on July 6, 1964, in the hospital in Ashtabula, Ohio. A member of the Great Lakes Tug and Dredge Region since he joined in 1961, he sailed as oiler or fireman. Surviving is his wife, Mrs. Ruth Hoskins. Burial was in the Chestnut Grove Cemetery, Ashtabula, Ohio.



Alvah F. Burris 60: Brother Burris succumbed to a respiratory illness in the Veterans Hospital, Salisbury, N. C., on Aug. 22, 1964. A member of the SIU since 1945, he sailed in the engine department until his retirement in 1964. He is survived by his wife, Mrs. Pearl Burris. Burial was in the Carolina Memorial Park Cemetery, Concord, N.C.



Jose Gonzales, 45: Brother Gonzales died Aug. 17, 1964, while aboard the La-Salle, of heart failure. A member of the SIU since he joined in 1961, he sailed in the deck department. He is survived by a brother and a wife. He was buried in the Greenwood Cemetery, Brooklyn, N.Y.



Benjamin Bailey, 84: Brother Bailey died July 27, 1964 in Williamsburgh General Hospital, Brooklyn, N. Y., of natural causes. An SIU oldtimer, he first joined in 1938 and sailed in the steward department until his retirement in 1953. He is survived by his wife, Mrs. Eva Bailey. He was buried in the Evergreen Cemetery, Brooklyn, N.Y.



George Everett Burleson, 50: Pneumonia proved fatal to Brother Burleson in the New Orleans USPHS Hospital on Aug. 5, 1964. A member of the Union since he first joined in 1956, he sailed in the deck department. No beneficiary was designated. He was buried in the Myrtle Grove Cemetery, Escambia, Fla.



William Arthur Hunt, 49: Brother Hunt succumbed August 4, 1964, in Honolulu, Hawaii, of natural causes. A member of the Union since 1943, he sailed in the deck department. He is survived by his mother, Mrs. Jeanette Hunt. Burial was in the Hawaiian Memorial Park Cemetery, Honolulu, Hawaii.



Jesus Fernandez, 76: Brother Fernandez died Aug. 6, 1964, in the Prospect Heights Hospital, Brooklyn, N. Y., of natural causes. A member of the deck department, he has been sailing SIU since 1943. He is survived by his wife, Julia Fernandez. Burial was in the Greenwood Cemetery, Brooklyn, N.Y.



Charles Gordon Snodgrass, 59: Heart disease proved fatal to Brother Snodgrass while he was aboard the Pilot Rock, on Aug. 23, 1964. A member of the steward department, he joined the Union in 1947. He is survived by his wife, Mrs. Trudy Ann Snodgrass. His place of burial is not known.



SEAFARERS in DRYDOCK

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

- USPHS HOSPITAL BALTIMORE, MARYLAND**
 - Arthur S. Anderson
 - Curtis Anderson
 - Edward H. Bayne
 - Wallace J. Beeman
 - George N. Bryan
 - Anthony Carrano
 - Valentino Ferro
 - Fredof Fondila
 - George Graham
 - Arthur F. Heirs
 - Cecil F. Kane
 - David Ketchum
 - Elmer Koch
 - William E. Lane
 - Charles Lovell
 - Harvey Newcomb
 - Gerado Rivera
 - John J. Schaller
 - Claude M. Sturgis
 - Samuel Pate
 - Paige C. Poomey
- USPHS HOSPITAL SAN FRANCISCO, CALIFORNIA**
 - Edwin Glaze
 - Robert L. Mays
 - Mikade Olenchik
 - Calvin J. Wilson
 - Charles W. White
 - Paul L. Whitlow
- USPHS HOSPITAL JACKSONVILLE, FLORIDA**
 - H. L. Grizzard
 - J. C. Laster
 - R. B. Pardo
 - O. M. Ames
 - H. S. Ness
- USPHS HOSPITAL CHICAGO, ILLINOIS**
 - Charles Hankal
- USPHS HOSPITAL FRANKFORT, MICHIGAN**
 - Glen Gilmore
- USPHS HOSPITAL SEATTLE, WASHINGTON**
 - E. A. Ainsworth
 - H. Hill
 - H. Keene
 - George King
 - Iobert E. Broome
- USPHS HOSPITAL NORFOLK, VIRGINIA**
 - Ernest C. Bell
 - William H. Mason
 - George Moore
 - Sovandus Sessoms
 - Harvey B. Tower
 - George R. Williams
- USPHS HOSPITAL NEW ORLEANS, LOUISIANA**
 - Howard A. Bergine
 - Joseph G. Carr
 - John R. Chatraw
 - R. E. Cumberland
 - C. E. Cummings
 - Celestine De Souza
 - Antonio DiNicola
 - Marshall Foster
 - James I. Gouldman
 - Stanlon L. Guice
 - Cesar A. Guerra
 - DeLoss C. Harman
 - Otis J. Harden
 - Harold L. Justice
 - Ivy P. Keller
 - Robert L. Kinchen
 - Luke LeBlanc
 - Roberto Lopez
 - Lawyer McGrew
 - William Maas
 - Phillip C. Mendoza
 - Leon A. Rainville
 - Luke B. Scariana
 - John A. Schultz
 - Hamilton Seburn
 - Chester J. Seymour
- USPHS HOSPITAL GALVESTON, TEXAS**
 - T. F. Allen, Jr.
 - H. L. Campbell
 - Bossie B. Fuller
 - Israel Farhi
 - Ludolf Galles
 - N. J. Gremillion
 - Hugh C. Grove
 - W. P. Guillott
 - Gavan A. Gunter
 - Jacob N. Linscomb
 - Frederik Duvenael
 - Alfred Phillips
 - John Rawza
 - D. A. Rundblad
 - M. J. Stevens
 - Frank Tosti
- USPHS HOSPITAL PORT WORTH, TEXAS**
 - Benjamin Deibler
 - Abe Gordon
 - Thomas Layah
 - Abraham Mander
 - Max Olson
 - Charles Young
- SAILORS SNUG HARBOR STATEN ISLAND, NEW YORK**
 - Daniel Gorman
 - A. Gutierrez
 - Edwin Harriman
 - Thomas Isaksen
 - William Kenny
- PINE CREST HAVEN NURSING HOME COVINGTON, LOUISIANA**
 - Frank Martin
- U.S. SOLDIERS HOME HOSPITAL WASHINGTON, D.C.**
 - William Thomson
- EAST LOUISIANA HOSPITAL JACKSON, LOUISIANA**
 - Donald Sander
- USPHS HOSPITAL STATEN ISLAND, NEW YORK**
 - Emmett Avery
 - Giridon Bell
 - Willard Blumen
 - Jose Castro
 - Leonard Cyprowski
 - Sal DiBella
 - Robert Dillon
 - John Drews
 - David Durward
 - Max Fingerhut
 - Stanley Friedman
 - Kenneth Gainey
 - Albino Gomes
 - Julio Gonzalez
 - Howard Hailey
 - Burt Hanback
 - E. L. Jennings
 - Eric Johnson
 - Herbert Justice
 - Thomas Love
 - Frank Maset
 - Al Karezewski
 - Ivan Leida
 - David Meehan
 - Benito Mendez
 - Isaac Miller
 - S. Mylonopoulos
 - Al Nelson
 - Stanley Ostrom
 - Winford Powell
 - Winston Renny
 - Angel Reyes
 - James Shiber
 - Julius Swykert
 - Sol Vecchione
 - Frank Villacorte
 - George Warren
 - Richard Waters
 - Carl Wayne
- USPHS HOSPITAL GALVESTON, TEXAS**
 - Pedro Villalob
 - E. R. Smallwood
 - Daniel W. Sommer
 - H. F. Van Notten
 - Carlie W. White
 - S. L. Whittington

PERSONALS and NOTICES

- George E. Willey**
Your brother Azel A. Willey would like you to get in touch with him immediately at Charity Hospital, Ward 1113, New Orleans, La.
- David Douglas**
Robert L. Houck would like you to contact him at the Florida State Hospital, Chatahoocnee, Fla.
- Robert J. (Red) Morgan**
You are asked to get in touch with your mother, Mrs. Beatrice M. Suthard, at 10841-61st Avenue North, Largo, Fla. 33542.
- Robert Marrero**
Your father is anxious to get in touch with you and would like you to contact him, in care of George Brugen, 77 West 68th Street, Apt. 2S, New York, New York.

touch with you and would like you to contact him, in care of George Brugen, 77 West 68th Street, Apt. 2S, New York, New York.

IF YOU ARE RECEIVING MORE THAN ONE COPY OF THE SAME LOG...

CLIP ALL MAIL LABELS FROM THE FRONT PAGES

-AND RETURN LABELS SO WE CAN ADJUST LIST

The Log
676 74th Ave.
Brooklyn, N.Y. 11232

AFL-CIO Newscast

(Continued from page 4)

Morgan noted in his January 1 broadcast that what mattered most when the program began and what remains today the top priority is freedom of expression.

"Even in an open society like ours," he told his audience, "freedom of speech can be and is victimized by a tyranny of fear, a conspiracy of greed, a plague of hypocrisy or simply by milk-toasted meekness . . ."

"Something is added to the stature of the network to whose news saif I belong and to the leadership of the AFL-CIO, whose sponsorship I proudly acknowledge, by the very fact of their respective tolerance of public and sometimes loud criticism from this corner."

AFL-CIO President George Meany described the decade of sponsorship as a happy association for organized labor and a rewarding one for the cause of progress in America.

"We are proud to sponsor your broadcasts," he stated, "even when we disagree with you, for we strongly believe that through your nightly commentaries we are making a contribution to the general welfare, and that, after all, is the whole purpose of the labor movement."

Among the awards received by Morgan have been the coveted Peabody Award for the outstanding radio news program, and twice a similar honor from the National Association for Better Radio & TV. Other honors have been the Sidney Hillman Award, the DuPont Award and the Headliner Award.

Directory of UNION HALLS

SIU Atlantic, Gulf, Lakes & Inland Waters

PRESIDENT
Paul Hall

EXECUTIVE VICE-PRESIDENT
Cal Tanner

VICE PRESIDENTS
Earl Shepard
Lindsay Williams

SECRETARY-TREASURER
Al Tanner
Robert Matthews

HEADQUARTERS REPRESENTATIVES
Bill Hall
Ed Mooney
Fred Stewart

BALTIMORE 1216 E. Baltimore St.
Rex Dickey, Agent Eastern 7-4900

BOSTON 177 State St.
Ed Riley, Agent Richmond 2-0140

DETROIT 10225 W. Jefferson Ave.
Vinewood 3-4741

HEADQUARTERS 875 4th Ave., Bklyn
HYacinth 9-6600

HOUSTON 5804 Canal St.
Paul Drozak, Agent Walnut 8-3207

JACKSONVILLE 2608 Pearl St., SE, Jax
William Morris, Agent ELgin 3-0987

MIAMI 744 W. Flagler St.
Ben Gonzales, Agent Franklin 7-3564

MOBILE 1 South Lawrence St.
Louis Neira, Agent Hemlock 2-1754

NEW ORLEANS 630 Jackson Ave.
Buck Stephens, Agent Tel. 529-7546

NEW YORK 675 4th Ave., Brooklyn
HYacinth 9-6600

NORFOLK 115 3rd St.
Gordon Spenser, Acting Agent 622-1892

PHILADELPHIA 2604 S. 4th St.
John Fay, Acting Agent DEwey 6-3818

SAN FRANCISCO 350 Fremont St.
Paul Gonsorolik, Agent DOUGlas 2-4401

SANTURCE PR 1313 Fernandez Juncos
Frank Drozak, West Coast Rep.
Stop 20

Keith Terpe, Hq. Rep. Phone 723-8594

SEATTLE 2505 1st Ave.
Ted Babkowski, Agent MAIn 3-4334

TAMPA 312 Harrison St.
Jeff Gillette, Agent 229-2788

WILMINGTON, Calif 505 N. Marine Ave.
Frank Boyne, Agent TErMinal 4-2528

Great Lakes
SECRETARY-TREASURER
Fred J. Farnen

ASSISTANT SECRETARY-TREASURER
Roy Boudreau

ALPENA 127 River St.
EL. 4-3616

BUFFALO, NY 735 Washington
TL 3-9259

CHICAGO 9383 Ewing Ave.
So. Chicago, IL SAginaw 1-0733

CLEVELAND 1420 West 25th St.
MAIn 1-5450

DULUTH 312 W. 2nd St.
RAndolph 2-4110

FRANKFORT, Mich. 415 Main St.
Mail Address: P.O. Box 287 ELgin 7-2441

HEADQUARTERS 10225 W. Jefferson Ave.
River Rouge 18, Mich. Vinewood 3-4741

Inland Boatmen's Union
NATIONAL DIRECTOR
Robert Matthews

GREAT LAKES AREA DIRECTOR
Pat Finnerty

BALTIMORE 1216 E. Baltimore St.
Eastern 7-4900

BOSTON 376 State St.
Richmond 2-0140

HEADQUARTERS 875 4th Ave., Brooklyn
HYacinth 9-6600

HOUSTON 5804 Canal St.
Walnut 8-3207

JACKSONVILLE 2608 Pearl St., SE, Jax
ELgin 3-0987

MIAMI 744 W. Flagler St.
FRanklin 7-3564

MOBILE 1 South Lawrence St.
HEmlock 2-1754

NEW ORLEANS 630 Jackson Ave.
Tel. 529-7546

NORFOLK 115 Third St.
Tel. 622-1892-3

PHILADELPHIA 2604 S. 4th St.
DEwey 6-3838

TAMPA 312 Harrison St.
Tel. 229-2788

GREAT LAKES TUG & DREDGE REGION
REGIONAL DIRECTOR
Robert Jones

Dredge Workers Section
ASSISTANT DIRECTOR
Harold F. Yon

BUFFALO 94 Henrietta Ave.
Arthur Miller, Agent TR 5-1536

CHICAGO 2300 N. Kimball
Trygve Varden, Agent ALbany 2-1154

CLEVELAND 1420 W. 25th St.
Tom Gerrity, Agent 621-5450

DETROIT 1570 Liberty Ave.
Lincoln Park, Mich. DU 2-7694

Ernest Demerse, Agent 312 W. Second St.
NORMAN JOLICOEUR, Agent RAndolph 7-6222

SAULT STE. MARIE
Address mail to Brimley, Mich.
Wayne Weston, Agent BRimley 14-R 5

TOLEDO 423 Central St.
CH 2-7751

Tug Firemen, Linemen, Oilers & Watchmen's Section
ASSISTANT DIRECTOR
Tom Burns

ASHTABULA, O. 1644 W. Third St.
John Mero, Agent Woodman 4-8332

BUFFALO 18 Portland St.
Tom Burns, Agent TA 3-7095

CHICAGO 9383 Ewing, S. Chicago
Robert Affleck, Agent ESsex 5-9579

CLEVELAND 1420 W. 25th St.
W. Hearn, Pro-Tem Agent MA 1-5450

DETROIT-TOLEDO 12948 Edison St.
Max Tobin, Agent Southgate, Mich. AVenue 4-0071

DULUTH Box No. 68
South Range, Wis.
Ray Thomson, Agent EXport 8-3024

LORAIN, O. 118 E. Parish St.
Sandusky, Ohio
Harold Ruthsatz, Agent MAIn 6-4573

MILWAUKEE 2722 A. So. Shore Dr.
Joseph Miller, Agent SHerman 4-6649

SAULT STE. MARIE 1088 Maple St.
Wm. J. Lackey, Agent MEIrose 2-8847

Rivers Section
ST. LOUIS, MO. 805 Del Mar
L. J. Colvis, Agent CE 1-1434

PORT ARTHUR, Tex. 1348 7th St.
Arthur Benheim, Agent

RAILWAY MARINE REGION
HEADQUARTERS 99 Montgomery St.
Jersey City 2, NJ Henderson 3-0194

REGIONAL DIRECTOR
G. P. McGinty

ASSISTANT REGIONAL DIRECTORS
E. B. Pulver R. H. Avery

BALTIMORE 1216 E. Baltimore St.
Eastern 7-4900

NORFOLK 115 Third St.
622-1892-3

PHILADELPHIA 2604 S. 4th St.
DEwey 6-3818

United Industrial Workers
BALTIMORE 1216 E. Baltimore St.
Eastern 7-4900

BOSTON 278 State St.
Richmond 2-0140

HEADQUARTERS 875 4th Ave., Brooklyn
HYacinth 9-6600

HOUSTON 5804 Canal St.
Walnut 8-3207

JACKSONVILLE 2608 Pearl St., SE
ELgin 3-0987

MIAMI 744 W. Flagler St.
FRanklin 7-3564

MOBILE 1 S. Lawrence St.
HEmlock 2-1754

NEW ORLEANS 630 Jackson Ave.
Phone 529-7546

NORFOLK 115 Third St.
Phone 622-1892-3

PHILADELPHIA 2604 S. 4th St.
DEwey 6-3818

TAMPA 312 Harrison St.
Phone 229-2788

'Hank' Mourned, Bartender At N.Y. Port O'Call

Seafarers who are regular customers of the New York Port O'Call were saddened recently by the death of Henry "Hank" Maksymowicz, 51, in the Veterans Hospital at Fort Hamilton on Jan 6, 1965, after a two and a half month illness.

Born Oct. 16, 1913, in Brooklyn, New York, "Hank" lived in New York most of his life. He first appeared behind the Port O'Call bar eight years ago. Before coming to work for the SIU, he served 14 years in the Navy. A great friend of almost every Seafarer who entered the New York Port O'Call, his death has saddened many Union brothers in the SIU. During his stay in the hospital, he received many cards and letters from friends in all ports of the world.

He is survived by his wife, Dorothy, and two children, John, 17, and Virginia, 12. He was given full military honors at his burial in the Pinelawn National Cemetery, Long Island, New York.

Schedule of Membership Meetings

SIU-AGLIWD Meetings

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

New York	February 8	Detroit	February 12
Philadelphia	February 9	Houston	February 15
Baltimore	February 10	New Orleans	February 16
Mobile	February 17		

West Coast SIU-AGLIWD Meetings

SIU headquarters has issued the following schedule 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.

Wilmington	San Francisco	Seattle
February 15	February 24	January 22
March 22	March 24	February 26

Great Lakes SIU Meetings

Regular membership meetings on the Great Lakes are held on the first and third Mondays of each month in all ports at 7 PM local time, except at Detroit,

where meetings are held at 2 PM. The next meetings will be:

Detroit	Feb. 1-2 PM
Alpena, Buffalo, Chicago,	February 1-7 PM

SIU Inland Boatmen's Union

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

Philadelphia	Feb. 9-5 PM
Baltimore (licensed and un-licensed)	Feb. 10-5 PM
Houston	Feb. 15-5 PM
Norfolk	Feb. 11-7 PM
N'Orleans	Feb. 16-5 PM
Mobile	Feb. 17-5 PM

RAILWAY MARINE REGION

Regular membership meetings for Railway Marine Region-IBU members are scheduled each month in the various ports at 10 AM and 8 PM. The next meetings will be:

Jersey City	Feb. 15
Philadelphia	Feb. 16
Baltimore	Feb. 17
*Norfolk	Feb. 18

GREAT LAKES TUG AND DREDGE REGION

Regular membership meetings for Great Lakes Tug and Dredge Region IBU members are scheduled each month in the various ports at 7:30 PM. The next meetings will be:

Detroit	Feb. 15
Milwaukee	Feb. 15
Chicago	Feb. 16
Buffalo	Feb. 16
†Sault Ste. Marie	Feb. 17
Duluth	Feb. 19
Lorain	Feb. 19

(For meeting place, contact Harold Ruthsatz, 118 East Parish, Sandusky, Ohio).

Cleveland	Feb. 19
Toledo	Feb. 19
Ashtabula	Feb. 19

(For meeting place, contact John Mero, 1644 West 3rd Street, Ashtabula, Ohio).

United Industrial Workers

Regular membership meetings for UIW members are scheduled each month at 7 PM in various ports. The next meetings will be:

New York	February 8
Baltimore	February 10
Philadelphia	February 9
†Houston	Feb. 15
Mobile	Feb. 17
New Orleans	Feb. 16

* Meetings held at Labor Temple, New York.
† Meeting held at Labor Temple, Sault Ste. Marie, Mich.
‡ Meeting held at Galveston wharves.

Delta Adds Two Caribbean Ports Of Call

NEW ORLEANS—Two new Caribbean ports-of-call have been added to the 1965 sailing schedules of SIU-contracted Delta Line's three passenger-cargo vessels.

The Del Sud, Del Mar and Del Norte, which regularly sail between Gulf ports and the East Coast of South America will now stop at San Juan, Puerto Rico and La Guaira, Venezuela.

The new sailing schedule lists 22 stops at each port during 1965.

Shipboard

(Continued from page 13)

meant world power. Control over the sea has at all times brought independence and wealth. Sea power was always in the seamen. The vessels (the tools used) have been altered and improved upon as experience and knowledge increased. But the sea has remained unchanged through all the ages. So also the seamen. The qualities of mind and body that were needed in the seamen of the earliest times are yet needed and there can be no real seamen where those qualities are not . . .

Atlantic

(Continued from page 4)

Christmas and New Years celebrations here as he was holding down his solt on the Clairborne. He says he'll be here when Three Kings Day comes around though, and plans to spend some time with his family.

Felix Aponte, who hails from Ponce, P.R., dropped by the hall recently to wish his friends "felicidades." He was boson on the Florida State. Another Seafarer aboard the Florida State was Frank Mateo, an all around engine room man.

"Abe" Aragones is presently taking a rest from his duties as chief steward aboard the Puerto Rico. Also around the hall are "Paco" Solis, Alfonso Rivera, Bob Lasso, Phil Rubish, and Harold McVay.

OPEN SHOP



RIGHT WING GOAL



EVER SINCE there were unions in this country there have been people seeking to crush the organization of workers. These groups have taken different forms, but almost all stressed the open shop.

Historically, these "work" laws have been a gimmick of extreme right-wing groups, just as today they are supported and being actively pushed by the John Birchers and the Ku Klux Klan.

With the American labor movement presently engaged in an all-out campaign for repeal of Section 14(b) of the Taft-Hartley Act, which makes open shop or so-called "right-to-work" laws possible in the 20 states in which they exist, the close connection between these vicious, lunatic-fringe, right wing extremist groups and anti-union open shop legislation deserves some attention.

One of the most vicious open shop campaigns in history was the so-called American Plan, which hit the country after World War I. At the head of this campaign the National Association of Manufacturers.

High Phrases—Low Goals

As might be expected, the first thing the movement led to was widespread wage-cutting by employers—strong NAM supporters. Such high-sounding catch phrases as "right-to-work," "freedom of choice," "voluntary unionism," and "equal opportunity" were first generally used at this

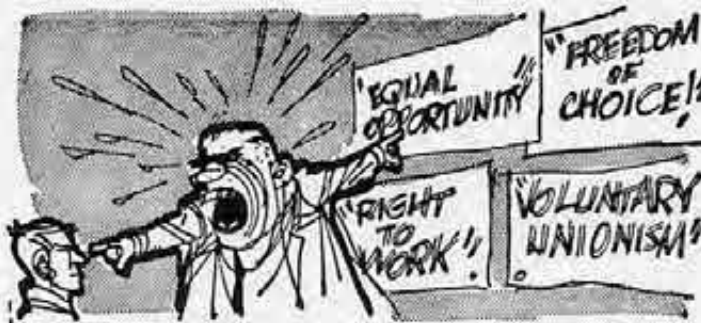


time as part of the big-business, anti-labor propaganda. The high phrases barely masked the real purpose of the American Plan—union busting, longer hours, less pay.

Extreme right-wing groups were active in pushing "right-to-work" drives in the South as early as 1941, six years before The Taft-Hartley Act with its Section 14(b) was passed by Congress.

At that time there was no John Birch Society, no Minutemen; and the Ku Klux Klan was at low ebb. But there were enough right-wing elements to go around, nevertheless. A number of pro-Nazi groups were in existence, as well as anti-Semitic, anti-Negro, anti-union racists of the Gerald L. K. Smith variety.

There was one other organization of the radical right which took upon itself the campaign for so-called "right to work" laws. This was an obscure but well-financed group called the Christian-American Association. It worked particularly



in Florida, Louisiana, Mississippi, Arkansas and Texas.

"Pass The Biscuits Pappy"

Heading up the Christian-American Association was a former governor and U.S. Senator from Texas, W. Lee ("Pass the Biscuits Pappy") O'Daniel. He appeared before a number of Southern legislatures asking for restrictive labor legislation.

The Christian-American Association, backed by a number of employers, first succeeded in getting a "right to work" constitutional amendment proposal before the Florida legislature in 1941. In 1944 Florida became the first state to pass a "work" law.

Another extreme right-wing group pushing for the Florida law was the Florida Voters for Constitutional Government, a state unit of the Committee for a Constitutional Government. Edward A. Rumley, who had served a federal prison sentence for conviction as a German agent in World War I, was director of the national committee.

The Christian-American Association was accused of being anti-Semitic, anti-Catholic and anti-Negro and it continually boasted of its power to get legislation like so-called "right to work" laws through state legislatures.

The Association ran into trouble in Louisiana, however. There the legislature became so aroused by its activities that it adopted a resolution asking the Federal Bureau of Investigation to probe the outfit to learn how it was financed and just how it was spreading hate. The investigation was never made.

Thugs, Scabs, Goons

The Association worked in Texas, Mississippi and Arkansas. It was successful in Arkansas in 1944, working through a front organization known as the Veterans Industrial Association. The VIA was made up largely of thugs who were used as strikebreakers, but it also lobbied for anti-labor legislation.

Florida Attorney General Tom Watson, in fact, threatened to import the VIA into Florida to enforce that state's "work" law.

James Karem, head of the VIA, was quoted as saying that his vigilantes would fight against the



closed shop "and if the law refuses its aid, we will do it our own way, by strong-arm methods or any other way it takes."

He announced that he planned to form units in 15 Southern states "to prevent labor unions from controlling the South as they do the North.

With the passage of Taft-Hartley, little was heard of the CAA or the VIA, apparently because Taft-Hartley did their anti-union job for them.

A review of this sort can obviously only skim the surface, but jumping to 1964—we can see that the same sort of extremist elements are in business to push for the compulsory open shop today.

"Danger On The Right"

The recently published book, "Danger on the Right," by Arnold Forster and Benjamin R. Epstein, devotes space to the close tie-in between the radical right and the National Right to Work Committee. The authors write:

"One member of the Committee's board, Frederic C. Fowler, has appeared on several occasions at meetings of Billy James Hargis' Christian Crusade. Glenn Green, who became a Committee vice president several years ago, was identified as an active member of the John Birch Society and formerly was associated with the National Education Program of Harding College where he produced the film, Communism on the Map.

"The Committee's first chairman, Edward Dillard, has been listed as a Birch endorser, and such Birch Society national council members as Robert Love and Fred Koch of Wichita, Kansas, have been active. Love was a main speaker at the 1961 National Seminar Committee, held in Chicago. Committee spokesmen have also participated in meetings staged by Kent and Phoebe Courtney, have written for Human Events and have appeared on Manion Forum broadcasts."

The relationships between extreme right-wingers and the right-to-work forces are what make many unionists believe that the mandate of the voters against extremism should include elimination of Section 14(b).

**BALLOTING PROCEDURES
AND
UNION TALLYING COMMITTEE**

REPORT



SIU ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT

ELECTION

1965-1968

SIU Constitution Rules On Elections

The SIU Constitution Rules on Elections was run on pages 6 and 7 of the October 16 Seafarers Log Election Supplement.

Article XIII

Section 3. Balloting Procedure

(a) The Secretary-Treasurer shall insure the proper and timely preparation of ballots, without partiality as to candidates or ports. The ballots may contain general information and instructive comments not inconsistent with the provisions of this Constitution. All qualified candidates shall be listed thereon alphabetically within each category. The listing of the ports shall follow a geographical pattern, commencing with the most northerly port on the Atlantic coast, following the Atlantic coast down to the most southerly port on that coast, then westerly along the Gulf of Mexico and so on, until the list of ports is exhausted. 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 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 signature of any voter, or other distinguishing mark, shall appear on the ballot, except that any member may write in the name or names of any member or members, as appropriate, for any office, or the job of 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 verification list, as corrected, and ascertain whether the unused ballots, both serial numbers and amount, represent the difference between what appears on the verification list, as corrected, and the ballots used. If any discrepancies are found, a detailed report thereon shall be drawn by the Polls Committee finding such discrepancies, which report shall be in duplicate, and signed by all the members of such Polls Committee. Each member of the Committee may make what separate comments thereon he desires, provided they are signed and dated by him. A copy of this report shall be given the Port Agent, to be presented at the next regular meeting. A copy shall also be simultaneously sent to the Secretary-Treasurer, who shall cause an investigation to be made forthwith. The results of such investigation shall be reported to the membership as soon as completed, with recommendations by the Secretary-Treasurer. A majority vote of the membership shall determine what action, if any, shall be taken thereon. Notwithstanding anything to the contrary contained in this Constitution, the Executive Board shall not make any determination in these matters.

(c) The Polls Committee shall also insure that the ballot box is locked and sealed, which lock and seal shall not be opened except in the manner hereinafter set forth. The same procedure as is set forth in the preceding

paragraph with regard to discrepancies shall be utilized in the event the Polls Committee has reason to believe the lock and seal have been illegally tampered with.

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

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

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

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

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

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

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

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

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

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

The Tallying Committee is also charged with the receipt and evaluation of written protests by any member who claims an illegal denial of the right to vote. If it finds the 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 hereinbefore referred to closing report of the Tallying Committee be delayed beyond the January 15th immediately subsequent to the close of voting. The Union Tallying Committee shall be discharged upon the completion of the issuance and dispatch of its reports as required in this Article. In the event a recheck and recount is ordered pursuant to Section 5 (g) of this Article, the committee shall be reconstituted except that if any member thereof is not available, a substitute 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 con-

tiencies 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 And 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.

Secretary-Treasurer's Report To The Membership:**ADDITION TO VOTING PROCEDURES IN FORTHCOMING ELECTION OF OFFICERS**

EDITOR'S NOTE: The "Addition to Voting Procedures in Forthcoming Election of Officers" was carried in issues of the LOG published May 15 (pg. 5), June 12 (pg. 8), June 26 (pg. 18), July 10 (pg. 18) and October 16, 1964, Supplement (pg. seven).

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

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

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

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

President's Pre-Balloting Report.

Article X, Section 1, "The President," Sub-Section (e), provides that the President's Pre-Balloting Report shall

be submitted to the membership at the regular meeting in July of every election year. It is recommended to the membership in this connection that such Pre-Balloting Report be made both at the June and July meetings so as to give more than adequate notice to any prospective nominee for office.

Provision for Nomination by Others.

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

Absentee Ballot.

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

Full book members may request an absentee ballot under the following circumstances, only. While such member is employed on an American-flag merchant vessel which vessel's schedule does not provide for it to touch a port in which voting is to take place during the voting period provided in Section 3 (g) of our constitution, in that event, the member shall make a request for an absentee ballot by Registered or Certified Mail or the equivalent mailing device at the location from which such request is made, if such be the case. Such request must contain a designation as to the address to which

such member wishes his absentee ballot returned. Such request shall be received no later than 12:00 PM on the fifteenth day of November of the election year and shall be directed to the Secretary-Treasurer at 875 Fourth Avenue, Brooklyn 82, New York. Upon receipt of such request, the procedures as established in Section 3 (d) of our constitution, shall not apply.

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

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

Text of President's Pre-Balloting Report

EDITOR'S NOTE: The "Text of President's Pre-Balloting Report" was carried in issues of the LOG published June 12 (pg. 8), June 26 (pg. 18), and July 10, 1964 (pg. 18).

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

The text of the report follows:

PRESIDENT'S PRE-BALLOTING REPORT

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

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

from the changing character of the industry.

As a result of the foregoing, it is the recommendation of your President, in this, the Pre-Balloting Report, required under Article X, Section 1 (e) of our Constitution, that the following offices be placed on the next referendum ballot of the Union for the election of the officers and other elected representatives of the Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters Districts.

HEADQUARTERS:

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

NEW YORK:

- 1 Agent
- 10 Joint Patrolmen

PHILADELPHIA:

- 1 Agent
- 2 Joint Patrolmen

BALTIMORE:

- 1 Agent
- 4 Joint Patrolmen

MOBILE:

- 1 Agent
- 4 Joint Patrolmen

NEW ORLEANS:

- 1 Agent
- 4 Joint Patrolmen

HOUSTON:

- 1 Agent
- 4 Joint Patrolmen

DETROIT:

- 1 Agent

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

Mr. Harold Bach
Chairman of the Board
Royal National Bank of New York
20 West 48th Street
New York, New York 10036

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

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

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

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

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

Fraternally submitted,

Paul Hall
President

Opening of Nominations: The opening of nominations was carried in the LOG issues of June 12, June 26, July 10, July 24, Sept. 18, Oct. 2, 1964.

Closing of Nominations: The closing of nominations was carried in the LOG issues of June 12, July 10, July 24, August 7, Sept. 18, Oct. 2, 1964.

Election Procedures: SIU Executive Board Minutes, Sept. 9, 1964

EDITORS NOTE: The "SIU Executive Board Minutes, of Sept. 9, 1964" were carried in the Oct. 16, 1964 LOG Supplement, (pg. 1).

(The following executive board minutes were acted on and approved by the membership at port meetings held on October 9, 1964.)

The meeting was called to order at 3:00 P.M. by Paul Hall, President.

PRESENT: Paul Hall, President; Robert A. Matthews, Vice-President; Earl Shepard, Vice-President; Al Kerr, Secretary-Treasurer; Lindsey Williams, Vice-President.

ABSENT: Cal Tanner, Executive Vice-President; Al Tanner, Vice-President.

ALSO PRESENT: Herb Brand, Director of Organizing & Publications; Howard Schulman, SIU General Counsel.

The President announced that a quorum was present.

He then stated that the purpose of the meeting was to discuss the 1964 general election, review the steps taken so far, and to determine whether the Executive Board wished to recommend any additional steps which would, in its collective judgment, be desirable to comply not merely with the letter, but also, with the intent, of the Constitution, the Secretary-Treasurer "Additions to the Voting Procedures" as has been concurred in by the membership, applicable law, and this Union's policy of full and fair treatment for all candidates.

The President next stated that the General Counsel was present at his request. He asked the General Counsel if he was aware of the election steps taken to date. The General Counsel replied in the affirmative, that he and other members of his staff had checked the Credentials Committee report and supporting records, and the election material prepared and distributed. The General Counsel stated that, in his opinion, the Union was in strict compliance with the Constitution and applicable law, including, in particular, the Landrum-Griffin Act, and that he now so formally advised the Executive Board. He stated further that, so far as law was concerned, one last affirmative step remained to be taken, that is, the mailing of the 15 day notice required by law, that the Union was aware of this, and was, in fact, in the process of preparing the same for mailing. He pointed out that this would have to be completed on or prior to October 15, 1964. The Secretary-Treasurer stated that this would be accomplished.

The President then called for an open general discussion dealing with the purpose of the meeting, after which, the following was decided upon:

RE: UNION GENERAL ELECTIONS, 1964

The Executive Board wishes to make the following report and recommendations to the membership, for the purpose of keeping the membership informed, effectuating the Union's policy of completely equal and fair treatment to all candidates, and rounding out the Union's compliance with law, including the Landrum-Griffin Act.

A. All steps required up to now to comply with Landrum-Griffin have been taken. There remains one

step, the mailing of notices to the members, and recommend this step be taken, in accordance with law, on or prior to October 15, 1964. It need hardly be noted, of course, that, both at regular meetings of the membership, and through the Seafarers Log, all details of the election have already been communicated. Insofar as our Constitutional requirements regarding elections are concerned, not only are copies of the Constitution available at all ports, but also, the LOG prints the Constitution verbatim every six months. Every member, therefore, should be aware of these requirements.

B. 1. The policy of the Union has been, and is, equal electioneering limits and facilities for all candidates. As usual, the Seafarers Log will contain an election supplement, which includes the biographical sketches of each candidate and his photo, together with a sample ballot with voting instructions. The usual distribution pattern will be followed. That is, it is sent to all contracted vessels, is made available in substantial quantities, in all Union halls, and is otherwise distributed. Candidates and members will, therefore, have available to them those materials for electioneering, or any other purpose. In addition to that, the Executive Board recommends the printing of this election supplement in enough copies so that there will be available to each candidate, at his request, 100 copies thereof, to be used for such purposes as the candidate may choose. It is felt that 100 copies for each candidate is reasonable. There must be obviously be some limit to the Union's expenditures in this regard. To insure equal treatment for each candidate, copies of this special material shall be made available in each Union hall. The Port Agent shall deliver the amount requested (up to 100) to each candidate, obtain a receipt therefor, keep a record of the same, and notify the Secretary-Treasurer, Al Kerr immediately. It will be the Secretary-Treasurer's duty to keep a central tally, and to replenish stocks of this material when, as, and if needed.

2. To insure good order and to further preserve the secrecy of the ballot, electioneering must not take place within 25 feet of the polling place. In any event, the Union continues to insist on good order and decorum, which must be preserved. Any member whose ballot has been solicited within the prohibited area is required to make this fact known to the Polls Committee, which shall record the complaint in its report, as well as its findings and recommendations thereon. In addition, the member is required to notify the Secretary-Treasurer, Al Kerr, at Headquarters, within 24 hours of the occurrence, by registered mail, return receipt requested, of the facts, which notification must be signed by the complainant, together with his book number.

In that connection, the Executive Board recommends that the membership also adopt the rule that, in case any member has a complaint that any of the election and balloting procedures of this Union have been violated, the same procedure as above set forth shall be followed. While the members have already been notified, through the Log, as to notifications to the President in case of a claimed violation of any rights, it is recommended that the rule set forth herein be adopted with reference to the balloting and election procedures in this election, since

the Secretary-Treasurer, under the Constitution, is charged with specific administrative duties in connection with elections and referendums. The member's duty to report violations in this manner should be emphasized. If situations exist which call for corrective action, that action ought to be taken. It can't be taken if the responsible parties under the Constitution are not made aware of the facts.

3. Obviously, nothing in these recommendations is to be deemed to deprive any candidate or member of his constitutional right to observe the conduct of the election, the tallying of ballots, and so on, provided he maintains proper decorum.

4. In accordance with established policy, the Union, its officers, the Log, and, indeed, the entire membership, should continue to encourage the utmost interest in the election. The Executive Board urges the largest possible vote, and encourages the use of proper electioneering to further stimulate interest in the exercise of this important right.

C. The Secretary-Treasurer states that, in compliance with law he has prepared a membership list, to be available for inspection by any and all candidates. Again in accordance with law, the list is, and will be kept, available at Headquarters. While this is a valuable record, we recommend that the Secretary-Treasurer not be required to sit with whoever is inspecting the list, but that arrangements be made for a rack and file committee of three (3) to be elected for that purpose. We further recommend that a proper receipt be obtained from the inspecting candidate. Finally, since many members object to the Union releasing their names and addresses, and since it has been a long term policy of the Union to respect these feelings on the part of the membership, we recommend that, while each candidate may have his inspection, no candidate shall be allowed to make copies of the list or any part thereof.

D. Without regard to the Executive Board's power under Article VII of the Constitution, the Executive Board specifically requests that the matters herein be brought to the attention of the membership and acted upon by them, by special meetings held in all ports, subject to the requirements of the Constitution, commencing on Friday, October 9, 1964, at 9:00 A.M. It is also recommended that these minutes if approved as aforesaid, be included in the Seafarers Log election supplement of 1964, be included in the notice, referred to above, to be mailed to the membership in accordance with law, and, in addition, be prominently posted in the Union halls for the duration of the balloting.

The Secretary-Treasurer was unanimously directed to take all steps necessary to effectuate the foregoing.

ADJOURNMENT: Paul Hall, Chairman, then asked those assembled if there was any further business to come before the Board. There being no further business to be transacted, it was then moved by Lindsey Williams and seconded by Earl Shepard that this Board meeting stand adjourned. Carried by a unanimous vote of the Board.

Meeting was then adjourned at 5:20 P.M.

Fraternaly submitted,
Executive Board, SIUNA-AGLIWD
By: /s/ Al Kerr

AL KERR, Secretary-Treasurer

Credentials Committee Report: The entire text of the Credentials Committee Report appeared on Pages 12, 13 in the October 2, 1964, issue of the LOG. The report was presented for action by the membership in the September membership meetings in all Constitutional ports. The membership in these September membership meetings accepted and concurred in the report and its recommendations without any dissenting votes in any port.

Polls Committee Voting Guide

EDITOR'S NOTE: The "Polls Committee Voting Guide" was carried in the October 30, 1964, issue of the LOG (pg. 8).

In an attempt to help the various Polls Committees in the conduct of the General Election for the years 1965-1968, the following suggestions emphasize some of the steps to be taken each voting day of the voting period. In any event, the provisions of the Constitution govern, and in the conduct of your work you are to determine your functions in accordance with the Constitution.

STEP NO. 1

The election of a Polls Committee composed of three (3) full book members, none of whom shall be a candidate, officer, or an elected or appointed job-holder. Must be elected between 8:00 A.M. and 9:00 A.M. of the voting day. CANNOT BE ELECTED AT ANY OTHER TIME. Five (5) full book members constitute a quorum for this meeting.

STEP NO. 2

The Port Agent shall turn over to the elected Polls Committee the port file containing the letter from Headquarters showing the numbers of the ballots received from Headquarters, also containing the duplicate copies of the rosters for the previous days of voting, as well as the stubs of the used ballots, the unused ballots, and any other election material of the Port. (The best place for all of this material is in the ballot box.) The Polls Committee should check all of the above to make sure that all voting material is turned over to them by the Port Agent.

After having ascertained that all of the election material was found to be correct and in good order, the Polls Committee shall execute,

in duplicate, the "Agent's Receipt From Polls Committee" — the original of which shall be mailed to the Secretary-Treasurer at Headquarters at the end of the day's voting in a roster envelope, as provided for in Step No. 5 herein. The duplicate copy shall be given to the Port Agent for the Port Election files.

STEP NO. 3

THE POLLS COMMITTEE MUST NOT LET ANY BALLOTS BE CAST BEFORE 9:00 A.M. Before letting any full book member vote, the Committee shall make sure that he has his dues paid through the Fourth Quarter of 1964, as well as his 1964 assessments BEFORE being allowed to vote. There may be some exceptions based upon a man shipping out, or other valid reason, for not paying dues. If you have any doubts as to whether or not a man is eligible to vote, you should let him vote a challenged ballot in the manner which is described in the last paragraph of this Step No. 3.

The Committee should then have the man sign his own name to the roster, and one of the Committee should print the man's book number and ballot number on the roster. One of the Committee should then tear the stub from the ballot, give the ballot to the man, and thread the stub on the string provided for that purpose. The member should not be given back his book until such time as he has dropped his ballot in the ballot box. Before the man votes, one of the Committee should stamp the date and the word "VOTED" in the member's Union book.

Challenged Ballots. When a man votes a challenged ballot, the Committee shall have the man sign his own name to the roster, and one of the Committee should place the man's book number and ballot number on the roster and the

word "CHALLENGE" alongside.

One of the Committee should then tear the stub from the ballot, and thread the stub on a string provided for that purpose, give the ballot and one plain white envelope with no markings to the voter. The Committee should then instruct the voter that after he marks his ballot in the area provided for same, he should then fold his ballot, place it in the white envelope, seal it and not deposit it in the ballot box but return with it to the Committee. The Committee will then give the man a brown envelope marked "CHALLENGED BALLOT" and which also has lines for the man's name, book number, port and date. The man, in the presence of the Committee, shall place the white envelope into the brown envelope and seal the same. The Committee will then fill in the man's name, book number, port and date, and on the face of the envelope write the reason for the challenge and the man will then deposit the brown envelope into the ballot box. The member should not be given his book back until such time as he has dropped his brown envelope into the ballot box. Before the man votes, one of the Committee should stamp the date and the word "VOTED" in the member's union book.

STEP NO. 4

At the end of the day's voting, the Polls Committee shall open the ballot box and count the number of ballots from the box. They should then compare the number of ballots against the number issued on the rosters for the day, to see if all ballots issued were put in the ballot box. The day's ballots cast should then be put in the envelope provided for that purpose, and all blank spaces on the envelope should then be properly filled in. After all blank spaces are filled in, the envelope, or envelopes, should then be placed in the envelope or envel-

opes provided, for the mailing to the bank depository.

STEP NO. 5

The Committee should then check to see if all Polls Committee members have signed all sheets of the rosters. The duplicate roster sheets for the day should be given to the Port Agent, and the originals of the rosters should be placed in the envelope provided for that purpose. In addition, the Committee should be given the original of the minutes form for the election of a Polls Committee, with all the blank spaces on the form filled in. The Polls Committee should put the originals of the rosters, the original copy of the "Agent's Receipt From Polls Committee," as well as the original minutes of the Special Meeting for the election of the Polls Committee, in the envelope provided for that purpose. THESE MUST BE MAILED TO HEADQUARTERS DAILY.

STEP NO. 6

Before leaving the building to handle the mailing required by the Constitution, the Polls Committee shall lock all election material in the ballot box. They shall place the key for the ballot box in the envelope provided for that purpose and fill in all the spaces on the outside thereof. Then the envelope containing the key, as well as the ballot box containing all of the election material, shall be turned over to the Port Agent by the Polls Committee.

STEP NO. 7

The last action of the Polls Committee each day shall be the mailing of the ballots to the bank depository, as well as mailing the rosters and minutes of the election of the Polls Committee to Headquarters.

STEP NO. 8

As has been the practice in the past, all candidates may campaign for office. However, to insure good

order and to further preserve the secrecy of the ballot, electioneering must not take place within 25 feet of the polling place. In any event, good order and decorum must be preserved. Any member whose ballot has been solicited within the prohibited area is required to make this fact known to the Polls Committee, which shall record the complaint in its report, as well as its findings and recommendations thereon.

In connection with this, and as was adopted by membership action, any member who has a complaint that any of the election and balloting procedures of this Union have been violated, the same procedure as above shall be followed.

Obviously, none of this is to be deemed to deprive any candidate or member of his constitutional rights to observe the conduct of the election, the tallying of ballots, and so on, provided he maintains his proper decorum.

SECRECY OF THE BALLOT MUST BE PRESERVED

STEP NO. 9

The attention of the Polls Committee is directed to the provisions of the Constitution, in particular, Sections 3, 4, 5 (a) and 5 (b) of Article XIII. The attention of the Polls Committee is also directed to the Executive Committee minutes of September 9, 1964, which have been previously publicized, after approval by the membership. The full duties of the Polls Committees are set forth in the Constitution. The present list of suggestions is, obviously, not all inclusive.

STEP NO. 10

All Polls Committees may contact Headquarters by teletype on any questions relative to the conduct of the election. However, here too, the decision must be that of the Polls Committee.

Beginning of Vote:

Voting was begun in all Ports on November 2, 1964, and was carried in the Oct. 16, Oct. 30, Nov. 13, Nov. 27 and Dec. 25, 1964, issues of the LOG and the Jan. 8, 1965 issue of the LOG.

Close of Voting:

Voting was ended in all ports at the end of the day, December 31, and was carried in the Oct. 16, Oct. 30, Nov. 27 and Dec. 25, 1964 issues of the LOG and the Jan. 8, 1965 issue of the LOG.

Election of Tallying Committee:

Election of two members of the Union from each Constitutional port to serve on the Tallying Committee as per the Constitution, was carried in the Oct. 16, Oct. 30, Nov. 27 and Dec. 25, 1964 issues of the LOG and the Jan. 8, 1965 issue of the LOG.

UNION TALLYING COMMITTEE'S REPORT

January 14, 1964

(To Be Read at "Election Report Meetings" of February, 1965)

- New York—February 8, 1965
- Philadelphia—February 9, 1965
- Baltimore—February 10, 1965
- Detroit—February 15, 1965
- Houston—February 15, 1965
- New Orleans—February 16, 1965
- Mobile—February 17, 1965

WE, the undersigned Union Tallying Committee, duly elected at Special Meetings on December 28th, 1964 in the seven (7) constitutional ports, two (2) from each port, submit the following report and recommendations:

On January 4th, 1965, at 9:00 AM, we met with Al Kerr, Secretary-Treasurer. He gave each Committee member a copy of the Union Constitution and suggested that we read those sections of our Constitution dealing with the Union Tallying Committee in detail.

The Committee then took over one complete room on the first deck of our Headquarters building as the place in which we would do our work while in session.

In compliance with Article XIII, Section 5 (d) of our Union Constitution, we elected from among ourselves, Douglas Claussen, C-339, as Chairman of the Committee.

We then received from the Headquarters offices of the Union, all of the files relative to the conduct of the election. From the files, we found signed receipts for ballots #1 through #7300, which had been issued to the following ports, as follows:

PORT	BALLOTS ISSUED
Boston	1—100
New York	101—1600
Philadelphia	1601—1900
Baltimore	1901—2700
Norfolk	2701—2800
Jacksonville	2801—2900
Miami	2901—3000
Tampa	3001—3100
Mobile	3101—3900
New Orleans	3901—5200
Houston	5201—6000
Wilmington	6001—6200
San Francisco	6201—6600
Seattle	6601—6900
Detroit	6901—7000
San Juan	7001—7300

A full quorum picked up the ballots from the Royal National Bank of New York, located at 1212 Avenue of the Americas, New York City, as per the Constitution. (See correspondence annexed, showing official documents exchanged.)

The Committee then checked the numbers on the stubs received from the various ports, and these numbers, when checked against the numbers on the stubs of all ballots printed and issued and ready for voting, were found to coincide, port by port, with the exception of the Port of Wilmington, California, which will be dealt with later in this report.

Your Committee then checked the dates of the voting rosters and compared them against the minutes of the special meetings for the election of the Polls Committees in the various ports. We found in every instance that a Polls Committee had been elected on each day in which voting was conducted in the various ports.

Where no Polls Committee could be elected, no voting took place, as is required by our Constitution. We note that on the last day of voting in Boston, Norfolk, Jacksonville, Miami, Tampa, Detroit and San Juan, no Polls Committee could be elected. In these cases, as per the Constitution, the Port Agent took over the duties of the Polls Committee.

We checked the unused ballots that

were on hand in Headquarters offices that had not been issued. The stubs on these unused ballots were numbered 7301 through 10,000, a total of 2700 ballots.

Your Committee then checked the unused ballots that were returned from the various ports, including the Port of New York, which are listed as follows:

PORT	UNUSED BALLOTS
Boston	45—100
New York	1478—1600
Philadelphia	1867—1900
Baltimore	2346—2700
Norfolk	2799—2800
Jacksonville	2825—2900
Miami	2958—3000
Tampa	3051—3100
Mobile	3535—3900
New Orleans	4891—5200
Houston	5910—6000
Wilmington	6160—6200
San Francisco	6557—6600
Seattle	6775—6900
Detroit	6901—7000
San Juan	7124—7300

The above unused ballots, when combined with the unused ballots in Headquarters and the stubs of the used ballots in all ports, compares equally in number with the amount printed by the printer for the Union.

The Committee has seen a bill from the printer, "The Rand Press, Inc.," who printed the ballots that were used in the conduct of our Union Election for the Election of 1965-1968 Officers of the Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters District. The bill states that they had printed 10,000 ballots for the Union, numbered from 1 to 10,000; in addition to which, they had printed 100 blank sample ballots.

The Committee has checked the election files, maintained by Headquarters offices as per the Union Constitution, and has found signed receipts from the following ports for the following amount of sample ballots, broken down, as follows:

PORT	BALLOTS
Boston	5
New York	10
Philadelphia	5
Baltimore	10
Norfolk	5
Jacksonville	5
Miami	3
Tampa	5
Mobile	10
New Orleans	10
Houston	10
Wilmington	5
San Francisco	5
Seattle	5
Detroit	2
Puerto Rico	5
Total	100

We, the Committee, have checked the files of Headquarters offices and have seen signed receipts by the various Port Agents for the official ballots that had been sent to them by Headquarters Offices. We have checked these signed receipts and the serial numbers on them against the loose stubs received, and against the stubs still attached to the unused ballots. Seven-thousand three hundred (7,300) official ballots were sent to all ports; the stubs on them bearing serial numbers one (1) through seven-thousand three hundred (7,300). We received back, stubs (including the ones on the unused ballots) numbered one (1) through seven-thousand three hundred (7,300), with the exception of stubs #6082 and #6138 which will be dealt with later in this report.

The following is a breakdown of the ballots that were sent to the ports by Headquarters as well as a breakdown of the unused ballots returned to Headquarters, ballots used and total ballots cast:

PORT	BALLOTS RECEIVED FROM HEADQUARTERS		BALLOTS USED		BALLOTS UNUSED AND BALLOTS RETURNED		CAST
	FROM	USED	USED	RETURNED	CAST		
Boston	1—100	1—44	45—100	44	*		
New York	101—1600	101—1477	1478—1600	1344	*		
Philadelphia	1601—1900	1601—1866	1867—1900	266	*		
Baltimore	1901—2700	1901—2345	2346—2700	445	*		
Norfolk	2701—2800	2701—2798	2799—2800	98	*		
Jacksonville	2801—2900	2801—2824	2825—2900	24	*		
Miami	2901—3000	2901—2957	2958—3000	57	*		
Tampa	3001—3100	3001—3050	3051—3100	50	*		
Mobile	3101—3900	3101—3534	3535—3900	434	*		
New Orleans	3901—5200	3901—4890	4891—5200	990	*		
Houston	5201—6000	5201—5909	5910—6000	709	*		
Wilmington	6001—6600	6001—6159	6160—6200	159	*		
San Francisco	6201—6900	6201—6556	6557—6600	356	*		
Seattle	6601—6900	6601—6774	6775—6900	174	*		
Detroit	6901—7000	-None-	6901—7000	-0-	*		
San Juan	7001—7300	7001—7123	7124—7300	123	*		
Mail Ballots				23			

TOTAL VOTES CAST IN ALL PORTS AND BY MAIL 5296

*This figure includes the ballots that were voided by the Union Tallying Committee.

The Committee would also like to bring to the attention of the membership the fact that some write-ins that appeared illegible or on defaced ballots will not be included in this report. The reason for this is that some ballots containing write-ins happened to be voided because the ballots on which they were written was illegally defaced or illegible.

The following correspondence was handled by the Union Tallying Committee:

October 19, 1964

Royal National Bank of New York
1212 Avenue of the Americas
New York, New York 10036
Attention of Miss Alice Goodman
Re: Balloting Procedure
Gentlemen:

Listed below are the 16 ports from which balloting envelopes will be mailed to your office:

- Boston, Massachusetts
- Brooklyn, New York
- Philadelphia, Pennsylvania
- Baltimore, Maryland
- Norfolk, Virginia
- Jacksonville, Florida
- Miami, Florida
- Tampa, Florida
- Mobile, Alabama
- New Orleans, Louisiana
- Houston, Texas
- Wilmington, California
- San Francisco, California
- Seattle, Washington
- Detroit, Michigan
- Santurce, Puerto Rico (San Juan)

As has been done in the past, it is requested that you telephone the Union office to make a report as to what was received each day. For this purpose, telephone HYacinth 9-6600 and give the information to either Marion Raymond or Charles Paz.

Very truly yours,

SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA — AGLIWD
/s/ Robert A. Matthews
Vice President

AK:mrm

October 19, 1964

Royal National Bank of New York
1212 Avenue of the Americas
New York, New York 10036
Attention of Mr. R. Harold Bach
Re: Depository for Ballots
Gentlemen:

In accordance with the recommendation contained in the President's Pre-Balloting Report, complying with Article X, Section 1 (e) of the Union's Constitution, which was adopted by the membership at their regular membership meetings held in June and July in the Constitutional Ports of the Union, the Royal National Bank of New York, 1212 Avenue of the Americas, New York, New York, 10036, once again has been designated as depository for ballots in connection with a referendum to be conducted with respect to the Election of Officers under the Union's Constitution.

The referendum period will be from November 2, 1964 through December 31, 1964, both inclusive, Sundays and Holidays excepted.

The balloting procedure outlined in the Union's present Constitution will be followed, and based upon your previously having acted as depository, you are familiar with this procedure.

The Polls Committee will deliver or send to you by Certified or Registered

Mail, the ballots after the close of each day's voting. It will be the function of the depository to accept all envelopes delivered or mailed in, to safeguard them in the bank and to surrender them only to the duly authorized Union Tallying Committee, in accordance with Article XIII, Section 5 (d) of the Union's Constitution, which will be on or about the second day of January, 1965. Proof of authorization shall be a certification by the Secretary-Treasurer Mr. Al Kerr. The Union Tallying Committee shall be authorized to sign a receipt for these envelopes.

The depository shall be requested to certify that all of these envelopes were properly safeguarded, were surrendered only to the Union Tallying Committee and that no one, other than the appropriate bank personnel has had access to these envelopes.

Very truly yours,

SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA — AGLIWD
/s/ Robert A. Matthews
Vice President

RAM/mrm

November 18, 1964

Royal National Bank of New York
1212 Avenue of the Americas
New York, New York 10036

Re: Balloting Procedures
Attention: Miss Alice Goodman
Gentlemen:

In addition to the sixteen (16) Ports from which balloting envelopes are being mailed to your office and as was outlined in our letter of October 19, 1964, you will possibly receive thirty-three (33) ballot envelopes from the individuals listed below:

- | | |
|---------------------|-----------------------|
| Hans Berg | Herman Frugs |
| Wong Kong | Demetres Mastrantonis |
| Charles Jennings | Agulino Gonzalez |
| Alfred Porcari | E. Willis |
| Willy F. Manthey | Arnie C. Cobb |
| John Novak | S. M. Brian |
| Otto R. Hoepner | Price Willoughby |
| Mary Schulz | T. F. Johnson |
| Martin Sierra | Edward D. Adams |
| James W. Duffy | L. A. Williams |
| Alfred Hansvold | A. Eusebio |
| Luis R. Williams | C. L. Nickerson |
| Osborne R. Williams | James F. Davis |
| Joseph E. Hensult | K. Lynch |
| Samona Sullman | Jacob J. Levin |
| Charles Lord | Fritzbeck A. Stephen |
| George J. Maloney | |

It is requested that these ballot envelopes be handled in the same manner as you are presently doing with the ballot envelopes that are received from the various Ports. That is, as the ballot envelope is received each day, they should be reported to either Marion Raymond or Charles Paz by telephoning HY 9-6600.

Thanking you in advance for your continued cooperation, I remain,

Very truly yours,

SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA — AGLIWD
/s/ Al Kerr
Secretary-Treasurer

AK:CP:es

January 5, 1965

Mr. R. Harold Bach,
Chairman of the Board
Royal National Bank of New York
1212 Avenue of the Americas
New York, New York

Dear Mr. Bach:

As Secretary-Treasurer of Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, in charge of the Minutes thereof, I herewith certify that, in accordance with the Constitution of this Union, the membership has duly elected the following to constitute the

UNION TALLYING COMMITTEE'S REPORT

(Continued)

Union Tallying Committee for the 1964 election:

- | | |
|---------------|------------------|
| E. Morris | M. Garza |
| W. Walsh | C. Moss |
| T. Garrity | A. Stephens, Jr. |
| G. Litchfield | J. Doris |
| A. Perini | C. Leader |
| D. Parker | J. Naylor |
| D. Claussen | H. Butts |

Article XIII, Section 5 (d) states in part: "The Union Tallying Committee shall elect a chairman from among themselves and, subject to the express terms of this Constitution, adopt its own procedures. Decisions as to special votes, protests, and the contents of the final report shall be valid if made, by a majority vote, provided there be a quorum in attendance, which quorum is hereby fixed at nine (9). The Union Tallying Committee, but no 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."

In accordance therewith, the Union has authorized that any nine (9) or more of the above accept delivery of, and sign a receipt for, all of the envelopes which have been mailed to you under the course of the said election.

It is hereby requested that you certify that all the envelopes received by you have been properly safeguarded in your vault; that you have surrendered them to the said Union Tallying Committee, and that no one other than appropriate bank personnel has had access to the said envelopes.

Very truly yours,

SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA-ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT, AFL-CIO

By /s/ Al Kerr

Al Kerr, Secretary-Treasurer

Witness:

/s/ Robert A. Matthews
Robert A. Matthews, Vice-President

January 5, 1965

Mr. R. Harold Bach,
Chairman of the Board
Royal National Bank of New York
1212 Avenue of the Americas
New York, New York

Dear Mr. Bach:

The undersigned members of the Union Tallying Committee, acting under and pursuant to Article XIII, Section 5 (d) of the Constitution of the Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters District, acknowledge receipt of the envelopes sent to you from the various ports for the election held during 1964, and delivered this day to us.

_____ A Perini

_____ C. Moss

_____ G. Litchfield

_____ D. L. Parker

_____ J. A. Naylor

_____ D. Claussen

_____ H. B. Butts

_____ E. Morris

_____ M. B. Garza

ROYAL NATIONAL BANK
OF NEW YORK
1212 Avenue of the Americas
New York, N. Y. 10036

January 5, 1965

Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters District
675 Fourth Ave.
Brooklyn, New York 11232

Gentlemen:

This is to certify that all the envel-

opes received by this institution addressed to Mr. R. Harold Bach, Chairman of the Board, Royal National Bank of New York, in the name of the Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, have been properly safeguarded in our vaults.

We have today surrendered the above mentioned envelopes to the Union Tallying Committee. No one other than appropriate bank personnel has had access to the said envelopes contained in our vaults.

Very truly yours,
ROYAL NATIONAL
BANK OF NEW YORK
Herbert D. Bacher
Executive Vice-President

/s/

Witnessed:

/s/ Patrick T. Corcoran

During the conduction of the election for officers just concluded, there were seven hundred and eighty-one (781) possible voting days. Of the seven hundred and eighty-one (781) possible voting days, there were ballots cast on four hundred and eighty (480) days. Of the remaining three hundred and one (301) voting days, there were two hundred and eighty-three (283) days on which it was not possible to get a quorum for the election of a Polls Committee, therefore no voting could be conducted. On twenty (20) days, there was a quorum and a Polls Committee elected, however, no votes were cast on those twenty (20) days.

Needless to say, since so many of the Union's membership has served on Polls Committee, there are many days when a Polls Committee is elected that no votes are cast as all of the members on the beach in that particular port have already voted or are not eligible to vote. In addition, we also know that there are many times when it is not possible to have a quorum to elect a Polls Committee, as a result of which no votes can be cast that day at all.

"Comments and Recommendations Pursuant to Article XIII, Section 5 (c) of the Union Constitution"

During the period of time in which the Union Tallying Committee was in operation, several discrepancies on the conduct of the election have occurred, but none of which would change the outcome of any job on the ballot. However, for the benefit of the membership, we are listing them, Port by Port, as follows:

BOSTON:

On November 25, 1964, the Polls Committee for the Port of Boston allowed a member to vote who was not in good standing. As a result of this error, this committee, the Union Tallying Committee, has voided the day's votes that were cast in the Port.

NEW YORK:

On November 6, 1964, the New York Polls Committee issued ballot number 523 to E. Albarran, showing his book number as A-96, when it should have been A-92. This same date, the committee also issued ballot number 554 to H. C. Justice, showing his book number as T-336, when it should have been J-336. Also under the date of December 30, 1964, the Polls Committee issued ballot number 1440 to D. Mejias, showing his book number as N-563, when it should have been M-563. Your committee has counted these days ballots as valid ballots cast in the port for the various days, as the errors made were only a transposition of numbers or an incorrect letter designation.

The Union Tallying Committee in opening the envelopes containing the ballots from the various ports found that in the envelope for the Port of New York for the date of December 11, 1964, that the number of ballots issued for the day, according to the roster, did not correspond with the number of ballots in the envelope. There was one less

ballot in the envelope than was indicated as having been issued on the roster. However, in place of the ballot that was missing was a statement from the New York Polls Committee for the day, which read as follows:

"At the close of voting 12/11/64, we removed the ballots from the box and counted fourteen (14) ballots. The voting roster indicated that fifteen (15) ballots were issued 12/11/64. In addition we found in the ballot box the attached piece of election campaign literature entitled, "KEEP YOUR UNION STRONG—VOTE FOR," which had been marked by the unknown individual involved as if it was the official ballot. The official ballot was not found in the box, and presumably was retained by said individual in his possession."

The piece of election campaign literature referred to in the committee's foregoing statement was attached to their statement.

Your Union Tallying Committee has no way of knowing exactly what happened to the missing ballot. This committee could assume, as the Polls Committee did, for the Port of New York for December 11, 1964, that the missing ballot had been retained by said individual. However, this would strictly be an assumption on the part of your Union Tallying Committee and in order to keep the records straight we have listed the ballot of this date in the Port of New York on our official tally sheets as a missing ballot. It was felt that this was the proper manner in which it should be handled, as a missing ballot, since it does not effect the remaining ballots that were cast that day in any manner.

PHILADELPHIA:

On November 24, 1964, the Philadelphia Polls Committee issued ballot number 1720 to J. Marrero, showing his book number as M-1649, when it should have been M-1049. On November 28, 1964, the Philadelphia Polls Committee issued ballot number 1740 to D. Rood, showing his book number as B-162, when it should have been R-162. On November 30, 1964, the Philadelphia Polls Committee issued ballot number 1750 to Fred Miller, showing his book number as W-441, when it should have been M-441. Your committee has counted these days ballots as valid ballots cast in the port for the various days, as the errors made were only a transposition of numbers or an incorrect letter designation.

On December 9, 1964, and on December 15, 1964, the Polls Committee for the Port of Philadelphia allowed a member to vote that was not in good standing. As a result, this committee, your Union Tallying Committee, has voided these days votes that were cast in the port.

BALTIMORE:

On the following dates, the Polls Committee for the Port of Baltimore issued ballot numbers to the following men, showing the book number on the roster incorrectly. Those men so shown on the roster are as follows, with the date the ballot was issued, the number of the ballot that was given to the man, the book number as shown on the roster and the book number as it should have been:

Date	Ballot Number	Man's Name	Book Number On Roster	Correct Book Number
11/ 2/64	1941	A. Lores	A-526	L-526
11/ 3/64	1964	V. Villaclon	B-65	V-67
11/ 9/64	2064	J. Farrow	E-17	F-17
11/13/64	2095	R. Gorvan	G-1061	G-661
11/25/64	2148	V. Pold	V-297	P-297
12/ 2/64	2179	E. Gherman	C-250	G-250
12/ 5/64	2201	A. Telan	A-334	T-334
12/ 9/64	2221	A. Pulles	A-649	P-649
12/31/64	2345	H. Williams	W-336	W-366

Your committee has counted these days' ballots as valid ballots cast in the port for the various days, as the errors made were only a transposition of number or an incorrect letter designation.

JACKSONVILLE:

The Union Tallying Committee, in checking the various envelopes of ballots received from the ports, found that in the Port of Jacksonville, on December 14, 1964, the Polls Committee for

the port had failed to indicate on the certification of the envelope containing the ballots, the port and the date. The Union Tallying Committee, in spite of this omission of the Jacksonville Polls Committee, has counted this day's ballots as valid ballots cast in the port for the day.

MIAMI:

On November 6, 1964, the Polls Committee for the Port of Miami allowed a member to vote that was not in good standing. As a result of this error, this committee, the Union Tallying Committee, has voided the day's votes that were cast in the port.

TAMPA:

On November 19, 1964, the New Orleans Polls Committee issued ballot number 4390 to R. Tindell, T-40 who cast a ballot that day in the Port of New Orleans. On November 30, 1964, in the Port of Tampa the Tampa Polls Committee issued R. Tindell, T-40 ballot number 3044 and he cast that ballot in the Port of Tampa that day. The only reason that your Union Tallying Committee can think of to account for this happening is that possibly the New Orleans Polls Committee failed to stamp the member's book indicating that he had already voted. In any event, your Union Tallying Committee has voided the days votes that were cast in the Port of Tampa on November 30, 1964, as this was the date on which the record indicates that Brother Tindell voted for the second time.

MOBILE:

On November 2, 1964, the Mobile Polls Committee issued ballot number 3109 to C. Nall, showing his book number as N-103, when it should have been N-104. On November 5, 1964, the Mobile Polls Committee issued ballot number 3193 to A. Howard, showing his book number as H-995, when it should have been H-295. On November 28, 1964, the Mobile Polls Committee issued ballot number 3367 to W. Tatum, Jr., showing his book number as M-177, when it should have been T-177. On December 16, 1964, the Mobile Polls Committee issued ballot number 3470 to C. Pierce, showing his book number as P-306, when it should have been P-206. Your committee, the Union Tallying Committee, has counted these days ballots as valid ballots cast in the Port for these days, as the errors made were only transpositions of numbers or incorrect letter designations.

Your Union Tallying Committee in opening the envelopes containing the ballots for the various ports found that in the envelope for the Port of Mobile for the date of November 12, 1964, that the envelope containing the ballots only had two of the Polls Committee's signatures and book numbers instead of the three that it should have had. However, in checking the minutes of the Election of a Polls Committee for the Port of Mobile for November 12, we found that a three-man committee was elected and that all of the roster sheets for the day contained these three men's names and book numbers and that the agent's receipt for that date contained the three men's names and book numbers. We can, therefore, assume that the missing name and book number from the envelope containing the ballots was due to an oversight on the part of the Polls

Committee at the closing of the day's balloting. Your Union Tallying Committee has counted this day's ballots as valid ballots cast in the Port of Mobile for the day of November 12, 1964.

Your Union Tallying Committee, however, found that in the Port of Mobile on the ballot certification envelope for the date of November 14, 1964, the Polls Committee for the day neglected to fill in on this envelope, the name of the port. However, your Union Tallying

Committee has counted the day's ballots for the Port of Mobile for the date of November 14, 1964, as valid ballots cast in the port for that day.

NEW ORLEANS

On the following dates, the Polls Committee for the Port of New Orleans issued ballot numbers to the following men, showing the book number on the roster incorrectly. Those men so shown on the roster are as follows, with the date the ballot was issued, the number of the ballot that was given to the man, book number as shown on the roster and the book number as it should have been:

Date	Ballot Number	Man's Name	Book Number On Roster	Correct Book Number
11/ 9/64	4150	J. Digrazia	G-132	D-132
11/10/64	4244	G. Flint	F-107	F-102
11/20/64	4408	E. Mishanski	M-1055	M-1035
11/24/64	4478	K. Jones	J-226	J-228
11/30/64	4534	H. Nelli	H-128	N-128
12/14/64	4711	L. Fontenot	F-488	F-486
12/15/64	4733	H. Petersen	P-753	P-573

The Committee has counted these days' ballots as valid ballots cast in the port for the various days, as the errors made were only a transposition of number or an incorrect letter designation.

On November 12, 1964, the New Orleans Polls Committee issued ballot #4275 to T. Wright, W-624, who cast a ballot that day in the Port of New Orleans. On December 11, 1964, in the Port of New Orleans, New Orleans Polls Committee issued T. Wright, W-624 ballot #4699 and he cast that ballot in the Port of New Orleans that day. Your Union Tallying Committee has voided the day's votes that were cast in the Port of New Orleans on December 11, 1964, as this was the date on which the record indicates that Brother Wright voted for the second time.

On November 28, 1964, the New Orleans Polls Committee issued ballot #4526 to C. Garfin, G-499, who cast a ballot that day in the Port of New Orleans. On December 19, 1964, the New Orleans Polls Committee issued C. Garfin, G-499 ballot #4786 and he cast that ballot in the Port of New Orleans that day. Your Union Tallying Committee has voided the day's votes that were cast in the Port of New Orleans on December 19, 1964, as this was the date on which the record indicates that Brother Garfin voted for the second time.

On November 9, 1964, the New Orleans Polls Committee issued ballot #4164 to L. Bumatay, B-325, who cast his ballot that day in the Port of New Orleans. On December 28, 1964, the New Orleans Polls Committee issued L. Bumatay, B-325, ballot #4834 and he cast that ballot in the Port of New Orleans that day. Your Union Tallying Committee has voided the day's votes that were cast in the Port of New Orleans on December 28, 1964, as this was the date on which the record indicates that Brother Bumatay voted for the second time.

HOUSTON

On November 6, 1964, the Houston Polls Committee issued ballot number 5333 to H. Bates, showing his book number as C-248. A check of the record shows that his name is actually H. Cates with book number C-284.

Under date of November 7, 1964, the Houston Polls Committee issued ballot number 5366 to D. Hightower, showing his book number as H-507, when it should have been H-503. On November 17, 1964, the Houston Polls Committee issued ballot number 5476 to L. Moore, showing his book number as L-1299, when it should have been M-1299.

On November 18, 1964, the Houston Polls Committee issued ballot number 5512 to P. Turner showing his book number as T-205, when it should have been T-207.

On November 25, 1964, the Houston Polls Committee issued ballot number 5571 to W. Tillman, showing his book number as J-456, when it should have been T-456. On December 7, 1964, the Houston Polls Committee issued ballot number 5694 to B. McGowan, showing his book number as M-1341, when it should have been M-1351.

On December 8, 1964, the Houston Polls Committee issued ballot number 5715 to G. Martinez, showing his book number as M-1206 when it should have been M-1208.

Your Committee, the Union Tallying Committee, has counted these days' ballots as valid ballots cast in the port for the various days as the errors made were only transpositions of numbers, incorrect letter designations or incorrect spelling of a name.

Your Union Tallying Committee in opening the envelopes containing the ballots in the various ports found that in the envelope for the Port of Houston for date of December 1, 1964, the number of ballots contained therein was 19. However, in checking the receipt for the day, we found that twenty ballots

had been issued by the Polls Committee in the Port of Houston.

It was the intention of your committee to show one ballot missing for the Port of Houston for the date of December 1. However, upon opening the envelope containing ballots for the Port of Houston for the date of December 2, we found that it contained 12 ballots and when checking the roster for the day, we found that only 11 ballots had been issued for this date in the Port of Houston.

Contained in this same envelope was a statement from the Polls Committee for the Port of Houston for December 2, which was also the same Polls Committee that had served on December 1. The following is a statement contained in the ballot envelope December 2, referred to above:

"We the committee in the Port of Houston, Texas on the date of 12-1-64; on this date we voted 20 ballots. These ballots were packaged and sent to New York. Then on the day of 12-2-64 the same men was elected to the balloting committee and on opening ballot box we found a marked ballot we missed packaging on the date of 12-1-64.

"We now add this ballot and letter to package of ballots dated 12-2-64. We the committee regret this mistake."

Based on the foregoing statement, signed by the Polls Committee, in the Port of Houston for the date of December 2, 1964, which was also the same Polls Committee that served on the date of December 1, 1964, your Union Tallying Committee has counted the day's ballots for both December 1 and December 2 in the Port of Houston as valid ballots cast in that port for those days.

WILMINGTON

On November 23, 1964, the Wilmington Polls Committee issued ballot number 6092 to Joseph Rioux, showing his book number as B-79, when it should have been R-79. Your committee has counted this day's ballots as valid ballots cast in the port for the day, as the error made was only an incorrect book number on the roster.

On the following dates, the Polls Committee for the Port of Wilmington allowed members to vote that were not in good standing:

November 4, 1964
November 16, 1964
December 1, 1964

As a result of the aforementioned errors, this committee, the Union Tallying Committee, has voided the votes that were cast in the port for the days above-mentioned.

The Union Tallying Committee, in checking the various envelopes of ballots received from the ports, found that in the Port of Wilmington, on November 11, 1964, that the Polls Committee for the port had failed to indicate on the certification of the envelope containing the ballots, the port and date. On December 22, 1964, the Polls Committee for the Port of Wilmington had also

UNION TALLYING COMMITTEE'S REPORT

(Continued)

failed to indicate on the certification of the envelope containing the ballots, the port and date. Your Union Tallying Committee, in spite of these omissions of the Wilmington Polls Committees, has counted these days ballots as valid ballots cast in the port for those days.

Your Union Tallying Committee, in checking the envelopes that were mailed from the ports to the bank, found that the Polls Committee in the Port of Wilmington, on December 18, 1964, failed to indicate on the envelope being mailed to the bank, the date that should have been contained thereon.

The Union Tallying Committee further found that in checking the rosters for the Port of Wilmington on December 16th, that they had issued six (6) ballots, two (2) of which had been issued to J. Sanfilippo, S-929, alongside of which of one on the roster they had written the word "Void." When opening the envelopes containing the ballots for the Port of Wilmington for this date, we found one ballot that was marked "Void," to which was attached stub #6131, by the means of a staple, which stub was also marked "Void." Since the envelope containing the ballots cast and the roster contained no report from the Polls Committee for the Port of Wilmington for the day as to why Brother Sanfilippo had been issued two ballots and one of them marked "Void" on the roster, the Union Tallying Committee has voided the day's ballots of December 16, 1964 for the Port of Wilmington, California.

The Union Tallying Committee found that in checking the roster for the Port of Wilmington on December 31, 1964, that they had issued three (3) ballots; two (2) of which had been issued to Ray J. Kroupa, K-288, alongside of which of one on the roster they had written the word "Void." When opening the envelope containing the ballots for the Port of Wilmington for this date, we found one (1) ballot that was marked "Void," to which was attached stub #6157, which stub was also marked "Void." Since the envelope containing the ballots cast and the roster contained no report from the Polls Committee for the Port of Wilmington for the day, as to why Brother Kroupa had been issued two (2) ballots and one (1) of them marked "Void" on the roster, the Union Tallying Committee has voided the day's ballots of December 31, 1964, for the Port of Wilmington, California.

The Union Tallying Committee, in checking the various envelopes that were mailed to the bank depository found that in the Port of Wilmington, on December 26, 1964, that the Polls Committee for the port had indicated on the outside of the envelope that was mailed to the bank, the date of December 24th. However, upon opening the envelope and checking the certification on the envelope contained therein in which was the ballots for the port, we found the date of December 26, 1964. Your Union Tallying Committee, in spite of this error of the Wilmington Polls Committee, has counted this day's ballots as valid ballots cast in the port for that date.

Earlier in this report your Committee had indicated that it would deal later in the report with the matter of stubs of ballots from the Port of Wilmington, California. Your Committee, in checking the stubs of the ballots for the Port of Wilmington, California, had found that four (4) stubs: #6082, #6131, #6138 and #6157 were missing. However, in the foregoing part of this report we have accounted for stubs #6131 and #6157, thereby leaving only stubs #6082 and #6138 as still missing. In checking the roster for the Port of Wilmington, California, we find that stub #6082 had been contained on a ballot that was issued on November 8, 1964 to Vernon White, W-673. In tallying the ballots

for the port for the day, we found that three (3) ballots had been cast, which was a number equal to the amount that had been issued for the day in the port. In checking the roster for the Port of Wilmington, we find that stub #6138 had been contained on a ballot that was issued on December 19, 1964, to Thomas Price, P-560. In tallying the ballots for the Port for the day, we found that only one (1) ballot had been cast, which was a number equal to the amount that had been issued for the day in the port. Your Union Tallying Committee, in spite of this discrepancy of the two (2) missing stubs, has counted these two days' ballots as valid ballots cast in the Port of Wilmington, California for the two (2) days.

SAN FRANCISCO

On November 7, 1964, the San Francisco Polls Committee issued ballot number 6287 to C. Lawson, showing his book number as N-1 when it should have been L-1. On November 21, 1964, the San Francisco Polls Committee issued ballot number 6402 to Stanley Buzelski, showing his book number as B-1671, when it should have been B-671. On November 24, 1964, the San Francisco Polls Committee issued ballot number 6419 to F. Ellis showing his book number as F-179, when it should have been E-179.

On December 2, 1964, the San Francisco Polls Committee issued ballot number 6460 to W. Layton, showing his book number as L-299, when it should have been L-290. Your committee has counted these days ballots as valid ballots cast in the port for the various days, as errors made were only a transposition of numbers or an incorrect letter designation.

We, the Union Tallying Committee, find that in the Port of San Francisco on the date of November 13, 1964, that T. Moriarity, M-646, was issued ballot number 6342 and that the Polls Committee by a statement signed by them that date issued another ballot to T. Moriarity, M-646, it being ballot number 6343 because the brother claimed he made a mistake in voting and wished to have ballot number 6342 voided and received a new ballot in its place. Your Union Tallying Committee understands that it is possible for a member to make a mistake in marking his ballot whereby he will vote for a candidate for which it was not his intention to vote for. In checking the ballots in this election we found it necessary to void several ballots which indicated thereon that the member so voting the ballot had evidently made a similar mistake, since there were indications of attempted erasures. However, in each of those cases those ballots were carried on our tally sheets as void ballots. It is the feeling of this committee that in Brother Moriarity's case, the ballot on which he claimed he made a mistake in casting his vote, should have been the only issued to him. By the issuance of a second ballot to him, in our opinion, it is equivalent to his having voted twice in the same election. Therefore, your Union Tallying Committee has voided the day's ballots in the Port of San Francisco for the date of November 13, 1964.

SEATTLE

Your Union Tallying Committee in checking the roster of November 9, 1964 for the Port of Seattle found that the Polls Committee for that date had failed to issue the ballots in numerical order. In issuing the ballots they issued Eugene Dore, D-328 ballot number 6659 when they should have issued number 6658. Ballot number 6658 was issued to J. G. Crage, C-902, who actually received his ballot after Brother Dore. However, since the issuance of this ballot out of order by the Polls Committee was immediately caught by them and a correction made on the roster for that

UNION TALLYING COMMITTEE'S REPORT

(Continued)

day, your Union Tallying Committee has counted the day's ballots for November 9, 1964 for the Port of Seattle as valid ballots cast in the port for that day.

SAN JUAN

The Union Tallying Committee, in checking the various envelopes of ballots received for the ports, found that in the Port of San Juan on November 5, 1964 the Polls Committee for the port had failed to indicate on the certification of the envelope containing ballots, the port and date. The Union Tallying Committee in spite of this omission of the San Juan Polls Committee has counted this day's ballots as valid ballots cast in the port for the day.

Your Union Tallying Committee in opening the envelope containing the ballots for the various ports found that in the envelope for the Port of San Juan for the date of November 30, 1964, that the certification on the envelope containing the ballots only had two of the Polls Committee's signatures and book number instead of the three that it should have had. However in checking the minutes of the election of a Polls Committee for the Port of San Juan for November 30, found that a three-man committee was elected and that all of the roster sheets for the day contained these three men's names and book numbers and that the agent's receipt for that date contained the three men's names and book numbers. We can, therefore, assume that the missing name and book number from the envelope containing the ballots was due to an oversight on the part of the Polls Committee at the closing of the day's balloting. Your Union Tallying Committee has counted this day's ballots as valid ballots cast in the Port of San Juan for the day of November 30, 1964.

Mail Ballots

Under the, "Additions to Voting Procedures," that was set up by our Secretary-Treasurer under the authority granted to him by Article XIII, Section 7 of our Constitution, and approved by the Executive Board and the membership, he made provision for voting in the General Election by mail. The, "Additions to Voting Procedures," requirements for mail ballots, as on Absentee Ballots were, as follows:

"Full book members may request an absentee ballot under the following circumstances, only. While such member is employed on an American-flag merchant vessel which vessel's schedule does not provide for it to touch a port in which voting is to take place during the voting period provided in Section 3 (g) of our constitution, in that event, the member shall make a request for an absentee ballot by Registered or Certified Mail or the equivalent mailing device at the location from which such request is made, if such be the case. Such request must contain a designation as to the address to which such member wishes his absentee ballot returned. Such request shall be received no later than 12:00 p.m. on the fifteenth day of November of the election year and shall be directed to the Secretary-Treasurer at 675 Fourth Avenue, Brooklyn 32, New York. Upon receipt of such request, the procedures as established in Section 3 (d) of our constitution, shall not apply.

"The Secretary-Treasurer shall be responsible for determining whether such member is a member in good standing and further whether such member, has, in fact, voted previously. He shall send the processed ballot by Registered Mail-Return Receipt Requested to the address designated by such member in his absentee ballot request. The Secretary-Treasurer shall send to

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

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

The following are the names of the members who requested, were entitled to, and were sent Absentee Ballots:

Name	Book Number	Ballot Number
Adams, Edward D.	A-475	812
Berg, Hans	B-1154	787
Brian, S. M.	B-949	809
Cobb, Arnie C.	C-771	808
Davis, James F.	D-321	815
Duffy, James W.	D-631	796
Eusebio, A.	E-186	814
Frage, Herman	F-232	804
Gonzales, Agullino	G-718	806
Hansvold, Alfred	H-36	797
Hensult, Joseph E.	H-342	800
Hoepner, Otto R.	H-324	793
Jennings, Charles	J-523	789
Johnson, T. P.	J-278	811
Kong, Wong	K-374	788
Levin, Jacob J.	L-462	818
Lord, Charles	L-354	802
Lynch, K.	L-888	817
Maloney, George J.	M-930	803
Manthey, Willy F.	M-169	791
Mastrantonis, Demetres	M-1203	805
Nickerson, C. L.	N-198	815
Novak, John	N-32	792
Porcari, Alfred	P-522	790
Schultz, Harry	S-94	794
Sierra, Martin	S-98	795
Stephen, Elizabeth A.	S-958	819
Sulman, Samona	S-836	801
Williams, L. A.	W-189	813
Williams, Louis R.	W-37	798
Williams, Osborne R.	W-78	799
Willis, E.	W-697	807
Willoughby, Price	W-15	810

Our tally of these mail ballots is given on our master tally sheets for the whole election.

It should be pointed out to the membership that the ballots used for the mail ballots were a part of those that had been issued to the Port of New York. That out of the thirty-three (33) mail ballots sent out, only twenty-three (23) of them were returned. This accounts for the discrepancy of the ten (10) ballots that are shown in the report as having been issued, but are not accounted for in the total number of ballots cast.

There were members who had requested mail ballots, to whom none were sent, since they didn't meet the qualifications for voting by mail. These members were, as follows, along with an explanation of why they were not entitled to vote by mail:

Yakymac, Paul, Y-39 requested a mail ballot under the date of October 19, 1964. His request for a mail ballot was denied on November 17, 1964, because he was not on a vessel as called for in the, "Additions to the Voting Procedures."

Martonesik, Louis, M-205 requested a mail ballot, which request was received on November 9, 1964. His request for a mail ballot was denied on November 17, 1964, because he was not on a vessel as called for in, "Additions to Voting Procedures."

Knowles, Ralph R., K-358 requested a mail ballot under date of October 30,

1964, which request was received on November 4, 1964. His request for a mail ballot was denied on November 17, 1964, because he was not on a vessel as called for in the, "Additions to Voting Procedures."

Hirsch, Al, H-811 requested a mail ballot under date of November 7, 1964, which request was received on November 18, 1964. His request for a mail ballot was denied on November 23, 1964, because his request was not in compliance with the provisions contained in the, "Additions to Voting Procedures," which states that all requests, "... shall be received not later than 12:00 p.m. on the fifteenth (15) day of November of the election year, and shall be directed to the Secretary-Treasurer."

Rogers, Burton A., R-730 requested a mail ballot under date of November 14, 1964 which request was received on November 23, 1964. His request for a mail ballot was denied on November 23, 1964 because his request was not in compliance with the provisions contained in the, "Additions to Voting Procedures," which states that all requests, "... shall be received not later than 12:00 p.m. on the fifteenth (15) day of November of the election year, and shall be directed to the Secretary-Treasurer."

Schoenborn, Wilfred G., S-241 requested a mail ballot in an undated letter, postmarked November 28, 1964, which was received December 1, 1964. His request for a mail ballot was denied on December 1, 1964 because his request was not in compliance with the provision contained in the, "Additions to Voting Procedures," which states that all requests, "... shall be received not later than 12:00 p.m. on the fifteenth (15) day of November of the election year, and shall be directed to the Secretary-Treasurer."

Scott, William E., S-754 requested a mail ballot under date of December 16, 1964, which was received December 22, 1964. His request for a mail ballot was denied on December 22, 1964 because his request was not in compliance with the provision contained in the, "Additions to Voting Procedures," which states that all requests, "... shall be received not later than 12:00 p.m. on the fifteenth (15) day of November of the election year, and shall be directed to the Secretary-Treasurer."

All requests for Absentee or Mail Ballots and decisions as to whether the member met the requirements for such a ballot was handled by the Polls Committee at Headquarters.

CHALLENGED BALLOTS

Under the, "Additions to Voting Procedures," that was set-up by our Secretary-Treasurer under the authority granted to him by Article XIII, Section 7 of our Constitution, and approved by the Executive Board and the membership, he made provisions for the voting of challenged ballots, which challenge could be determined by the Union Tallying Committee. There were eleven (11) challenged ballots cast and in view of the fact that such eleven ballots would not change the results of the vote for any office or job, your committee decided not to pass upon the challenge and open them up. The eleven challenged ballots are, as follows:

Name	Book Number	Port Of Challenge
Webb, Leon J.	W-675	New Orleans
Montoya, Culpio	M-541	New Orleans
Frazier, Dorn	F-328	Houston
O'Connell Lawrence E.	O-161	Houston
Rossi, Michael	R-7	San Francisco
Wells, Leo J.	W-387	San Francisco
Diaz, C. M.	D-91	San Juan, P.R.
Williams, L. R.	W-37	Absentee Ballot
Williams, Osborne R.	W-78	Absentee Ballot
Brian, S. M.	B-949	Absentee Ballot
Levin, J. J.	L-462	Absentee Ballot

CONCLUSION

In addition to the previous votes voided by your committee in the prior part of this report, 280 votes were voided in the various ports as a result of a member being allowed to vote that was not in good standing. As one of its closing actions this Union Tallying Committee added together all of the votes that had been voided from the various ports, for one reason or another, and they totalled 349 votes.

You can readily see by comparing the number of voided ballots against the final tally of ballots that is annexed to and made part of this report, that the

voided ballots would not have changed the outcome of any job on the ballot.

This committee finds that the protest of Bernard Toner, T-28, is the only protest by one of our members, written or otherwise, with respect to the conduct of the election. Your committee has sent the following letter to Bernard Toner, in reference to his protest:
January 14, 1965

Mr. Bernard Toner
35753 Charles Street
Newark, California 94560

Dear Sir and Brother:

Under the terms of our Constitution, this Committee has no authority to evaluate complaints of the type described in your letter of January 9, 1965.

However, under the rules and procedure set up by the membership, complaints of the nature made by you are handled by the Secretary-Treasurer. We enclose a copy of a Report by the Secretary-Treasurer on "Election Complaints" during Election of 1965-1968 Officers and Job Holders of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District.

Fraternally yours,
Seafarers International Union
of North America—AGLIWD
DOUGLAS CLAUSSEN, C-339,
Chairman Union Tallying
Committee

REGISTERED MAIL
RETURN RECEIPT REQUESTED

Editors Note: Full reference to this matter is contained in the report by the Secretary-Treasurer on "Election Complaints" which follows this report.

Your committee finds that the balloting took place in strict accordance with the Constitution, and that what errors were made, were all of no importance, and of no measurable effect and could not influence the voting results and were dealt with in accordance with the spirit of the Constitution.

It is, of course, impossible to tally write-in votes that are illegible or where the ballot has been defaced. Therefore, in the case of write-ins that are illegible or when they appear on defaced ballots, this Committee has carried such ballots under the heading of void ballots, in which category they properly belong. We recommend that the procedure on write-ins followed by this Committee be upheld, inasmuch as it is impossible to count write-ins' votes where the name written in is illegible or a voter defaces the ballot. If a man wants to write in a name, he ought to do so clearly, if he wants his write-in to be effective, and he must be careful not to place illegal marks on the ballot. This Committee feels very strongly on this point.

The official tally of this Committee is annexed to this report and made a part of it. Subject to the appropriate action of the membership at the "Election Report" meetings, it represents the basis for the action called for in Section 6, Article XIII, of the Constitution.

Dated: January 14, 1965.

George Litchfield L-170

Elected in the Port of Baltimore

Walter J. Walsh W236

Elected in the Port of Baltimore

Aldo Perini P-83

Elected in the Port of New York

Cecil Leader L-6

Elected in the Port of New York

Edward W. Morris M-1358

Elected in the Port of Detroit

Manuel Garza G-631

Elected in the Port of Detroit

James Doris D-3

Elected in the Port of Philadelphia

Charles Moss M-502

Elected in the Port of Philadelphia

Thomas D. Garrity G-298

Elected in the Port of New Orleans

Ashton L. Stephens S-318

Elected in the Port of New Orleans

H. B. Butts B-395

Elected in the Port of Houston

Douglas Claussen C-339

Elected in the Port of Houston

James Naylor N-6

Elected in the Port of Mobile

Dalphin L. Parker P-84

Elected in the Port of Mobile

Report By The Secretary-Treasurer On "Election Complaints"

during "ELECTION OF 1965-1968 OFFICERS AND JOB HOLDERS OF THE SEA- FARERS INTERNATIONAL UNION OF NORTH AMERICA-ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT"

Under the terms of our Constitution and the rules adopted by the Executive Board and approved by the membership, complaints concerning the conduct of the Union election and balloting procedure are to be sent to the Secretary-Treasurer, and the Secretary-Treasurer is charged with specific administrative duties in connection with such election. The office of your Secretary-Treasurer has received two communications from Brother Bernard Toner, T-28, a candidate for New York Joint Patrolman and I am reporting as to the action taken and my recommendations in connection with such action.

On November 22nd, there was received a letter from Brother Toner which was dated November 19, 1964 and postmarked November 20, 1964 at Fremont, California. A copy of this letter is as follows:

"Dear Sir and Brother,

This letter is a protest of the election now in progress.

In regards to the balloting now going on in all ports, I am aware of the proper procedure according to the constitution and I have witnessed several violations since I arrived in San Francisco.

I'm sure you know of the existence of the printed form available to voters with the names of candidates, exclusive of many names that appear on the ballot. I've seen it and my name along with many others are among the missing.

The form carries a union label and is probably available in all ports. This seems to me to be a violation, as we the missing candidates don't have the same opportunity to campaign on so large a scale, as finances and the method of distribution are not available to us.

I witnessed Paul Gonsorchik, Walter Reidy, and one of the balloting committee passing them out. The man on the committee also made the statement "There are a bunch of ----- running that the union would rather not have in office."

I would like to know who ordered the printing of the forms, who decided what names to go on them, and mostly who paid for them out of what funds?

Fraternally yours,

Bernard Toner T-28
Candidate for New York Joint
Patrolman

(Signed) Bernard Toner
November 19, 1964"

By letter dated November 24, 1964, I replied to Brother Toner and a copy of that letter is as follows:

"November 24, 1964

Mr. Bernard Toner, T-28
36753 Charles Street
Newark, California
94560

Dear Sir and Brother:

Your letter dated November 19, 1964, has been turned over to the undersigned for reply.

The alleged incident you refer to, I assume, occurred in San Francisco on November 19, 1964, the date of your letter. Your correspondence as well as this reply will be turned over to the Union Tallying Committee at the time of their convening.

As to your inquiry about a printed form, who decided what names to go on them, and who paid for them out of what funds, please be advised that the Union has not ordered the printing of any forms or paid for such, other than for the official ballots which contain the

names of all candidates, together with the standard material, such as roster sheets, envelopes, etc. Campaign material or forms, if any, as distinguished from the official election material, are prepared and paid for solely by candidates.

Fraternally yours,
Seafarers International Union
of North America-AGLIWD
(Signed) Al Kerr
Secretary-Treasurer"

On January 13, the Tallying Committee received Brother Toner's letter dated January 9, 1965. A copy of that letter is as follows:

"January 9, 1965

"Dear Sirs:

In November I sent a written protest of the balloting and what I consider violations of the proper procedure, to Paul Hall. He turned it over to Al Kerr and I was informed that all protests are handled by the tallying committee.

When I sent in my credentials for the New York patrolman job, I signed them the way I wanted them printed in the "LOG," and to appear on the ballot, which was Bernard (Mike) Toner.

Other candidates names appeared by the names they are commonly known as, but mine appeared simply as Bernard Toner. I have been asked a number of times by former shipmates why I didn't have "Mike" on the ballot, as that is what I am known as mostly, and due to someone's oversight have probably lost quite a number of votes because of it.

In the event you haven't received my earlier letter it contained the following:

1. The printed form which was available may have influenced voters.

"2. The fact that the form was available in all ports, and the same method of distributing campaign material was not available to all of us.

I saw Paul Gonsorchik pass it out within ten feet of the ballot box. I saw Walter Reidy, whose name isn't on the ballot, pass one across the counter, also less than twenty-five feet from the box.

I was also present when one of the ballot committee handed one to a member that inquired as to the purpose of it, and was told "there are a bunch of ----- running that the union would rather not have in office." This man has since shipped on the "Alcoa Marketer" as Steward and I believe his name is Depaulier.

3. The way my name appeared on the ballot as explained earlier in this protest.

4. I would like to know also when these members whose names appeared on the form ordered them printed, where they were printed, who paid for them and out of what funds.

5. Since the names not mentioned on the form are active seamen and their time ashore is limited to short periods at different times, no opportunity to meet and plan a large campaign to compete with something like this is possible. Thereby limiting equal rights.

Fraternally,

Bernard (Mike) Toner T-28
Candidate for patrolman

(Signed) Bernard Toner
P.S. The above violations are the only ones I am aware of, but if you will investigate further I feel you will find others."

The tallying Committee has advised Brother Toner that under the terms of our Constitution the Committee has no authority to evaluate complaints of the type described in his letter of January 9, 1965. The Committee's reply to

Brother Toner is contained in their report.

The Minutes of the Executive Board of September 9, 1964, approved and adopted by the membership, provides, in part, as follows:

"2. To insure good order and to further preserve the secrecy of the ballot, electioneering must not take place within 25 feet of the polling place. In any event, the Union continues to insist on good order and decorum, which must be preserved. Any member whose ballot has been solicited within the prohibited area is required to make this fact known to the Polls Committee, which shall record the complaint in its report, as well as its findings and recommendations thereon. In addition, the member is required to notify the Secretary-Treasurer, Al Kerr, at Headquarters, within 24 hours of the occurrence, by registered mail, return receipt requested, of the facts, which notification must be signed by the complainant, together with his book number.

In that connection, the Executive Board recommends that the membership also adopt the rule that, in case any member has a complaint that any of the election and balloting procedures of this Union have been violated, the same procedure as above set forth shall be followed. While the members have already been notified, through the LOG, as to notifications to the President in case of a claimed violation of any rights, it is recommended that the rule set forth herein be adopted with reference to the balloting and election procedures in this election, since the Secretary-Treasurer, under the Constitution, is charged with specific administrative duties in connection with elections and referendums. The member's duty to report violations in this manner should be emphasized. If situations exist which call for corrective action, that action ought to be taken. It can't be taken if the responsible parties under the Constitution are not made aware of the facts."

As a result of the above quoted rule, I am making my report and recommendation as to the contents of Brother Toner's letter. Brother Toner's letter of January 9th is, in part, a repetition of his original letter of November 19, 1964 and insofar as the reply letter to him of November 24th applies to matters contained in his letter of January 9, 1965, the same reply is incorporated in this report; particularly with respect to his inquiry about campaign material and the furnishing of the same. In essence, Brother Toner's letter of January 9, 1965, setting forth matters which have not been previously replied to, consist of two areas: the first one is the absence of his nickname, "Mike," appearing on the ballot; and, the second, his claim of a violation of the no electioneering rule in designated areas.

As to the first item—the absence of his nickname, "Mike," on the ballot—I wish to point out that, as we all know, the sample ballot was distributed long prior to the commencement of the election. At no time did Brother Toner make any complaint about the absence of his nickname appearing with his name upon the ballot. Furthermore, at no time did Brother Toner ever request that his nickname, "Mike," appear alongside of his regular name upon the ballot, and the first complaint received from him is after the election is over. Furthermore, in his letter of November 19, 1964, he signs it as "Bernard Toner, T-28, Candidate for New York Joint Patrolman," without any reference to the nickname, "Mike." It is clear that his complaint is an afterthought and there is no basis for such complaint. I further wish to point out that in the

sections of the Executive Board Minutes mentioned above, at no time did Brother Toner follow the procedure of a complaint in connection with the failure to have his nickname, "Mike," appear alongside of his name upon the ballot. In view of all of this, I find that there is no basis to Brother Toner's complaint as to the failure of his nickname to appear upon the ballot and I so recommend to the membership for their action.

With respect to the other area of Brother Toner's complaint in his letter of January 9, 1965 concerning violation of the no electioneering in prohibited areas, I have the following comments and recommendation to make. I refer again to the rules adopted by the Executive Board and the membership concerning this subject of electioneering or soliciting votes within the prohibited areas, which is set forth above. It is first provided that any member whose ballot has been so solicited within the prohibited area is required to make this fact known to the local Polls Committee, which shall record the complaint in its report, as well as its findings and recommendations thereon. The record shows that no member has made any complaint to any Polls Committee, nor do the reports of any Polls Committee contain a record of any such complaint, finding or recommendation. The rules further provide that the member is required to notify the Secretary-Treasurer at Headquarters within 24 hours after the occurrence. No member whose vote has been allegedly solicited in the prohibited area has so notified the Office of Secretary-Treasurer. The above rules further provide that if any member has a complaint as to any of the election and balloting procedures to the effect that they have been violated, that the same procedure as set forth with respect to an individual member be followed. I assumed that Brother Toner's letter of January 9, 1965 was intended to come within this latter rule. I wish to point out that, aside from the complaint received from Brother Toner which alleges conduct only in the Port of San Francisco, no other letter has been received from any member complaining about an alleged violation of the no solicitation or electioneering in prohibited areas from that port, or any other port. In view of the fact that no member has filed any complaint, either with any of the local Polls Committees, the President or the Office of the Secretary-Treasurer, concerning an alleged violation of the no solicitation rule in prohibited areas, and Brother Toner's letter does not complain about his ballot being so solicited, but merely a statement that somebody else's ballot was so solicited—without even identifying the member or members so solicited—he has not set forth sufficient evidence to warrant the finding that the conduct complained of was so engaged in. As a result of this situation, it appears to the Secretary-Treasurer that Brother Toner is engaged in a "fishing expedition" and this is backed up by his postscript in his letter of January 9, 1965, in which he requests a further investigation based upon his "feeling" that other violations will be found.

Brother Toner's complaint deals solely with balloting conducted in the Port of San Francisco and I wish to point out to the membership that if all the ballots cast and counted from the Port of San Francisco were not counted—the results of the election would still not be changed.

For all of the above reasons, I have determined that there is no basis to Brother Toner's complaint of violation of the election procedures in accordance with the Union's Constitution and rules adopted by the membership. I, therefore, so recommend to the membership for their action.

Submitted by,
Al Kerr, Secretary-Treasurer

OFFICIAL TALLY SHEET FOR ELECTION OF 1965-1968 OFFICERS

*DENOTES THAT MAN WAS ELECTED

Table with columns for various regions (Philadelphia Agent, Baltimore Agent, Mobile Agent, New Orleans Agent, Houston Agent, Detroit Agent) and sub-columns for ballot counts (MAIL BALLOT, BOSTON, N.Y., PHILA., BALT., NORF., JAX., MIAMI, TAMPA, MOBILE, N.O., HOUS., WILM., S.F., SEAT., DET., SAN JUAN, Totals) for each candidate.

HEADQUARTERS TALLYING COMMITTEE'S BREAKDOWN OF WRITE-INS

Table with columns: NAME OF CANDIDATE, BOOK NUMBER, JOB FOR WHICH RECEIVED WRITE IN, MAIL, BOST., N.Y., PHILA., BALT., NORF., JAX., MIAMI, TAMPA, MOB'E, N.O., HOUS., WILM., S.F., SEAT., DET., SAN JUAN, and Total Write-Ins. The table lists numerous candidates and their respective write-in counts across various locations and roles.

HEADQUARTERS TALLYING COMMITTEE'S BREAKDOWN OF WRITE-INS

Table with columns: NAME OF CANDIDATE, BOOK NUMBER, JOB FOR WHICH RECEIVED WRITE IN, MAIL, BOST., N. Y., PHILA., BALT., NORF., JAX., MIAMI, TAMPA, MOB'E, N. O., HOUS., WILM., S. F., SEAT., DET., SAN JUAN, Total Votes Rec'd. Lists candidates like L. Gardner, Bill Porter, John Fay, etc., with their respective vote counts across various locations.

