

SIU Company's Ship Plans Curbed by Lack of U.S. Policy

Story Page 2



John Holland— Father of the Submarine

See Page 23



Seafarers Recall Experience In German Prison Camp

Story Page 19



Swift Action by SIU Crew Rescues Two AF Pilots

See Page 17

Stop-Gap Measures Not Enough To Upgrade Fleet, Pelly Charges

SEATTLE—The United States merchant marine requires "a major operation, not a band-aid," Representative Thomas M. Pelly (R-Wash.) told a meeting of the Transportation Club here this week, and an independent federal maritime administration, "free of executive branch apathy and indecision," is necessary for the job.

As a member of the House Merchant Marine and Fisheries Committee, Pelly said he continually checks the status of the American-flag fleet and, "tragically the trend and ratio to world tonnage is ever lower and lower."

"The United States has declined to 14th in the world for the number of ships launched in 1967, while Japan again outpaced all others," he declared. "The reason for this is that the U.S. has absolutely no maritime program. Compare this lack of activity, and the lack of result, with Japan's program where, under a five-year plan, she has advanced industrially and on the seas."

"Even more frighteningly," he continued, "add to this the fact that the U.S.S.R. has a seven-year plan for dominance on the high seas. The bare facts of the current urgent drive to the sea on the part of the Soviet Union contain the ingredients of a dramatic story of compelling international interest."

"The merchant fleet of the U.S.S.R. is anything but an ordinary, profit-motivated economic enterprise. In a general way, to be sure it's engaged in international competition but this is a competition with a difference . . . it's a state-owned and operated competition without the necessity of profit."

Pelly pointed out that this is all the more reason for the U.S. Government to "encourage private shipping in this country." To this end, he recalled that the House has already overwhelmingly approved—over Administration opposition—an independent MARAD to get the merchant marine out of the Commerce Department and, "just as importantly, to keep it out of the Department of

Transportation as proposed by the President."

"Right now," the Washington legislator emphasized, "an independent maritime is needed to formulate and to submit to Congress a blueprint for the revitalization of the American Merchant Marine. The ultimate decisions must be made by the Congress to remedy this situation. . . . It requires major legislation: a major operation, not a band-aid. This is the goal that the independent federal MARAD bill seeks to attain."

Noting that our merchant fleet "is 80 percent over age and only carries seven percent of American cargoes," Pelly criticized the Administration's maritime budget for not going far enough in providing for the construction of ships.

100 Ships Behind

"A close examination . . . of the budget . . . reveals that deferrals in programs may result in only eight new ships in fiscal year 1969," Pelly said. "This . . . at a time when we should be building no less than 30 new ships a year" and when "the United States is 100 ships behind in its 1958 plan to replace the block obsolescence of our merchant fleet over a period of years."

The congressman also deplored the fact that the President's budget message seeks about \$240 million for construction in fiscal 1969 of four "fast deployment logistics vessels, the Defense Department's scheme for building its own merchant marine; constructed and run by the Navy and completely eliminating private enterprise and private operation."

"Do not be deluded by the fact that the FDL program died in the last session of Congress," he warned. The reappearance of FDLs in this year's budget request is "reason enough to conclude that these ships, to be used only in wartime, will continue to have priority with this Administration over privately-constructed and operated ships to be used in both peace and war."

Negative Attitude

The entire attitude of the Administration toward maritime is evident throughout all aspects of the industry, Pelly noted. "In the area of research, there is a lot of noise, but very little light." He recalled that, when questioned recently during maritime authorization hearings by the House Merchant Marine and Fisheries Committee, Acting Maritime Administrator James W. Gulick "had to admit that there is little or no research actually being performed by the government to end the block obsolescence of our merchant marine."

Turning briefly to the nation's balance of payments deficit, Pelly questioned how the Administration can have such a negative attitude toward American shipping when "Commerce Department figures confirm that the United States is the world's largest trading nation."

"We could improve this balance-of-payments deficit measurably simply by expanding our American-flag service" upward from the seven percent of U. S. export-import shipping trade it now carries, he concluded.

Report of International President



by Paul Hall

In this issue of the LOG, you will read a detailed account of the rescue at sea, by Seafarers on the Anniston Victory, of two downed United States Air Force pilots from stormy waters off the coast of northern Luzon in the Philippine Islands.

The description, by the flying officers themselves, clearly documents the fact that the merchant seamen aboard this American-flag vessel unhesitatingly risked their lives to effect this double rescue under weather conditions which otherwise might well have been described as insurmountable. The story is not unique; it is only the most recent chapter in the long and proud history of the United States merchant marine.

For most men outside the official jurisdiction of military service, such performance would not only be uncommon, it would likely be a once-in-a-lifetime feat for even the best of them.

However, for the Seafarer such heroism is a possibility in his everyday working life. Quick and selfless action is expected of him from time to time in periods of war or peace—in the course of his job—and he willingly accepts this ever-present possibility as an obligation of his profession.

Yet, despite the vital part the merchant marine and its Seafarers have played—and continue to play—there are those in government who consider the men who sail our merchant ships expendable; their livelihood an unnecessary expense in a so-called "space-age world."

These short-sighted people—mostly misinformed bureaucrats—would discount the acknowledged basic necessity of a strong fleet to any nation which seeks to maintain a strong position in world commerce.

The lessons of history are lost to them. Not only do they choose to forget the vital role played by the American merchant marine in two world wars and the Korean conflict of the early 1950's, but they stubbornly refuse even to recognize the essential role being played by our nation's fourth line of defense in Vietnam today—with relics of a war in which it served so ably a quarter of a century ago.

Only in the U.S. is such a disgraceful situation allowed to persist. Other countries are doing everything in their power to build modern and efficient merchant fleets to meet the demands of a modern and competitive world.

In our own government a dangerous dialogue continues on whether we need a merchant fleet at all. There are men in high places who would abdicate this nation's traditional position of self-contained power on the high seas and put the United States in a position of dependence on foreign-flag tonnage to meet the country's seagoing needs.

These same people would never dream of questioning the need for a steel industry, automotive industry, aerospace industry—or most any other industry in America, for that matter. Yet they would see our maritime industry scuttled and leave the responsibility for the carriage of our cargoes to foreign-flag operators, who of course, have no allegiance to the U.S.

Lack of U.S. Fleet Program Stalls Company's Ship Plans

BALTIMORE—At the recent launching here of the Overseas Alice (Maritime Overseas)—first U.S. flag tanker to be built for an independent American operator since 1961—officials of the SIU-contracted company charged that Administration failure to come forth with an "equitable" national maritime program is delaying their plans for further ship construction.

Following christening ceremonies for the new vessel at Bethlehem Steel Corporation's Sparrows Point yard, Maritime Overseas President Raphael Recanati and Stephen Shalom, a director of the company, indicated that in the absence of a national merchant marine policy, building plans which their own and other firms have in mind are being held up.

Delay Costly

"We simply have to have a program" and company decisions hinge on what the program might be, Shalom said, adding that the 37,250-ton Ocean Alice—and two sister ships under construction here—were being built now only because the company could not afford to delay replacement of its over-age tankers any longer.

Referring to Representative Edward A. Garmatz (D-Md.), who was present at the launching, the company officials praised the chairman of the House Merchant Marine and Fisheries Committee

for "doing all he can" to upgrade the U.S.-flag merchant fleet. But, they declared, "he's boxed in" and the fault for the lack of a maritime program can be laid only on the doorsteps of the White House. "The President is the one to blame," Shalom said.

"We want no special favors," Recanati said in discussing the kind of program his unsubsidized company wanted. "We just want a program that will treat all segments of the merchant marine on the same basis."

Both officials suggested that, whatever program is produced, the Overseas Alice and her sister ships—each of which cost an estimated \$11 million—are examples of one part of a problem the U.S. merchant marine will continue to have in competing for world-wide cargoes. This is because, although new, their 37,250-ton carrying capacity is no longer large enough for competition in world-wide operations which now regard tankers of some 240,000 deadweight tons as the most economical.

The three new Maritime Overseas tankers will all be operated in coastwise trades, probably on the West Coast, the officials said.

SEAFARERS LOG

Mar. 15, 1968 • Vol. XXX, No. 6

Official Publication of the
Seafarers International Union
of North America,
Atlantic, Gulf, Lakes
and Inland Waters District,
AFL-CIO

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Published biweekly at 810 Rhode Island Avenue
N.E., Washington, D. C. 20018 by the Seafarers
International Union, Atlantic, Gulf, Lakes
and Inland Waters District, AFL-CIO, 675
Fourth Avenue, Brooklyn, N.Y. 11232. Tel.
NYealoth 9-6600. Second class postage paid
at Washington, D. C.

POSTMASTER'S ATTENTION: Form 3579
cards should be sent to Seafarers International
Union, Atlantic, Gulf, Lakes and Inland Waters
District, AFL-CIO, 675 Fourth Avenue, Brook-
lyn, N.Y. 11232.



The latest addition to the roster of SIU-contracted ships is the Overseas Alice, owned by Maritime Overseas and constructed at the Bethlehem-Sparrows Point Shipyard in Baltimore. She has a deadweight of 37,050 tons, is 660 feet long, and puts out 15,000 horsepower.

Three More Seafarers Qualify As Engineers; Total Now 223

Three more Seafarers have received an engineer's license after attending the Engineers Upgrading School jointly-sponsored by the SIU and District 2 of the MEBA. A total of 223 Seafarers have now received their engineer's license after attending the upgrading school.

Two men received a third assistant's license while one is a new second assistant engineer.

James Andolsek is a new second assistant engineer after sailing as fireman-watertender. Born in



Andolsek

Ohio, the 39-year-old Seafarer lives in Rome, Ohio. He joined the SIU in 1957 in the port of Seattle. Vincent Torregrosa received a temporary third assistant's license. He sailed as FOWT and joined the Union in New York in 1963. A native of New Britain, Conn., he now lives in Kensington, Conn. Torregrosa is 39 years old.

Donald Burke was born in Michigan and is a resident of Waynesboro, Miss. Before receiving a third assistant's license, he sailed as FOWT and electrician. Brother Burke joined the Union in

1965 in the port of Mobile. He is 42 years old.

Engine department Seafarers are eligible to apply for any of the upgrading programs if they are 19 years of age or older and have 18 months of Q.M.E.D. watch standing time in the engine department, plus six months' experience as a wiper or equivalent.



Burke



Torregrosa

Those who qualify and wish to enroll in the school can obtain additional information and apply for the course at any SIU hall or write directly to SIU headquarters at 675 Fourth Avenue in Brooklyn, New York, 11232. The telephone number is Hyacinth 9-6600.

Delta, APL File Court Suits; Charge Subsidy Shortchange

WASHINGTON—Two SIU-contracted companies, Delta Steamship Lines and American President Lines, have filed suits against the federal government for well over a million dollars for underpayments of ship construction subsidies.

The suits, filed with the U.S. Court of Claims here, arise from a dispute on the determination by the Maritime Administration's Maritime Subsidy Board of ship construction subsidies due. The suing companies contend that MARAD estimated the subsidies too low and then refused to reveal how it arrived at its figures.

APL's petition, filed with the court last month, asks for \$750,465.54 as the underdetermination of subsidy on five ships.

In a similar claim last week, Delta filed for \$559,880 more than the subsidy it received as the difference between U.S. and foreign construction costs.

Hit Secrecy

The cases attack the secrecy under which the MARAD-MSB arrives at foreign shipbuilding costs and demand—if alleged underpayments are not ordered by the court—that MARAD-MSB be required to hold hearings, directed to state the reasons for its decisions and make available in detail all of the foreign cost data used in its determinations. Disclosure of its foreign cost information has been consistently refused by the agency.

Foreign costs are used as a measuring rod for this government's ship construction subsidy system. On subsidized ship construction the United States pays the difference, up to 55 percent of the U.S. contract price, between U.S. and foreign costs.

In the case of APL, the company claimed that a subsidy differential rate of only 54 percent was

set by MARAD on four of its ships and just 52.5 percent on the fifth, whereas it should have been the full statutory 55 percent on all five of the vessels.

APL said it had a full study made, using Japanese construction costs as representative of low-cost foreign yards, and found that the actual differential "would be well in excess of the statutory maximum of 55 percent" required by U.S. law.

Testifies at Maritime Authorization Hearings

Hall Raps Maritime Budget Slash; Urges House Committee Hike Funds

WASHINGTON—Charging that the Administration's fiscal 1969 request of only \$18 million for ship construction is "a phase-out" that would "emasculate the maritime budget," SIU President Paul Hall this week called on the House Merchant Marine and Fisheries Com-

mittee to raise the appropriation to the \$388 million originally asked for by the Maritime Administration.

Hall, who is also president of the 6.5-million-member AFL-CIO Maritime Trades Department, was testifying at hearings by the Committee which has the power to authorize maritime appropriations for the first time under a new law passed by Congress last year.

"The purpose behind giving the Merchant Marine Committee 'first turn at bat' in dealing with maritime appropriations was a simple one," Hall said. "It was to prevent arbitrary cuts in the sums being budgeted for this industry—to make sure that maritime gets its fair share."

'Immediate Challenge'

However, he said, this first authorization measure to come before the Committee "confronts us with an immediate challenge as to the effectiveness of the authorization procedure" and pointed out that "this is a time for testing."

"We did not expect the Administration's budget request to present any bold new program for our merchant marine," Hall said. "But neither did we expect that it would contain such a bare-bones approach to so critical a problem. This authorization measure is not merchant marine oriented. . . It is a phase-out; it's nothing."

Hall noted that when "all the camouflage" thrown over the authorization request by the Budget Bureau is removed, "this bill boils down to . . . a mere \$18 million in new funds for ship construction during the coming fiscal year." This, added to the \$103 million being carried over from the current year will add up to \$121 million—enough to build

only ten new vessels next year, according to hearing testimony by Acting Maritime Administrator James W. Gulick last week.

Not only will the unsubsidized fleet again be "totally neglected" under the measure, Hall said, but this neglect is compounded "by slashing the budget for the subsidized segment" as well. With subsidies for only ten new vessels next year, he declared, the 14 subsidized companies that presently share in the ship construction program "are going to have to get along with approximately seven-tenths of a new ship each."

At this critical point in maritime history, the SIU president suggested that a starting point to finding the answer as to "what kind of an authorization this Committee should be dealing with" comes, oddly enough, from "within the Executive Department of government, itself."

He recalled that "when he appeared before this Committee at the start of these hearings . . . Mr. Gulick told you that he had recommended an appropriation of \$388 million" for ship construction subsidies in fiscal 1969.

"We think that's a good place to start," Hall declared. "This sum of money, added to the \$103 million being carried over from the present fiscal year, would provide some \$491 million for ship construction during the next fiscal year."

He said that although the administrator "charged by law with the responsibility for the promotion of the merchant marine feels that a 30-ship program is what this industry needs . . . so that the American-flag fleet can at least hold its ground against foreign competition" until Congress comes up with a new maritime program, his request has "been

whittled down to ten ships."

"It is precisely because this chopping away at maritime budgets has been the order of the day within the Administration that the new authorization machinery under which we are now operating came into being," Hall said. "This is part of the check-and-balance nature of our government—and we are confident that this Committee will check the Administration's over-eager use of the meat-axe, and that it will begin to balance some of the inequities that this industry has been subjected to over the years."

Pointing out that the Committee's schedule calls for hearings on a new maritime program when the current sessions are concluded, Hall said action on the authorization measure will set the tone for those hearings.

Although the Administration could refuse—"as it has so often done in the past"—to spend more than it requested, no matter what Congress might appropriate for maritime, Hall said "we'll never know for sure until we test Administration's intentions on this matter."

'Springboard' Program

Referring to the current bill as "the springboard to any maritime program that follows," Hall urged, "as a minimum . . . the appropriation of the \$388 million requested by the Maritime administrator."

"What this committee does will be an indication of its determination to assure our nation of an adequate, sound, effective merchant marine," he concluded.

Witnesses testifying at committee hearings last week included Edwin M. Hood, president of the Shipbuilders Council of America and Acting Maritime Administrator James W. Gulick.

Hood said he was "happy to appear for the first time" to testify on an "authorization" bill and hoped the new law putting authorization of maritime funds in the hands of Congress would bring an end to the faulty system of unilateral and capricious expediency which for too long has controlled and diminished the nation's maritime stature.

However, he termed "unrealistic and inadequate" the budget request submitted by the Administration for fiscal 1969. "This authorization for ship construction must be increased with contracts for a program with at least 35 to 40 ships per year, beginning with fiscal 1969, to be started with dispatch," Hood said. "The plain facts cannot be denied. The nation cannot wait another year."

The bulk of Gulick's testimony was taken up with an attempt to justify the drastic slashes in the projected fiscal 1969 maritime budget by more talk about inflation and the use of elaborate figures on deferrals and the intricate workings of bureaucratic red tape. He took the position that the Administration has held the line on a building program of approximately ten ships for the next fiscal year and that was final.

Seafarers Hit the Bricks



Seafarers were among members of unions picketing the Phelps Dodge New York office in support of the more-than-50,000 copper workers from 26 unions involved in eight-month strike against the "Big Four" of the copper industry—Kennecott, Phelps Dodge, Anaconda, and American Smelting and Refining.

A Gift From The SIU



To make the stay at the Staten Island USPHS hospital a little more enjoyable, SIU Welfare Director Al Bernstein recently presented the hospital with a gift from the SIU—a color television. Above, Bernstein (left) makes the presentation. With him are (l. to r.) Seafarers A. Gyumuk, P. Gordoza, K. Zezdislaw, Chas. Hamilton, and Foo Hsi Tong. At right is hospital administrator Thomas O'Rourke.

Congressman Introduces New Bill To Stem Runaway-Ship Tax Dodge

WASHINGTON—A bill which would put a stop to tax advantages enjoyed by American owners of "runaway-flag" ships, and make them pay their proportionate share toward the expenses of running the nation, has been introduced in the House by Representative James J. Howard (D-N.J.).

Howard estimated that a billion dollars annually could be added to the plus side of the lagging U.S. balance of payments if the U.S. citizens or corporations who control foreign-flag vessels were required to pay their income taxes on all earnings of these ships rather than just on those earnings which are repatriated and used in this country as is presently the case. He said the 431 vessels in the runaway fleet flying the flags of Liberia, Panama and Honduras—said by the Defense Department to be under "effective control"—now totals some 14.7 million dead-weight tons.

His measure is in line with the Administration's efforts to offset the country's balance of payments deficit by tightening up on dollar outflow through foreign financial dealings, Howard said.

If enacted into law it would require U.S. citizens and companies operating runaway-flag vessels to pay "their proportionate share of the cost of our government—the same as other businesses and individuals"—and would "eliminate . . . at least a part of the competitive edge which these companies now have over American registered ships." Such legislation is a "first major step" Congress can take "toward plugging this particular drain in the balance of payments," the New Jersey congressman declared.

'Take A New Look'

Howard told the House that through his bill it could be hoped that "by ending this tax advantage we will be encouraging the owners of these ships to take a new look at the picture with a view toward the repatriation of these ships."

U.S. maritime labor and industry representatives have for years urged an end to the practice by American owners of registering their ships under foreign-flag to avoid U.S. taxes and strict manning and safety standards. However, succeeding Administra-

tion since the end of World War II have continued to tolerate—and sometimes even encourage—the practice.

Howard's bill would repeal a tax deferral feature under the 1954 Internal Revenue Code which grants exemptions to U.S. citizens or corporations and makes it profitable to operate their commercial shipping under runaway-flags.

The exemptions, Howard stated, "give these foreign-flag operations an enormous competitive advantage over the companies which keep their ships at home, pay American taxes, hire American

sailors and meet American safety standards. I do not believe that our government should foster this kind of unfair competition by allowing these companies the tax haven that the Internal Revenue Code presently provides."

"We would be a billion dollars closer to equalization of the international payments accounts" if there were no U.S. owned or controlled foreign-flag fleet, Howard added, "and our own merchant fleet would be that much stronger and that much more capable of contributing to a healthier domestic and international economy."

Senate Approves C. R. Smith As New Commerce Dept. Chief

WASHINGTON—C. R. Smith was sworn in as the nation's new Secretary of Commerce this month following Senate approval of his nomination for appointment to the post by President Johnson.

Smith, 68-year-old founder and former board chairman of American Airlines, replaces Alexander B. Trowbridge who resigned from the Johnson cabinet for reasons of ill health.

During an open hearing on the nomination before the Senate Commerce Committee, committee Chairman Warren G. Magnuson (D-Wash.) turned to the question of the Maritime Administration and asked Smith his position "now that there has been established a Department of Transportation."

'Still Responsible'

The nominee recalled that some functions previously under the Commerce Department had been transferred to DOT but added: "we are still responsible for the Maritime Administration, I understand."

Magnuson pointed out to Smith that a bill, already passed in the House, is currently pending in the Senate to create the Maritime

Administration as an independent agency. He also said that a message had recently been sent by the Administration to Capitol Hill indicating endorsement of major portions of the so-called Magnuson-Bartlett Bill—introduced by the chairman and Senator E. L. Bartlett (D-Alaska)—which outlines a comprehensive maritime upgrading program for the United States.

(An identical bill, introduced by Representative Edward A. Garmatz (D-Md.), chairman of the House Merchant Marine and Fisheries Committee, is also pending in the House.)

"Are you going to wait and see what the Congress does?" Magnuson asked Smith.

The new Commerce Secretary answered that he had no definite plans on the matter and would prefer to wait and see just what the Congress does with the legislation now before it rather than make any recommendations.

The Great Lakes

by Fred Farnen, Secretary-Treasurer, Great Lakes



The Chicago, Duluth and Georgian Bay Steamship Company has been liquidated. We wish to advise all crewmembers who sailed on the *South American* in 1967 to register in the nearest Great Lakes hall. These men will be able to exercise industry-wide seniority rights on any of the SIU-contracted vessels.

Word has been received that Michigan Tankers intends to scrap the tanker *Detroit*, around the first of July. Cost of repairs would be too excessive for them to continue operating this tanker.

The following vessels have called for crews for fit-out:

The Barge *Maida*; Tug *S. M. Dean*; and steamship *J. J. Boland*, *J. S. Young*, and *Peter Reiss*. The fit-out of the *S. T. Crapo* has been postponed for an indefinite period.

Cleveland

The regulars around here, such as *C. J. Thompson* and *D. Kapeln* are waiting with packed bags for the season to start. It was hoped that the season could start early, but recent weather has eliminated those plans.



Westbrook



Shea

Toledo

Winter activities here make us wonder what happened to the off-season. We have loaded the *J. C. Miller* with storage grain. This is a first for this port.

We have filled a call to load the *M. V. Townsend*. Three Reiss vessels are fitted-out and four more ships are expected to place a call for crews early in March, indicating a long season.

An SIU delegation attended a rally on behalf of John Gilligan for U. S. Senator, sponsored by COPE. The rally was held in Columbus and some of our members are taking an active part in the campaign.

Chicago

We have received no news regarding fit-out for area vessels, but it is expected that it will occur at an early date, providing the Lake Superior ice break is early.

Tow ships laid-up here, the *Chicago Trader* and *Detroit Edison*, gave some of our guys on the beach an opportunity to get in a few weeks of winter work. The *Chicago Trader*, of the Garland fleet, has already shifted and is ready to move out at a moment's notice.

Duluth

Classes for upgrading FOW's and AB's have started. Anyone interested should contact port agent Jackie Hall.

Numerous telephone calls have been received, regarding rated and unrated positions for this shipping season. Registration began March 4, at 9 a.m.

Alpena

We are starting the new season with the fitting-out of the *Iglehart*, Hurton Portland Cement Co. The same company called us to fit-out the *S. T. Crapo*, but cancelled because of the ice conditions.

Buffalo

Registration is picking up as the men anticipate an early fit-out.

The Coast Guard made a run into Lake Erie to test the ice. They report the ice is fairly light. However, if strong Southwest winds develop, we will have the heavy wind-rows as ice from the upper Lakes pile up in this port.

Received a letter from William Westbrook, who's shipping with a Waterman vessel on the Vietnam run. He was in Saigon during the recent heavy fighting. We hope to see him during the fit-out.

Frankfort

In the past few weeks, two of our Ann Arbor Carferry men have applied for and received able seamen's documents.

After bidding for AB jobs, Walter Bischoff was assigned to the No. 4 job on the *City of Green Bay*. Dennis Shea got the No. 2 job on the *M/V Arthur K. Atkinson*.

We were saddened to hear that William Puckett, one of our old buddies, died recently at his home in Elberta.

'Ocean Space' Treaty Urged By Senator

WASHINGTON—To stem "the probable danger of anarchy" in the struggle to control the seas' resources, Senator Claiborne Pell (D-R.I.) submitted a proposed international treaty to the Senate on March 5 that would govern the exploration and use of the world's seas. Pell cited the urgency of providing a framework for governing "ocean space" as arising out of "man's sea technology (which) has brought him to the verge of total undersea capability."

The Senator also remarked that his proposal reversed the Senate's traditional advise-and-consent role with respect to treaties; it is believed to be the first time a Senator has written a proposed treaty by himself.

The treaty parallels existing international pacts concerning the use of outer space and Antarctic exploration.

U.S. Role

It would have the United Nations designate, with Security Council approval, a licensing authority to regulate utilization "of the seabed and subsoil of submarine areas". The licensing authority would operate a sea guard, similar to the U.S. Coast Guard, to enforce its rulings.

The positioning of weapons of mass destruction on or in the seabed would be prohibited, but passive military devices, such as gear to detect, identify and track submarines and weapons, would be allowed.

Viet Cong TET Offensive Clogs Saigon Sealanes

WASHINGTON—The sealane traffic in South Vietnam of supplies to Southeast Asia has been seriously impaired as a result of the Viet Cong's lunar new year offensive.

In its aftermath, ships are being delayed for a week or longer, waiting for a berth. Sometimes cargo discharges are set back for as much as two weeks.

Where assaults by the Cong have been heaviest—in Saigon, for example—curfews are now in effect. This compels longshoremen to work shorter hours to be home by the curfew. Immediately following the new year or TET offensive, the port of Saigon fell dormant. Work ceased there altogether, and at Da Nang and Qui Nhon it trailed off considerably.

Contingent on the intensity of fighting in the area, the workday was curtailed to four hours or less. Now, the eight-hour day has resumed but night shifts, fraught with danger, no longer exist. Unloading must be curtailed and the longshoremen returned home as the curfew hour arrives.

In Saigon, the cargo output goes from 200 to 700 tons daily, somewhat greater than the productivity rate last year when the congestion problem was eased. Ideally, discharges of 2,000 tons a day could be accomplished if other obstacles were overcome. Contributing to the situation are the brief workday and crowded pier conditions, stemming from the need to move more cargo by ship with many roadways near Saigon still in rubble.

A number of U.S. flag-ships with commercial goods bound for Saigon have been permitted to unload in Hong Kong, where trans-shipment to Vietnam is carried out through use of smaller vessels. This method is used to minimize the tie-ups often facing larger ocean ships in Vietnam.

Military spokesmen in Saigon are "optimistic" that the 1965-67 period when docks became choked with sea-traffic will not recur. Still, if the Communists inflict damage on the Newport area north of the port, supplies will again have to be channeled through the confined central port area.

Soviet Violations of Fishing Treaty Confirmed by House Committee

WASHINGTON—Substantiating recent charges made by the SIUNA-affiliated Atlantic Fishermen's Union, the House Merchant Marine and Fisheries Committee has confirmed that during January five Soviet fishing vessels violated the Mid-Atlantic Fisheries Agreement between the U.S. and the U.S.S.R.

After SIUNA Vice-President, Captain James Ackert made the original disclosure of the violations, which alerted Washington and the public, Representative Edward Garmatz (D-Md.), chairman of the House Merchant Marine and Fisheries Committee, immediately requested that representatives from the State Department, Coast Guard and Bureau of Commercial Fisheries attend a closed briefing before his committee on February 8.

Ackert, who is president of the SIUNA-affiliated Atlantic Fishermen's Union, filed the treaty violation charges on February 2nd, and pledged, "the SIU is prepared to present testimony at public hearings on times, dates, and places of the Russian refusal to honor the agreement."

At a meeting of the Massachusetts Congressional delegation, held immediately prior to the House committee session, the AFU's president briefed the legislators on the specifics of the Russian violations.

Ackert reported that a breach of the pact took place on Friday, January 26th, at 39° 45' north, 71° 41' west. On Saturday, January 27th, the agreement was again violated at 39° 54', 71° 40' west, and on Wednesday, January 31st, another violation took place in approximately the same position as on the previous Saturday.

Under the agreement signed last November 25th in Moscow, which went into effect on January 1st, the Russians were permitted to enter U.S. territorial

waters of New Jersey and Long Island in return for not fishing in certain areas south of Cape Cod during the spawning months, specifically, during the first three months of 1968.

MTD Urges Further Improvements In Longshoremen's Compensation Act

WASHINGTON—The AFL-CIO Maritime Trades Department has charged before a Senate Labor and Public Welfare subcommittee that a bill proposing changes in the Longshoremen's and Harbor Workers' Compensation Act "does not go far enough" in providing benefits, and that the

Congress—the program which covers Federal Civil Service employees. It is difficult to understand how Congress can set one standard for the Federal employees, and another for the longshore and harbor worker. Yet that is precisely what has happened—and would continue to happen, even under this legislation.

legislation." Under present law, Federal employees are compensated for "about 75 percent of actual lost wages," but the amendments under review "envision replacing only about 66 2/3 percent of the average lost wage—and only about 50 percent of the actual lost wage."

Furthermore, the MTD continued, "Since 1966, the Federal employee program has had built into it a system of automatic increases based on the advancing Consumer Price Index . . . (providing) a hedge against inflation which otherwise could render his compensation benefits largely illusory. But no such protection is extended to longshoremen or harbor workers."

"It does little good," the MTD declared, "for Congress to talk about the principle of the Federal Government being the 'model employer' on the one hand, if it ignores the opportunity to follow that model with respect to other workers whenever it can."

Crew Describes Hours in Lifeboats After SIU of Canada Vessel Sinks

MONTREAL—Crewmembers aboard the SIU-contracted freighter Charney experienced a long, harrowing ordeal aboard lifeboats after the vessel sank last month 520 miles off the North Carolina coast. All 24 persons aboard the Charney have been rescued and told of the sinking of the vessel after arriving by plane here on February 12.

"We were in the first lifeboat," recalled Chief Mate Paul-Emile Berube, "and as soon as she hit water, she was smashed and we were flooded. There were eight of us in it, including Mrs. Leo Arsenault, the only woman aboard the ship. Resisting the assault of waves 35 to 40 feet, we had to get a solid grip on the boat.

"We didn't know how long we could last in that situation. There was now a foot of water in the boat. The blankets and food we had managed to take aboard were now soaked. There was no way we could go forward. The only thing we could do was wait. Wait for someone to rescue us. Our boat had drifted about five miles from the sinking."

"We were grabbing just about everything in sight not to be pushed away by the waves hitting us continuously," said Chief Steward Paul Duval. "The blankets, even though they were soaked, helped us."

Seafarers Robert Bernier and Jaques Leclerc, both ABs, were the last crewmembers to leave the sinking ship and the last ones to be rescued, eight hours after climbing onto a liferaft.

The skipper of the Charney, Captain Jourdain, told of the events in the February 10 disaster:

"At nine Friday morning, we saw we were in trouble. I ordered reduce speed and we proceeded slowly with a 35-mile-an-hour wind at our back. At four, we noticed a dent in cargo hold number three. No one was able to say if it was three inches or three

feet wide because no one was able to have a close look at it.

Engines Stopped

"At five, I ordered the engines stopped to find out if it would reduce the water coming into the ship. But after five minutes, I decided to start the engines again, still at low speed. The water was now flooding the ship faster than before.

"I then ordered preparation to abandon ship. At 6:30, we sent our last distress signal. At ten, all lifeboats were in the water with all the crew and the two passengers occupying these three boats.

"There were eight persons in the first one, ten in the second one, and six were in the raft. I ordered that the right life-boat be put in the water first, because I thought we might have trouble sending it away later on because of its position. We still had three other lifeboats. The sea was really bad and the wind was blowing at a 30 mile-an-hour clip. The situation was really dangerous. . . . Fortunately, only one man was injured, a

slight leg injury.

"Once we left the ship, it took about an hour before the first planes got to us. They were there until everyone was rescued. And I must say here that nothing was neglected to save us. Different goods were sent to us by parachute (from Air Force and Coast Guard planes) and all we had to do was row and pick up the packages. They even sent us some portable two-way radios and I was the only one able to get one. I was able to communicate with the pilots. At 2:30, all were rescued. The Norwegian ship (the Vinni) that came to our rescue was very well equipped. There were even two nurses aboard to help us."

Air Force and Coast Guard planes, as well as the Coast Guard cutter Absecon and the Norfolk-bound Norwegian freighter Vinni, took part in the rescue effort. The Vinni, the first ship to arrive on the scene, rescued the 22 crewmen and two passengers, and took them to Norfolk where they boarded the plane for Montreal.

The Pacific Coast



by Frank Drozak, West Coast Representative

Governor Ronald Reagan, mentioned as a possible GOP Presidential candidate, will not get the nomination, according to recent statements by former Governor Edmund (Pat) Brown. Although the Governor is handling himself well outside of California, Brown said he is doing a poor job of administering the state's affairs.

"The poor mouthing out of

this administration is a shocking thing," Brown declared. Specifically criticized were the Governor's budget cuts in the field of education.

Reagan continues to prefer the company of right-wingers. If you take a look at his appointments it is quite obvious that he favors business-oriented and in many cases anti-labor people. Although it looks like a fight between Nixon and Rockefeller for the Republican nomination, you can't count Reagan out as a possible compromise candidate.

Seattle

Shipping picked up last period and we had the Seafarer load-up a full crew. The Transhartford is due in soon and may recrew. The Steel Rover, Steel Vendor and Manhattan paid-off. We have five vessels in transit.

Al Smith, one of our pensioners, stops by the hall occasionally to say hello to his old buddies.

J. Indorf is waiting for the first good baker's job to hit the boards.

Wilmington

Jim Foti got back to Wilmington after three months on the Rebecca. He's not in a rush to ship and plans a short stay on the beach.

In the past two weeks, we had the Seatrain Ohio sign-on and five ships are in-transit. Activity is on the slow bell, but the outlook is good, with a few ships scheduled to pay off.

The Atlantic Coast



by Earl (Bull) Shepard, Vice-President, Atlantic Coast Area

The recent \$300 million cut in the New York State Medicaid program seems incredible at a time when all guideposts point to soaring health costs in the nation. The cut in funds will deprive an estimated one million N.Y. state citizens from participation in the program. How the state legislature can justify such an inhuman action defies explanation, but once again points up the fact that many of our elected officials are not looking out for the interests of the people, but are only interested in pleasing special interest groups; in this case, the medical profession. As I have said before, there is only one effective way to show your displeasure and that is at the ballot box.

Boston

After sailing FWT on the *Seatrain Louisiana*, Ray Davis is ready for another good job. Ray has spent 20 years in the SIU.

Elmer Grose is holding down the hall until a good job hits the boards. "Blackie" was BR on the *Transerie* last time out.

Charles Bartlett caught up with the family after shipping on the *Western Comet* as AB. Charlie will be ready to ship again soon.

Baltimore

E. Costin of the steward department, just piled-off the *Transyork*. The trip to Vietnam was a good one he told us.

Warren Lewis just completed a trip to Ceylon on the *Whitehall*. Warren is now looking for an intercoastal trip.

John Schwabland is FFD after hospital treatment. A 28-year SIU man, John sails as AB and is ready for any trip.

Puerto Rico

Juan Sanchez has a good cook's job on the *Puerto Rico*. We've had plenty of cooks and bakers jobs here, so Juan wasted no time latching onto one. Guillermo O'Neill, Osvaldo Rios and Fernando Munoz are still waiting for a good job.

Jamie Pantoja is heading back to the West Coast on the *Azalea City* while Jose Cortes is sailing the shuttle runs between San Juan and Jacksonville.



Grose Dew

Philadelphia

Paul Dew is looking for a deck department slot, preferably aboard a coast tanker.

George Barnes said he had a good trip on the *Cape San Diego* and hopes his next ship is just as good.

Dennis O'Connell is registered and looking for a good AB's job. His last ship was the *Halaula Victory*.

DISPATCHERS REPORT

From Feb. 22, 1968 to March 6, 1968

DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	5	2	2	3	0	10	8
New York	54	44	38	33	12	187	79
Philadelphia	20	4	16	4	8	14	15
Baltimore	16	5	7	9	3	126	60
Norfolk	7	16	6	13	10	15	37
Jacksonville	15	9	10	11	8	27	7
Tampa	8	4	0	1	0	20	12
Mobile	26	16	26	24	2	66	38
New Orleans	53	39	43	28	0	181	127
Houston	24	27	22	17	7	128	74
Wilmington	8	13	9	11	7	36	0
San Francisco	30	57	24	31	16	74	26
Seattle	17	14	12	7	5	56	11
Totals	280	250	215	192	78	935	494

ENGINE DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	4	2	2	1	1	7	2
New York	36	66	46	47	11	127	117
Philadelphia	9	16	13	12	7	19	14
Baltimore	6	12	5	5	0	77	71
Norfolk	6	8	7	9	10	16	10
Jacksonville	7	10	4	12	10	2	3
Tampa	1	2	0	1	0	3	10
Mobile	18	18	13	29	9	48	35
New Orleans	29	48	34	29	4	98	133
Houston	22	21	29	18	13	91	55
Wilmington	6	9	9	4	8	14	2
San Francisco	27	38	18	21	10	40	11
Seattle	13	15	8	9	13	27	32
Totals	184	265	188	197	96	569	495

STEWARD DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	3	2	1	0	0	5	2
New York	43	18	26	11	0	151	40
Philadelphia	7	10	6	8	9	17	8
Baltimore	15	9	3	4	0	74	54
Norfolk	12	8	6	3	22	13	19
Jacksonville	4	8	6	5	19	5	3
Tampa	5	1	2	2	0	9	2
Mobile	31	9	19	19	5	62	23
New Orleans	27	22	38	12	1	192	90
Houston	18	11	16	13	4	77	51
Wilmington	7	10	6	7	4	19	1
San Francisco	39	26	20	11	29	52	13
Seattle	19	9	14	5	2	11	7
Totals	230	143	163	100	95	687	313

Congress Passes Legislation Barring Fixed Container Size

WASHINGTON—Congress has passed legislation to forbid promotion by the government of any standard system of container sizes for ocean shipping and to prevent federal agencies from giving preferential treatment to carriers on the basis of container dimensions—except where specifically required by military necessity. The bill was sent to the White House for President Johnson's signature.

Passed in the House, by a voice vote with only minor opposition, was a bill only slightly revising the one previously passed by the Senate. The Senate accepted the House change without debate.

Modifies Ban

The only important difference between the two bills was the reference to military necessity. Under the original Senate version, no private group would have been allowed to act on behalf of the government in an effort to establish container standards. Feeling this was too restrictive and might deprive government of the use of experts in this field, the House modified the ban to permit specifications—in military procurement only—if the Secretary of Defense finds it necessary.

The new containerization bill, of particular concern to the SIU-contracted *Sea-Land Service, Inc.*, and the SIU Pacific District-contracted *Matson Navigation Com-*

pany—was strongly endorsed on the House floor by Representative Edward A. Garmatz (D-Md.), chairman of the House Merchant Marine and Fisheries Committee, and Representative Thomas N. Downing (D-Va.), a key member of the committee.

Sea-Land and Matson, both non-subsidized companies who pioneered containership development in the United States, are now in the foreign trade. Both use container sizes which were originally tailored for their respective domestic trades and are different from those later favored by U.S. subsidized operators and foreign carriers. These favored sizes, which the government has been seeking to make standard, are a fixed eight feet deep by eight feet wide. Standard lengths would be restricted to 10, 20, 30 or 40 feet. Sea-Land uses boxes which measure 8 x 8½ x 30 feet long and Matson's are 8 x 8½ x 24.

'Arbitrary' Measure

Discussing the operations of the two non-subsidized companies, Downing told the House to require adherence to a specific system in return for federal shipping help would be "arbitrary."

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

By Sidney Margolius

The Cost of Auto Ownership

• Your best buy in a used car typically is one that is two to three years old.

• In the fifth year of a car's life, combined depreciation and repair expenses actually may be larger than for a four-year-old car.

• But once you get by the critical fifth year with its typically high repair and parts replacement costs, you save relatively reasonable owner's costs. While repair costs typically rise to another high level in the seventh year, by that time depreciation costs are very low.

This is one of the useful insights into car ownership costs you can glean from a new study by E. M. Cope and L. L. Liston of the U. S. Bureau of Public Roads.

"Depreciation" is the loss in market value each year. Thus, a new car bought for \$2,800 has a loss in market value for the first year of \$842.

But your total ownership cost is depreciation plus repairs and maintenance. Thus, the new \$2,800 car, while it suffers depreciation of \$842 has a typical cost for repairs and maintenance of only \$58. Its total ownership cost is \$900.

Each year the depreciation is less, and the repair bill higher. In the fourth year—normally a reasonable year judging from this study—depreciation is \$280 and the repair bill \$190. In the fifth year, typical repair costs finally exceed depreciation (normally, but not necessarily in all cases).

The facts about car ownership are worth your attention. Car expenses have become a major living expense. The Bureau of Labor Statistics moderate budget for a family of four estimates transportation costs at \$68 a month, largely for the family car. This is more than any other item except food (\$181), housing

(\$190), and clothing and personal care (\$82). The BLS estimate was based on buying a car two years old and keeping it for four years.

The Bureau of Public Roads in its report, points out that depreciation is by far the largest single cost of owning and operating a car. In most cases, the age of a car is more important than its mileage in determining resale or trade-in value.

During the early years, depreciation cost will range from 5.8 cents a mile the first year, to 2.8 the fourth. Then repair bills jump into the lead. Among medium-cost repair and maintenance expenses often necessary as a car reaches middle age are starter and alternator overhaul, brake relining, universal joint replacement, etc. Major repairs include automatic transmission overhaul and engine rebuilding.

On the average, you also can expect to buy a little over one tire a year.

The bureau also has updated its estimates of the cost of operating this full-size \$2,800 four-door sedan. Average total ownership and operating cost a year, assuming a ten-year average car life and average driving of 10,000 miles a year, is 11 cents a mile, or \$1,100 a year (\$98 a month).

These average costs over the ten years are: Depreciation, 2.8 cents a mile; maintenance, accessories, parts and tires, 2.1; gas and oil (excluding taxes), 1.7; state and federal gas, excise and registration taxes, 1.2; garage parking and tolls, 1.8, and insurance 1.4. The gasoline estimate is based on consumption of 14.3 miles to the gallon.

These estimates are lower than the 1967 AAA estimate of \$1,360 a year or 13.6 cents a mile (up sharply from the 1965 estimate of 11.8). The AAA estimate, however, is based on a car bought new and traded in after three years.

Clean Poultry Act Urgent As Survey Reveals Disease

WASHINGTON—A compulsory poultry inspection bill similar to last year's Clean Meat Act will be reported out of the House Livestock and Grain Subcommittee, the subcommittee chairman, Representative Graham Purcell (D-Texas), has predicted.

The subcommittee, within the House Agriculture Committee, is considering the Administration bill presented by Purcell, and other poultry inspection legislation that has been submitted. The Administration bill would give the states two years to comply with the standards of the 1957 Federal Poultry Inspection Act or face Federal intervention. A bill submitted by House Agriculture Committee Chairman Representative W. R. Poage (D-Texas) is much weaker, providing only for Federal financial and technical assistance to states choosing to implement poultry inspection programs.

The dangers to health posed by unsanitary poultry treatment practices have been pointed out recently by author Ralph Nader and several members of Congress, and follow Congressional enactment of stricter standards for the meat industry. At the heart of both issues is the fact that Federal inspection can be applied only to poultry that is shipped over state lines (interstate), while poultry that is shipped intrastate is subject only to frequently lax state controls.

Strong Law Needed

Purcell, speaking of the back-and-forth dealings between the House and Senate during consideration of the meat bill, said "there's no use going over that road again," and implied that his bill might be strong enough to gain Senate acceptance, while a weaker House-proposed bill might be rejected by the Senate.

One of the proposals being reviewed by the subcommittee would provide for a Federal-state inspection sticker that would allow poultry operators meeting state standards to ship interstate.

"I'm opposed to that unfairness," Purcell declared. "If they want to go interstate they know what they can do. I don't want to be a party to letting people get a bargain at the expense of their competitors."

Purcell was referring to the fact that interstate poultry shippers must meet U.S. inspection standards which, in most cases, are higher than the state standards.

The Texas Congressman also called for a provision requiring the Secretary of Agriculture to report annually to Congress on the operation of the Federal-state cooperative inspection program.

During subcommittee hearings, an Assistant Secretary of Agriculture, Dr. George L. Mehren, reported that a January spot-check survey of retail markets in 16 states revealed that one in five chickens not Federally inspected was unfit for human consumption.

He said that "Laboratory analyses conducted on both Federally-inspected and non-Federally-inspected products revealed a higher level of bacterial contamination on non-Federally-inspected products. . . ."

This unhealthy condition, he explained, resulted from "gross lesions of disease" as well as "failure to remove infectious processes and contamination of the body cavity with stomach contents or fecal material."

He noted that Federal inspection covers only about 87 percent of the country's poultry supply.

LABOR ROUND-UP

A series of articles on graft and corruption that resulted in the conviction of one county official and indictments against two others has won the Newspaper Guild's 1967 Heywood Broun Award for Robert Wyrick of Today, two-year-old Gannett daily in Cocoa, Fla. Wyrick's entry was chosen by the judges over 93 others as best exemplifying "the crusading spirit and enterprise" of Broun, the columnist who helped found the Guild and served as its first president. Wyrick will receive \$1,000 and a citation.

Three unions representing all performers in Canada's broadcasting industry, some 20,000 workers, have agreed to mutual cooperation in this year negotiations with the Canadian Broadcasting Corporation. One of the unions, the Musicians, is now negotiating with CBC and the other two, Federation des Auteurs et Artistes and Canadian Television Radio Artists, will open talks in a few weeks. All three are affiliates of the Canadian Labour Congress and it has pledged full support for their effort to get a greater share of CBC's budget allocated to performers' wages.

The Railroad Signalmen asked the nation's railroads to open negotiations on contract improvements including wage increases totaling 25 percent over a three-year period; additional hikes for skilled workers, and a cost-of-living escalator to protect the union's 11,500 members. President C. J. Chamberlain asked rail managements to create a Joint Carriers' Conference Committee and start talks on wage improvements to take effect July 1, plus a cost-of-living clause which starts on October 1, 1968.

Clothing Workers' plans to build middle-income cooperative housing in the Chicago area were reported to a two-day meeting of 200 leaders of housing cooperatives and government housing officials. Among sponsors of the Illinois Housing Cooperative Institute was the United Dwellings Foundation, established by ACWA to build cooperative housing here patterned after successful ACWA programs in New York. Murray H. Finley, manager of ACWA's Chicago board and head of the foundation, said it now has "completed paper work" on its first project here, Kenwood Park.

"OLE!"



A State Department spokesman recently informed the ranking Republican member of the House Merchant Marine and Fisheries Committee that, although the Soviet Union's fast-growing merchant fleet is powerful enough to be used "unscrupulously" for political or economic motives, "this is a threat almost entirely to the Europeans rather than to us," and that the United States therefore has little to worry about.

This statement, made in a letter to Representative William S. Mailliard of California by Assistant Secretary of State for Economic Affairs Anthony M. Solomon, is based—in the year 1968—on the theory of isolationism.

It seems incredible that the State Department is still clutching this outmoded and dangerous concept when it comes to the American merchant marine.

Already, Russia is surpassing the U.S. as the fifth nation in the world in maritime tonnage and has increased its overall carrying capacity by 350 percent in less than two decades. The average age of a Soviet merchant vessel has decreased from 22 to 14 years and more than half of Russian commercial ships today are five years old or newer. The country's five-year plan, ending in 1970, calls for construction of an additional five million deadweight tons of shipping at the rate of a million tons annually.

Time and time again, the Soviet Union has stated that its national goal is one of world domination. This need not be by military means but could very well come about through effective economic manipulation. A huge merchant fleet, aimed at controlling the world's sealanes, is an ideal approach to achieving domination of world trade and, through this, possible eventual domination of the world itself.

By comparison, the American fleet now leads the world with the unenviable record of the most merchant marine tonnage scrapped and the present Administration budget calls for the construction of only ten new ships during fiscal 1969.

Between the runaway-flag fleet—operated with the government's blessing by self-serving American shipowners who continue to sap the country's position on the seas for the sake of undercutting American wages and safety standards—and flat refusal of the Administration to back a maritime upgrading program at home, U.S.-flag shippers certainly will continue to lose cargoes which rightfully belong in American bottoms to ships of other nations. While most available U.S. ships maintain the defense lifeline to Vietnam, the long range commercial lifeline so vital to our economic health is steadily going to pot.

The Moscow publication "Agitator" reported not long ago that during 1965 Russian-flag ships called at some 800 foreign ports in 85 countries. With this as an example, how can our government be so blind as to assume that the Russians will not attempt to monopolize the carriage of oceanborne cargoes in Europe and elsewhere?

For decades, the Free West has struggled to build alliances between its member countries for economic, political and military strength. Have we in America been trying to build up bridges of friendship, backed by defense for survival, only to have our efforts gradually pulled apart from the outside because of neglect from within?

Solomon's statements, in the face of the tremendous number of detailed arguments presented on behalf of a revitalized U.S. maritime industry, are an outrage.

Congressman Urges Govt. Subsidies To Boost Public Employees' Wages

WASHINGTON—Citing the "growing crisis" in collective bargaining involving local, county and state employees, Representative Dominick V. Daniels (D-N.J.) placed a major share of the blame on the "adamant take-it-or-leave-it" attitude of "arrogant" public administrators.

Speaking at a seminar sponsored by the 6.5-million-member AFL-CIO Maritime Trades Department, Daniels suggested the possibility of Congressional passage of a "uniform code for the handling of collective bargaining relationships in the public sector."

He also raised the prospect of federal mediation and arbitration machinery that would include federal grants in cases where "simple justice dictated wage increases" which were beyond local or state government's ability to pay.

Congressman Daniels conceded his proposals for direct federal involvement would raise "old arguments about encroachment by the federal government." But, he added, "we cannot afford the luxury of allowing communities or states to function as small, isolated baronies."

As for his suggestion for federal grants to make wage increases possible, the New Jersey Congressman said: "Federal funds bolster communities, counties and states in a variety of other programs—why not this way, too?"

Cites New Approaches

Daniels called for new approaches to get the situation "off dead center," but warned the answer does not lie "in turning to restrictive legislation that curtails, instead of expands, the rights of employees . . . or punitive legislation which invokes harsh and

vindictive sanctions against the workers' freedom of expression—even if that freedom of expression sometimes causes disruption of public services."

The Congressman shared the platform at the MTD-sponsored seminar with officials from key, AFL-CIO unions involved in the struggle for bargaining rights for hundreds of thousands of public employees. They included:

• William D. Buck, president of the Fire Fighters, who said firemen are "caught in a vise between compulsion and our conscience." He declared that firemen have voluntarily included a no-strike prohibition in their charter, but that public officials have "taken advantage of our no-strike pledge as a way of withholding equitable pay increases."

• Charles Cogen, president of the American Federation of Teachers, forecast that strikes by public employees eventually will be "accepted and institutionalized, just as they have been in the private sector," adding that the alternative would be "anarchy." Public employees, and particularly teachers, "are determined to proceed with their right to strike, regardless of the consequences," Cogen asserted.

• James Woodside, president of the Technical Engineers and moderator for the MTD seminar, charged that the attitude of the

public and press toward the public employee is "one gigantic cliché," and declared that "these attitudes have been frozen for generations."

• Robert H. Hastings, executive assistant to the president of the State, County and Municipal Employees, said his union favors binding arbitration as the final step in handling grievances and interpreting contract provisions, but opposes "compulsory and binding arbitration as the end step to the collective bargaining process, itself." Hastings said that where compulsory arbitration is employed in contract negotiations, "the decision of the arbitrator seldom satisfies either party, and experience shows that it makes future disputes all the more certain."

• William H. Ryan, national coordinator of the Government Employees Department of the International Association of Machinists, said that in the federal sector, the late President Kennedy issued an Executive Order six years ago spelling out government workers' bargaining rights in order to "drag the management of the federal establishment into the 20th century." In far too many cases, he said management still must be "prodded and driven simply into living up to its obligations."

• Henry T. Wilson, director of the Federal-Public Service Division of the Laborers' International Union, was critical of the "confusing nature" of laws covering public employees. Officials in Chesapeake, Va., he said contend state laws give public employees "the right to organize, but deny them the right of representation;" while in San Antonio, Tex., city officials "deny our local checkoff, despite a state law that permits checkoff of union dues."

President Urges Senate Adopt Safety Convention Changes

WASHINGTON—President Johnson has urged the Senate to approve six amendments to the International Convention for the Safety of Life at Sea, which would require participating countries to set higher safety standards for the maintenance of their vessels. The amendments were passed despite the opposition of several foreign nations.

Adopted by the Assembly of the Intergovernmental Maritime Consultative Organization (IMCO) at its October 25, 1967 London meeting, the amendments have been referred to the Senate Foreign Relations Committee.

The first amendment clears the way for experimentation with new types of ocean-going craft, such as hydrofoils or hovercraft, by exempting them from certain Convention requirements.

The second amendment closes a loophole that had been allowing ships undergoing modification to meet lower safety standards than they met before modification. The new provision requires the modified ships to adhere to pre-modification standards, as well as to standards demanded of ships of the new design.

Amendments three and four provide new fire safety construction standards for passenger ships to be built in the future, and additional fire safety improvements for both passenger and cargo ships.

Secretary of State Dean Rusk, in a letter to the President recom-

mending acceptance of the proposals, noted that "There were a few countries which criticized new passenger ship fire safety standards . . . essentially as too severe in requiring the use of incombustible materials, but the very great majority of members supported the maximum use of incombustibles, as reflected in the amendments and advocated by the United States."

Improved liferaft standards for tankers and other cargo ships, and the establishment of certain conditions concerning VHF radio-telephone use, are set forth in the fifth and sixth amendments.

"All of these amendments were adopted by the IMCO Assembly either unanimously or by overwhelming majorities," wrote Rusk; "These amendments represent a significant improvement in ship safety standards. For this reason, and in view of the fact that the most important amendments result from the initiative of the United States, I recommend . . . acceptance by the United States."

The proposals will become operative one year after they are accepted by two-thirds of the contracting governments, including two-thirds of the governments represented on the IMCO Maritime Safety Committee.

New Sea Lanes For S.F. Harbor Wins Approval

SAN FRANCISCO—A new system of sea lanes designed to reduce the danger of ship collisions on the approaches to San Francisco Bay was officially approved last month, the Coast Guard has announced. Operation under the system will begin in June.

Much like the divided highway commonly used for road traffic, the sea lanes consist of one lane for outbound vessels and one for ships inbound to the port with a buffer zone in between.

Similar systems are already used in New York Harbor and the Delaware Bay in this country, and in the congested Strait of Dover off England.

In San Francisco, the system will include three dual-lane sea-going highways. Fanning out from the San Francisco Lightship, just outside the entrance to the bay at Golden Gate, they will extend—to the northwest, the southwest and the south—from the circumference of a circle having a radius of six miles.

Liberian Tanker Splits Near San Juan



Sunning yourself is about all you can do now on some of the beaches at San Juan, Puerto Rico, as the man pictured above found out. Tides covered the beaches with oil, which is spreading in an ever-widening circle from the site where the Liberian tanker Ocean Eagle split recently and poured out its oil cargo. At left, tugs pull at bow. Stern is in background. The crew was unharmed.

The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



At a recent meeting, the Greater New Orleans AFL-CIO called for new property tax laws that would exempt the first \$20,000 of value on Louisiana homes from being taxed. The current tax laws exempt the first \$2,500 on each home.

The AFL-CIO unanimously voted to urge the State Legislature to amend the existing property tax statutes. "The homeowners in New Orleans are presently paying by far the greatest percentage of property taxes in this state," the group reported. It is rumored, the organization pointed out, that in the 1968 session an attempt will be made to "shift an even greater percentage of the burden to the homeowner."

The Greater New Orleans AFL-CIO expressed the belief that "a person's home is not revenue-producing property and should be taxed at a lower percentage of its value than revenue-producing properties, such as apartments, business and industrial properties, etc."

A copy of this resolution was ordered sent to the 13th annual convention of the Louisiana AFL-CIO, April 8 to 11, for concurrence and support. Every effort was urged to have the necessary legislation prepared and introduced to this effect in the 1968 session, and to secure final passage and Governor's signature.

An incomplete report by the Army Corps of Engineers, shows Baton Rouge ranking seventh in cargo tonnage among U.S. ports. They handled 34,105,315 tons of cargo in 1967, an increase of 2½ million tons over 1966. Gulf ports rank high, New Orleans being second on the list.

In addition, Houston is third, Beaumont, eighth, Tampa, ninth and Port Arthur tenth on the list.

Mobile

After shipping out of Baltimore, S. H. Fulford is back home and will be shipping out shortly. He

sails all deck ratings and will be ready for another trip soon.

John Holley had an AB's slot on the Fort Hoskins in the coast area. John lives in Mobile with the wife and family and has been with the SIU for 20 years.

Ervin Bradley is registered again after a long trip as chief cook on the Cape Kildare. He had to sign-off overseas when the company decided to scrap the vessel.

Walter Whitten, Jr., last shipped on the Wingless Victory as oiler. A resident of Mobile, he has shipped from the Gulf for 25 years.

Houston

The main topic around here is politics, with 11 candidates entered in the Governor's race. John Connally who's been consistently anti-labor, has decided not to seek re-election.

A good turnout is expected at the Jim Clark appreciation dinner, sponsored by the West Gulf Ports Council of the Maritime Trades Department. Clark, a unionist all the way, is running for his second term in the State Legislature.

One of the main speakers at the dinner will be Congressman Bob Ehardt, running for his second term. He is a friend of organized labor in Harris County.

A request has been made by the Houston Ports Council and the Harris County Council AFL-CIO for the adoption of legislation that would increase the number of fire boats to protect this port.

Shipping has been good in this port during the last month.



TEXT OF

SIU

CONSTITUTION

For SIU Atlantic, Gulf, Lakes And Inland Waters District

Supplement
SEAFARERS LOG
March 15, 1968

CONSTITUTION

THE SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA— ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT

Affiliated with American Federation of Labor—Congress of Industrial Organizations
(As Amended Feb. 3, 1967)

PREAMBLE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Statement of Principles and Declaration of Rights

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

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

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

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

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

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

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

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

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

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

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

CONSTITUTION

Article I

Name and General Powers

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

Article II

Affiliation

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

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

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

in addition to exercising any and all rights it may have pursuant to any applicable agreements or understandings.

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

Article III

Membership

Section 1. Candidates for membership shall be admitted to membership in accordance with such rules as are adopted from time to time, by a majority vote of the membership. Membership classifications shall correspond to and depend upon seniority classifications established in accordance with the standard collective bargaining agreement of this Union. In addition to meeting the other requirements duly promulgated pursuant hereto, no persons shall become a full book member unless and until he has attained the highest seniority rating set out in the said collective bargaining agreement. Only full book members shall be entitled to vote and to hold any office or elective job, except as otherwise specified herein. All members shall have a voice in Union proceedings and shall be entitled to vote on Union contracts.

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

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

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

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

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

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

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

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

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

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

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

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

Article IV

Reinstatement

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

Article V

Dues and Initiation Fee

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

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

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

Article VI

Retirement from Membership

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

Section 2. All the rights, privileges, duties and obligations of

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

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

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

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

Article VII

Systems of Organization

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

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

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

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

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

Article VIII

Officers, Headquarters Representatives, Port Agents and Patrolmen

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

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

Article IX

Other Elective Jobs

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

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

B. Committee members of:

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

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

Article X

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

Section 1. The President.

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

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

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

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

(e) Subject to approval by a majority vote of the membership, the President shall designate the number and location of ports, the jurisdiction, status, and activities thereof, and may close or open such ports, and may re-assign Vice-Presidents and the Secretary-Treasurer, without reduction in wages. He may also re-assign Headquarters Representatives, Port Agents, and Patrolmen, to other duties, without reduction in wages. The Ports of New York, Philadelphia, Baltimore, Mobile, New Or-

leans, Houston and Detroit may not be closed except by Constitutional amendment.

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

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

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

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

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

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

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

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

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

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

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

Section 2. Executive Vice-President.

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

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

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

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

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

Section 4. Secretary-Treasurer.

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

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

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

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

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

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

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

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

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

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

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

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

He shall supervise and be responsible for the activities of all the ports, and the personnel thereof on the Lakes and Inland Waters, including their organizing activities.

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

Section 8. Director of Organizing and Publications.

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

Section 9. Headquarters Representatives.

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

Section 10. Port Agents.

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

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

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

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

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

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

Section 11. Patrolmen.

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

Section 12. Executive Board.

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

The Executive Board shall meet in headquarters no less than once each quarter and at such other times as the President or, in his absence, the Executive Vice-President may direct. The President shall be the chairman of all Executive Board meetings unless absent, in which case the Executive Vice-President shall assume the chairman's duties. Each member of the Executive Board shall be entitled to cast one vote in that body. Its decision shall be determined by majority vote of those voting, providing a quorum of three is present. It shall be the duty of the Executive Board to develop policies, strategies and rules which will advance and protect the interests and welfare of the Union and the Members. It shall be the duty of the Secretary-Treasurer, or in his absence, an appointee of the Executive Board, to keep accurate minutes of all Executive Board meetings. The Executive Board shall appoint one person who shall be designated Director of Organizing and Publications. The Executive Board shall determine per capita tax to be levied and other terms and conditions of affiliation for any group of workers desiring affiliation. The Executive Board may direct the administration of all Union affairs, properties, policies and personnel in any and all areas not otherwise specifically

provided for in this Constitution. Notwithstanding the foregoing, the Executive Board may act without holding a formal meeting provided all members of the Board are sent notice of the proposed action or actions and the decision thereon is reduced to writing and signed by a majority of the Executive Board.

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

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

Section 13. Delegates.

(a) The term "delegates" shall mean those members of the Union and its subordinate bodies or divisions who are elected in accordance with the provisions of this Constitution, to attend the convention of the Seafarers International Union of North America. The following officers upon their election to office shall, during the term of their office, be delegates to all Conventions of the Seafarers International Union of North America in the following order of priority: President; Executive Vice-President; Vice-President in Charge of Contracts and Contract Enforcement; Secretary-Treasurer; Vice-President in Charge of the Atlantic Coast; Vice-President in Charge of the Gulf Coast; Vice-President in Charge of the Lakes and Inland Waters; Headquarters Representatives, with priority to those most senior in full book Union membership; Port Agents, with priority to those most senior in full book Union membership; and Patrolmen, with priority to those most senior in full book Union membership.

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

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

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

Section 14. Committees.

(a) Trial Committee.

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

(b) Appeals Committee.

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

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

(c) Quarterly Financial Committee.

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

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

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

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

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

(d) Strike Committee.

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

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

Article XI

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

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

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

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

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

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

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

Article XII

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

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

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

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

(c) He has at least four (4) months of sea time, in an unlicensed capacity, aboard an American-flag merchant vessel or vessels, covered by contract with this Union, or four (4) months of employment with, or in any office or job of, the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction, or a combination of these, between January 1st and the time of nomination in the election year; and

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

(e) He is not disqualified by law.

(f) He has at least one (1) year of seetime aboard an American-flag merchant vessel or vessels in a rated unlicensed capacity other than an entry rating.

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

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

Article XIII

Elections for Officers, Headquarters Representatives, Port Agents and Patrolmen

Section 1. Nominations.

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

(a) The name of the candidate.

(b) His home address and mailing address.

(c) His book number.

(d) The title of the office or other job for which he is a candidate, including the name of the Port in the event the position sought is that of Agent or Patrolman.

(e) Proof of citizenship.

(f) Proof of seetime and/or employment as required for candidates.

(g) In the event the member is on a ship he shall notify the Credentials Committee what ship he is on. This shall be done also if he ships subsequent to forwarding his credentials.

(h) Annexing a certificate in the following form, signed and dated by the proposed nominee:

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

Dated _____ Signature of member _____

Book No. _____

Printed forms of the certificate shall be made available to nominees. Where a nominee cannot truthfully execute such a

certificate, but is, in fact, legally eligible for an office or job by reason of the restoration of civil rights originally revoked by such conviction or a favorable determination by the Board of Parole of the United States Department of Justice, he shall, in lieu of the foregoing certificate, furnish a complete signed statement of the facts of his case together with true copies of the documents supporting his statement.

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

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

Section 2. Credentials Committee.

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

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

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

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

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

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

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

Section 3. Balloting Procedures.

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

(b) The ballots so prepared at the direction of the Secretary-Treasurer shall be the only official ballots. No others may be used. Each ballot shall be numbered as indicated in the preceding paragraph and shall be numbered consecutively, commencing with number 1. A sufficient amount shall be printed and distributed to each Port. A record of the ballots, both by serial numbers and amount, sent thereto shall be maintained by the Secretary-Treasurer, who shall also send each Port Agent a verification list indicating the amount and serial numbers of the ballots sent. Each Port Agent shall maintain separate records of the ballots sent him and shall inspect and count the ballots, when received, to insure that the amount sent, as well as the numbers thereon, conform to the amount and numbers listed by the Secretary-Treasurer as having been sent to that port. The Port Agent shall immediately execute and return to the Secretary-Treasurer a receipt acknowledging the correctness of the amount and numbers of the ballots sent, or shall notify the Secretary-Treasurer of any discrepancy. Discrepancies shall be

corrected as soon as possible prior to the voting period. In any event, receipts shall be forwarded for ballots actually received. The Secretary-Treasurer shall prepare a file in which shall be kept memoranda and correspondence dealing with the election. This file shall at all times be available to any member asking for inspection of the same at the office of the Secretary-Treasurer.

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

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

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

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

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

Section 4. Polls Committees.

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

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

mittee 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 expenses 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 contingencies provided for in this Section 5(f) the closing report shall be accepted as final.

(g) A special vote ordered pursuant to Section 5(f) must take place and be completed within seven (7) days after the Election Report Meeting, at each port where the discrepancies so acted upon took place. Subject to the foregoing, and to the limits of the vote set by the membership, as aforesaid, the Port Agents in each such port shall have the functions of the Tallying Committee as set forth in Section 5(c), insofar as that Section deals with the terms of such special vote. The Secretary-Treasurer shall make a sufficient amount of the usual balloting material immediately available to Port Agents, for the purpose of such special vote. Immediately after the close thereof, the Port Agent shall summarize the results of communication to the Secretary-Treasurer. The ballots, stubs, roster sheets, and unused ballots pertaining to the special vote shall be forwarded to the Secretary-Treasurer, all in the same package, but bound separately, by the most rapid means practicable, but, in any case, so as to reach the Secretary-Treasurer in time to enable him to prepare his report as required by this Section 5(g). An accounting and certification, made by the Port Agent, similar to those required of Polls Committees, shall be enclosed therewith. The Secretary-Treasurer shall then prepare a report containing a combined summary of the results, together with a schedule indicating in detail how they affect the Union Tallying Committee's results, as set forth in its closing report. The form of the latter's report shall be followed as closely as possible. Two (2) copies shall be sent to each port, one copy of which shall be posted. The other copy shall be presented at the next regular meeting after the Election Report Meeting. If a majority vote of the membership decides to accept the Secretary-Treasurer's report, the numerical results set forth in the pertinent segments of the Tallying Committee's closing report shall be deemed accepted and final without modification.

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

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

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

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

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

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

Article XIV Other Elections

Section 1. Trial Committee.

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

Section 2. Appeals Committee.

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

Section 3. Delegates.

As soon as the President is advised as to the date and duly authorized number of delegates to the convention of the Seafarers International Union of North America, he shall communicate such facts to the Port Agent of each Port, together with recommendations as to generally applicable rules for the election of delegates for those delegates that may be required in addition to those provided for in Article X, Section 13. These facts and recommendations shall be announced and read at the first regular meeting thereafter. Unless changed by a majority vote of the membership during that meeting, the election rules shall apply. These rules shall not prohibit any full book member from nominating himself. The results of the election shall be communicated to each Port Agent, posted on the bulletin board, and announced at the next regular meeting of the Port. Rules of election hereunder may include provisions for automatic election of all qualified nominees, in the event the number of such nominees does not exceed the number of delegates to be elected.

Article XV Trials and Appeals

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

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

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

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

In the event a majority of the membership of the Union shall vote to accept charges after their rejection by a port, the trial shall take place in the Port where Headquarters is located. Due

notice thereof shall be given to the accused, who shall be informed of the name of his accusers, and who shall receive a written statement of the charges. At the request of the accused, transportation and subsistence shall be provided the accused and his witnesses.

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

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

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

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

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

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

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

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

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

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

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

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

- No finding of guilt shall be reversed if there is substantial evidence to support such a finding and, in such case, the Appeals Committee shall not make its own findings as to the weight of evidence.
- In no event shall increased punishment be recommended.
- A new trial shall be recommended if the Appeals Committee finds—(a) that any member of the Trial Committee should have been disqualified, or (b) that the accused was not adequately informed of the details of the charged offense, which resulted in his not having been given a fair trial, or (c) that for any other reason, the accused was not given a fair trial.
- If there is not substantial evidence to support a finding

of guilt, the Appeals Committee shall recommend that the charge on which the finding was based be dismissed.

(e) The Appeals Committee may recommend lesser punishment.

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

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

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

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

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

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

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

Article XVI Offenses and Penalties

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

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

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

- Willfully misappropriating or misusing Union property of the value in excess of \$50.00.
- Unauthorized use of Union property, records, stamps, seals, etc., for the purpose of personal gain;
- Willful misuse of any office or job, elective or not, within the Union for the purpose of personal gain, financial or otherwise, or the willful refusal or failure to execute the duties or functions of the said office or job, or gross neglect or abuse in executing such duties or functions or other serious misconduct or breach of trust. The President may, during the pendency of disciplinary proceedings under this subsection, suspend the officer or jobholder from exercising the functions of the office or job, with or without pay, and designate his temporary replacement.
- Unauthorized voting, or unauthorized handling of ballots, stubs, rosters, verification lists, ballot boxes, or election files, or election material of any sort;
- Preferring charges with knowledge that such charges are false;
- Making or transmitting, with intent to deceive, false reports or communications which fall within the scope of Union business;
- Deliberate failure or refusal to join one's ship, or misconduct or neglect of duty aboard ship, to the detriment of the Union or its agreements;
- Deliberate and unauthorized interference, or deliberate and malicious vilification, with regard to the execution of the duties of any office or job;
- Paying for, or receiving money for, employment aboard a vessel, exclusive of proper earnings and Union payments;
- Willful refusal to submit evidence of affiliation for the purpose of avoiding or delaying money payments to the Union, or unauthorizedly transferring or receiving evidence of Union affiliation, with intent to deceive;
- Willful failure or refusal to carry out the order of those duly authorized to make such orders during time of strike.
- Failure or refusal to pay a fine or assessment within the time limit set therefor either by the Constitution or by action taken in accordance with the Constitution.

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

- Willfully misappropriating or misusing Union property of the value under \$50.00;
- Assuming any office or job, whether elective or not with knowledge of the lack of possession of the qualifications required therefor;
- Misconduct during any meeting or other official Union proceeding, or bringing the Union into disrepute by conduct not provided for elsewhere in this Article;
- Refusal or negligent failure to carry out orders of those duly authorized to make such orders at any time.

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

- (a) Refusal or willful failure to be present at sign-ons or pay-offs;
- (b) Willful failure to submit Union book to Union representatives at pay-off;
- (c) Disorderly conduct at pay-off or sign-on;
- (d) Refusal to cooperate with Union representatives in discharging their duties;
- (e) Disorderly conduct in the Union hall;
- (f) Gambling in the Union hall;
- (g) Negligent failure to join ship.

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

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

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

**Article XVII
Publications**

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

**Article XVIII
Bonds**

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

**Article XIX
Expenditures**

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

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

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

**Article XX
Income**

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

Section 2. An official Union receipt, properly filled out, shall be given to anyone paying money to the Union or to any person authorized by the Union to receive money. It shall be the duty of every person affiliated with the Union who makes such payments to demand such receipt.

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

- (a) The ballot must be secret.
- (b) The assessment must be approved by a majority of the valid ballots cast.

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

**Article XXI
Other Types of Union Affiliation**

To the extent permitted by law, this Union, by majority vote of the membership, may provide for affiliation with it by individuals in a lesser capacity than membership, or in a capacity other than membership. By majority vote of the membership, the Union may provide for the rights and obligations incident to such capacities or affiliations. These rights and obligations may include, but are not limited to (a) the applicability or non-applicability of all or any part of the Constitution; (b) the terms of such affiliation; (c) the right of the Union to peremptory termination of such affiliation and, (d) the fees required for such affiliation. In no event may anyone not a member receive evidence of affiliation equivalent to that of members, receive priority or rights over members, or be termed a member.

**Article XXII
Quorums**

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

Section 2. The quorum for a regular meeting of a Port shall be fifty (50) members.

Section 3. Unless otherwise specifically set forth herein, the decisions, reports, recommendations, or other functions of any segment of the Union requiring a quorum to act officially, shall be a majority of those voting, and shall not be official or effective unless the quorum requirements are met.

Section 4. Unless otherwise indicated herein, where the requirements for a quorum are not specifically set forth, a quorum

shall be deemed to be a majority of those composing the applicable segment of the Union.

**Article XXIII
Meetings**

Section 1. Regular membership meetings shall be held monthly only in the following major ports at the following times:

During the week following the first Sunday of every month a meeting shall be held on Monday—at New York; on Tuesday—at Philadelphia; on Wednesday—at Baltimore; and on Friday—at Detroit. During the next week, meetings shall be held on Monday—at Houston; on Tuesday—at New Orleans; and on Wednesday—at Mobile. All regular membership meetings shall commence at 2:30 P.M. local time. Where a meeting day falls on a Holiday officially designated as such by the authorities of the state or municipality in which a port is located, the port meeting shall take place on the following business day. Saturday and Sunday shall not be deemed business days.

The Area Vice Presidents shall be the chairmen of all regular meetings in ports in their respective areas. In the event the Area Vice Presidents are unable to attend a regular meeting of a port, they shall instruct the Port Agents, or other elected job holders, to act as chairmen of the meetings. In the event a quorum is not present at 2:30 P.M. the chairman of the meeting at the pertinent port shall postpone the opening of the meeting but in no event later than 3:00 P.M.

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

The Area Vice Presidents shall be the chairmen of all special meetings in ports in their respective areas. In the event the Area Vice Presidents are unable to attend a special meeting of a port, they shall instruct the Port Agents, or other elected job holders, to act as chairmen of the meetings.

The contents of this Section 2 are subject to the provisions of Article XIII, Section 4(a).

Section 3. Notwithstanding anything to the contrary, all regular meetings shall be governed by the following:

- 1. The Union Constitution.
- 2. Majority vote of the members assembled.

**Article XXIV
Definitions and Miscellaneous Provisions
Relating Thereto**

Section 1. Incapacity. Unless otherwise set forth or dealt with herein, the term "incapacity," shall mean any illness or situation preventing the affected person from carrying out his duties for more than 30 days, provided that this does not result in a vacancy. However, nothing contained in this Article shall be deemed to prohibit the execution of the functions of more than one job and/or office in which event no incapacity shall be deemed to exist with regard to the regular job or office of the one taking over the duties and functions of the one incapacitated. The period of incapacity shall be the time during which the circumstances exist.

Section 2. Unless otherwise set forth or dealt with herein, the term "vacancy" shall include failure to perform the functions of any office or job by reason of death, or resignation, or suspension from membership or expulsion from the Union with no further right to appeal in accordance with the provisions of Article XV of this Constitution.

Section 3. When applicable to the Union as a whole the term, "majority vote of the membership," shall mean the majority of all the valid votes cast by full book members at an official meeting of those ports holding a meeting. This definition shall prevail notwithstanding that one or more ports cannot hold meetings because of no quorum. For the purpose of this Section, the term "meeting" shall refer to those meetings to be held during the time period within which a vote must be taken in accordance with the Constitution and the custom and usage of the Union in the indicated priority.

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

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

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

Section 7. The term "Election Year" shall be deemed to mean that calendar year prior to the calendar year in which elected officials and other elected job-holders are required to assume office. The first election year hereunder shall be deemed to be 1960.

Section 8. The terms, "this Constitution", and "this amended Constitution," shall be deemed to have the same meaning and shall refer to the Constitution which takes the place of the one adopted by the Union in 1939, as amended up through August, 1956.

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

Section 10. Unless plainly otherwise required by the context of their use, the terms "Union book," "membership book," and "book," shall mean official evidence of Union membership.

Section 11. The term "full book" or "full Union book" shall mean only an official certificate issued as evidence of Union membership which can be attained only by those members who

have first acquired the highest seniority rating set forth in the standard collective bargaining agreement.

Section 12. The term, "full book member", shall mean a member to whom a full book has been duly issued and who is entitled to retain it in accordance with the provisions of this Constitution.

**Article XXV
Amendments**

This Constitution shall be amended in the following manner:

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

Section 2. When a proposed amendment is accepted by a majority vote of the membership, it shall be referred to a Constitutional Committee in the Port where Headquarters is located. This Committee shall be composed of six full book members, two from each department and shall be elected in accordance with such rules as are established by a majority vote of that Port. The Committee will act on all proposed amendments referred to it. The Committee may receive whatever advice and assistance, legal or otherwise, it deems necessary. It shall prepare a report on the amendment together with any proposed changes or substitutions or recommendations and the reasons for such recommendations. The latter shall then be submitted to the membership by the President. If a majority vote of the membership approves the amendment as recommended, it shall then be voted upon, in a yes or no vote by the membership of the Union by secret ballot in accordance with the procedure outlined in Article XIII, Section 3(b) through Section 5, except that, unless otherwise required by a majority vote of the membership at the time it gives the approval necessary to put the referendum to a vote, the Union Tallying Committee shall consist of six (6) full book members, two from each of the three (3) departments of the Union, elected from Headquarters Port. The amendment shall either be printed on the ballot, or if too lengthy, shall be referred to on the ballot. Copies of the amendment shall be posted on the bulletin boards of all ports and made available at the voting site in all ports.

Section 3. If approved by a majority of the valid ballots cast, the amendment shall become effective immediately upon notification by the Headquarters Tallying Committee to the President that the amendment has been so approved, unless otherwise specified in the amendment. The President shall immediately notify all ports of the results of the vote on the amendment.

EXHIBIT A

Minimal requirements to be contained in Constitution of subordinate bodies and divisions chartered by or affiliated with the Seafarers International Union of North America — Atlantic, Gulf, Lakes and Inland Waters District.

I

All members shall have equal rights and privileges, subject to reasonable rules and regulations, contained in this Constitution, including secret election, freedom of speech, the right to hold office and the right of secret votes on assessment and dues increases, all in accordance with the law.

II

No member may be automatically suspended from membership except for non-payment of dues, and all members shall be afforded a fair hearing upon written charges, with a reasonable time to prepare defense, when accused of an offense under the Constitution.

III

This Union is chartered by (and/or affiliated with), the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District, and this Constitution and any amendments thereto, shall not take effect unless and until approved as set forth in the Constitution of that Union.

IV

An object of this Union is, within its reasonable capacity, to promote the welfare of, and assist, the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District.

V

The charter (and/or affiliation) relationship between this Union and the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District shall not be dissolved so long as at least ten members of this Union, and the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District acting through its Executive Board wish to continue such relationship.

VI

No amendment to this Constitution shall be effective unless and until approved by at least a two-thirds vote of the membership in a secret referendum conducted for that purpose. In any event, the adoption of this Constitution and any amendments thereto, will not be effective unless and until compliance with Article II of the Constitution of the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District is first made.

VII

The Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District shall have the right to check, inspect and make copies of all the books and records of this Union upon demand.

VIII

This Union shall not take any action which will have the effect of reducing its net assets, calculated through recognized accounting procedures, below the amount of its indebtedness to the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District.

tic, Gulf, Lakes and Inland Water District, unless approved by that Union through its Executive Board.

IX

So long as there exists any indebtedness by this Union to the Seafarers, International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District, that Union shall have the right to appoint a representative or representatives to this Union who shall have the power to attend all meetings of this Union, or its sub-divisions, or governing boards, if any; and who shall have access to all books and records of this Union on demand. This representative, or these representatives, shall be charged with the duty of assisting this Union and its membership, and acting as a liaison between the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District and this Union.

X

So long as any unpaid per capita tax, or any other indebtedness of any sort is owed by this Union to the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District, such indebtedness shall constitute a first lien on the assets of this Union, which lien shall not be impaired without the written approval of the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District acting through its Executive Board.

XI

The per capita tax payable by this Union to the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District shall be that which is fixed in accordance with the terms of the Constitution of that Union.

XII

This Constitution and actions by this Union pursuant thereto are subject to those provisions of the Constitution of the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District pertaining to affiliation, disaffiliation, trusteeships, and the granting and removal of charters.

XIII

This Union shall be affiliated with the Seafarers International Union of North America through the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District. It shall share in, and participate as part of, the delegation of that District to the Convention of the Seafarers International Union of North America in accordance with the provisions of the Constitution of the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District.

EVERY SEAFARER IS GUARANTEED

- *Protection of the rights and privileges guaranteed him under the Constitution of the Union.*
- *The right to vote.*
- *The right to nominate himself for, and to hold, any office in the Union.*
- *That every official of the Union shall be bound to uphold and protect the rights of every member and that in no case shall any member be deprived of his rights and privileges as a member without due process of the law of the Union.*
- *The right to be confronted by his accuser and to be given a fair trial by an impartial committee of his brother Union members if he should be charged with conduct detrimental to the welfare of Seafarers banded together in this Union.*
- *The right to express himself freely on the floor of any Union meeting or in committee.*
- *The assurance that his brother Seafarers will stand with him in defense of the democratic principles set forth in the Constitution of the Union.*

'Their courage and determination...sets them apart as men'



Jones Harrington Meyers

(A photo of Seafarer Theodore O. Zizer was not available.)

Last February 26 Seafarers aboard the *Anniston Victory* (Waterman) won high praise from their captain and a commendation from the 405th Tactical Fighter Wing of the U.S. Air Force for the rescue of two fighter pilots who were forced to eject from their aircraft into storm-whipped seas in the Straits of Luzon.

With the full cooperation of the entire crew, OS Theodore F. Zizer and ABs Morgan L. Jones and James B. Harrington risked their lives to effect the rescue as the vessel's captain, Simon A. Motley, maneuvered the *Anniston Victory* as close as possible in waves 30 feet high.

Major Robert P. Bateman, pilot, and Captain William S. Paul, co-pilot of the ill-fated Phantom interceptor jet plane which took off from Clark Air Force Base in the Philippines that morning, wrote official reports of their rescue. Those reports, which graphically describe the heroism by Seafarers in the best tradition of the U.S. merchant marine, appear on this page exactly as the pilots submitted them when they reached Naha, Okinawa, the day after their ordeal at sea.

The *Anniston Victory's* chief cook, Louis E. Meyers, who assisted in the rescue, brought the reports with him when he was repatriated from Okinawa to Seattle because of illness.

(The account of Major Bateman's co-pilot, Captain William S. Paul, of the rescue operation follows:)

After ejecting from our disabled aircraft at approximately 0800 hours, I found myself down in a very rough sea. I experienced no real difficulty in getting rid of my parachute and climbing into my life raft. I began to transmit Mayday messages and activate the beeper on my survival radio. At about 1000 hours contact was established with a KC-135, call sign "SAM12." He saw me visually and obtained a very precise fix on my position. He also located Maj. Bateman. When the rescue C-130s arrived on the scene, he guided them to the area where they also picked me up visually.

The rescue C-130 took over rescue operations and advised me there were ships in the area and one of them would attempt the rescue. At approximately 1100 hours I sighted a large tanker type ship (*Tokyo Maru*) at about 1 or 2 miles away. A short time later I saw a smaller ship bearing down on my position. As the ship (*Nissei Maru*) passed by, I lit a flare. The *Nissei Maru* responded with a short blast of her whistle and some of the crew waved. The *Nissei Maru* then started a starboard turn and took up a position about 1/2 to 1 mile east of my position. I was then informed that the *SS Anniston Victory* was going to make the rescue.

At approximately 1230 hours, I saw the *Anniston Victory* steaming toward me. Due to the very high seas she didn't see me in time to stop so she swung around for another pass. This time there was a boom rigged with a man seated in a bosun's chair out over the side of the ship. The *Anniston Victory*, despite the heavy seas and high winds maneuvered in to about 50 yards and stopped. At this time the seas grew extremely rough. At the crest of one wave I could actually look down on the main deck. The forward main deck was awash with white water and a few times had green water break across the deck. Based on this observation, I estimate the waves to be between 20 and 30 feet high. The wind was also extremely high. White caps were everywhere with some waves spilling over like surf. I estimate the wind as about 25 to 30 knots. This attempt was

aborted due to loss of maneuverability caused by the extremely low speed necessary to approach a man in the water.

Another pass was made much like the above with similar results. The *Anniston Victory* then went southeasterly to pick up Maj. Bateman. At about 1330 hours, rescue informed me that a line had been passed over the stern and that they thought Maj. Bateman had secured himself to it and was being pulled aboard. I later found this was able Seaman Jones who had jumped overboard and swam out towards Maj. Bateman only to find himself a few feet short of being able to reach him.

At 1410 hours the C-130 told me Maj. Bateman was on board and was apparently "ok."

A few minutes later I saw the *Anniston Victory* coming toward me stern first. She backed right on up until she had her stern, starboard side, about 30 yards away from me and became dead in the water. Perfect position for the conditions at hand. I began to paddle towards the ship and several lines were heaved which I could not reach. As I came very close, I grabbed one of the lines being passed and held on for dear life. The crew was attempting to tow me along the side to amidships where there was a boarding ladder. However, I was so exhausted I could barely hold on to the rope while the waves rose and fell. Then ordinary Seaman Zizer jumped in the water and assisted me to amidships and helped me into the bosun's chair. He very nearly got badly burned while assisting me. A floating smoke marker which had burnt out and was now burning the wooden float drifted right by his head. His only concern at that time was to see me safely aboard ship.

I wish to highly commend the master and crew of the *SS Anniston Victory* and especially those seamen who placed their lives in peril to accomplish the rescue of Maj. Bateman and myself.

Thanks a lot,
William S. Paul
Captain, USAF



(The following is the personal account by Air Force Major Robert P. Bateman of his rescue at sea by the crew of the *Anniston Victory*.)

At approximately 0800 on 26 February 1968, I was forced to eject from my airplane over the Luzon Straits. My position was 56 nautical miles north of Laoag, 40 miles at sea. Winds at the surface were at near gale force, whipping the spray from the tops of the waves. The sea was rough with wave heights well over 20 feet and occasionally as high as 30 feet.

By 0900 I was in my life raft after a prolonged struggle cutting myself free from the risers on my parachute. This struggle was all the more critical because one half of my life preserver was ruptured and would not inflate. Thoroughly fatigued, I was soon chilled not only by the water which kept breaking over my raft, but also by the wind and salt spray.

At 1000 I observed a KC-135 circling the area. It was soon joined by two C-130s. These planes circled low over my position and dropped floating smoke flares. My radio did not work, but I guessed they were marking my position for other rescue craft.

Just before noon, I saw a large ship less than half a mile away. I had not seen it approach due

to the heavy seas. I set off a red smoke flare and the ship passed very close by. I was able to wave to some of the crewmen and they waved back. The ship, which appeared to be the *Nissei Maru*, a Japanese tanker, turned and stopped. I could tell the sea was too rough to launch a boat, and the ship was too far away for me to paddle to it.

Then a larger Japanese tanker appeared to the west of me (the *Tokyo Maru*). It stopped about one mile downwind (west). I pulled in my sea anchor, hoping to drift toward the *Tokyo Maru*.

At about 1230, the *Anniston Victory* appeared, coming directly between the two tankers. It appeared to be headed directly towards me so I set off another of my smoke flares. It was quite close, and I tried to paddle to it. All I succeeded in doing was tiring myself. I saw people on deck gesturing for me to stop paddling, so I did.

The *Anniston Victory* did a tight starboard turn, and made a second pass at me. This time I was on the port side as it came slowly toward me. There was a ladder hanging from the side of the ship with a man on the ladder ready to help. The ship was so close that the bow wave broke over me. I managed to stay in my raft, but the wave pushed me farther from the ship. In a heroic effort to secure a line to me, Seaman Morgan L. Jones jumped into the sea and attempted to reach me. Despite full reverse propeller, the ship continued to move past me and Seaman Jones missed reaching me by only a few feet. When he reached the end of the line tied to him, he was dragged through the rough sea, coming off the top of fifteen and twenty foot waves and plunging down into the next swell. He was banged against the side of the ship and came very close to giving his life in this valiant attempt. As an indication of the size of the waves at this time, I saw one wave break green water over the deck cargo.

Undaunted by the seemingly insurmountable difficulties, Captain Simon Motley again maneuvered his ship to a position about 200-300 yards away and stopped. As he performed a series of maneuvers to get closer to me, I began paddling toward the ship. The heavy seas, which prevented him from lowering a boat, also presented difficulties in maneuvering. The high winds kept turning the ship, so that the only possible approach was a stern approach. This seriously overheated the engine. Nevertheless he continued taxing his ship to its utmost to effect the rescue.

When I was about 50 yards from the ship, Seaman James B. Harrington jumped into the heavy sea with a line. He swam to me and then towed me to the side of the ship. I tried to grab the ladder, which alternated from fifteen feet above us in the troughs to about ten feet under the water at the crest. I was able to grab the ladder, but due partly to my weakened condition and partly to the 100 pounds of gear still attached to me, I was unable to hang on. I fell some ten feet back into the sea. Seaman Harrington grabbed me and pulled me to a bosun's chair. I managed to get into the chair and was pulled up to the deck, being buffeted against the side of the ship by the waves. Harrington remained in the water until I was safely aboard before allowing himself to be helped on board. By risking his own life, he completed the final link in the chain of events that rescued me from the sea.

The actions of Captain Motley and his entire crew are in the finest traditions of merchant seamen the world around. Their courage and determination in the face of danger clearly sets them apart as men who responded to a call for help above and beyond the call of duty.

Following my rescue, Captain Motley persisted in his efforts under the same harrowing conditions until Captain William S. Paul was also safely on board.

Robert P. Bateman
Major, USAF

Safety Board Probe of Lakes Sinking Cites Structural Weakness In Hull

WASHINGTON—The 1966 sinking of the Great Lakes ore carrier Daniel J. Morrell, with the loss of all but one of the 29 crewmembers aboard, was "probably" caused by the "failure of the main hull (structure) amidships, which caused the vessel to break in two and both sections to sink," the National Transportation Safety Board of the Department of Transportation said in its report on the tragedy released last week.

The 60-year-old Morrell—owned by the subsidiary Cambria Steamship Company of Bethlehem Steel Corporation—went down during a heavy storm in Lake Huron on November 29, 1966.

To prevent similar incidents in the future, the Safety Board recommended structural strengthening or curtailment of operations for similar bulk cargo vessels in comparable storm conditions on the Great Lakes.

Cites Recommendations

The recommendations were contained in a letter to the Coast Guard which suggested:

- That bulk cargo lake vessels over 400 feet long and built with pre-1948 steel be strengthened amidships or held in port "during specific days . . . of the (late) fall season" when weather and sea conditions "approach or exceed those encountered" by the Morrell.

- That "a progressive structural renewal program on an individual ship basis" be implemented on the basis of the Coast Guard's special inspections of lake cargo vessels following the Morrell sinking.

At the Coast Guard investigation into the sinking in 1966, the AFL-CIO Maritime Trades De-

partment and the SIU Great Lakes District crewmembers questioned the adequacy of Coast Guard inspection procedures for such vessels.

The MTD and SIU then told a five-man Coast Guard Board of Inquiry that investigations into sinkings such as that of the Morrell, the Carl D. Bradley in 1958 and the Cederville in 1965, too often went no deeper than presentation by the companies of proof that their vessels had "achieved Coast Guard certification," but "no one questions the adequacy of the inspection. There are ships operating on the Lakes that should not be sailing because they are too old and have not really been adequately inspected for fatigue," the SIU testified at the Cleveland hearing.

In its report last week, the safety board also emphasized the "prime importance" of a reliable position-reporting system for Great Lakes cargo ships and urged "voluntary compliance" in this year's shipping season. Although the Morrell's breakup prevented any radio distress signal, the report noted, the Coast Guard received no notification of possible trouble until some 34 hours after the vessel had gone down—in spite of company policy which called for daily radio reports.

The safety board also concurred in recommendations made earlier by a Marine Board of Investiga-

tion. Among these were measures for improved emergency equipment and procedures, possible hull compartmentation in new ships, and loading "manuals" and improved sea-weather information for Lake vessel masters. Added to these was the safety board's own suggestion for emergency lighting in the forward crew quarters and lifecraft area of the vessels.

Chairman Joseph J. O'Connell, Jr., and Francis H. McAdams and Oscar M. Laurel, members of the board, said in an amplifying statement, that although the Morrell's captain could have estimated the sea conditions, he "could not have estimated the ability of the vessel to meet them." The three urged "special efforts . . . to develop information better calculated to provide a master with data useful and, in this case, vital to intelligent decisions."

Severe Weather

Both the Morrell and the Edward Y. Townsend—a sister ship which was some 20 miles away at the time of the sinking—were sailing in ballast from Buffalo to Taconite, Minnesota, when the Morrell went down. Waves of 25 feet and 65-mile winds were reported by the Townsend at the time and the water temperature was 44 degrees.

The Townsend was later found to have developed a crack in its deck in the same area where the Morrell's structure failed, the report noted, and recalled that the sinking of the Bradley—at the same time of the year, November 18, 1958—had been "attributed to an undetected structural weakness or defect."

Commenting on the fact that only one crewmember survived the Morrell sinking, the board cited the following factors: The lack of any distress signal; the report to the Coast Guard of the overdue vessel "a day and a half after the sinking"; and the fact that "lifesaving equipment . . . did not provide the weather protection necessary for survival under existing weather and sea conditions."

Water Desalter In Pencil 'Lead'

PITTSBURGH—A compound produced from ordinary pencil-lead that may soon be converting saltwater into fresh drinking water is being developed here.

The substance is graphitic oxide, derived from a form of carbon known as graphite which is the so-called "lead" in pencils and is often used in lubricants. It is formed into a thin membrane that acts as a fine filter, allowing pure water to pass through but restricting the flow of salt molecules. The Westinghouse Corporation is the developer of the process.

The process, known as reverse osmosis, involves applying pressure to a solution of salty water, thereby squeezing only the fresh water through the membrane to a collector.

Don't Buy Scab Grapes Drive Names Hall as Co-Chairman

WASHINGTON—SIU President Paul Hall has been named co-chairman of the new Citizens' Don't Buy Scab Grapes Committee, which has been formed to aid the efforts of the United Farm Workers Organizing Committee (AFL-CIO) in their struggle for fair wages and improved working conditions in the California vineyards.

Other labor, religious and civic leaders from around the nation have also joined forces to form the committee.

The purpose of the committee will be to convince New Yorkers not to buy table grapes grown at Giumarra Vineyards or at any of 30 other California vineyards UFWOC members are on strike and scab labor has been employed.

The one exception to this boycott is the produce of DiGiorgio Vineyards, which has already signed a contract with UFWOC.

Giumarra Is Target

The efforts of the new committee will be aimed at New York, where 95 percent of Giumarra's products are distributed. Giumarra is the biggest of the scab-hiring California vineyards, covering about 15,000 acres of land, approximately the size of Manhattan Island.

In addition to Hall the committee's co-chairmen include, A. Philip Randolph, president of the Sleeping Car Porters; religious leader Father George B. Ford; Monseigneur Robert Fox, Chair-

man of Spanish Community Action, of the Archdiocese of New York; and Rabbi Joachim Prinz, Honorary President of the American Jewish Congress.

Among the committee members are Gregory Bardacke, representing the American Trade Union Council for Histadrut; Faye Bennett, Director of the National Advisory Committee on Foreign Labor; Dr. John Bennett, President of Union Theological Seminary; Reverend John Gill, Chairman of the Protestant Clergy Committee for California Grape Boycott; L. Joseph Overton, of the Retail Clerks; Jacob A. Potofsky, President of the Amalgamated Clothing Workers; Harry Van Arsdale, President of the New York Central Labor Council.

Other members include Joe Walker, of Local 1199 of the Drug and Hospital Workers; Bayard Rustin, Executive Director of the A. Philip Randolph Institute; Sharon McGuire, representing the Social Service Employees Union; Harry Gray of the United Auto Workers; Regino Montes, Chairman of the Migrant Labor Committee, National Association for Puerto Rican Civil Rights; and Emanuel Muravchik, President of the Jewish Labor Committee.

FIT-OUT AT THE SIU CLINIC

Great Lakes Seafarers are taking full advantage of the new SIU clinic facilities in Chicago. The clinic offers complete physical checkups for members and their dependents.



Great Lakes Seafarer Donald Wilkowski takes blood test. Brother Wilkowski sails in deck department on tanker Detroit. He joined the SIU in Port of Frankfort.



Waiting for his physical examination is Konrad Knutsen. Richard Davis has blood pressure taken by Registered Nurse Knutsen sails with the IBU. White. Davis sails in deck dept.

Verner W. Koski has blood test administered by Nurse Priester. Brother Koski is a FOWT and last shipped on tanker Detroit, due to be scrapped next July.



Another Seafarer from the tanker Detroit, George Glover is registered for his physical by Mrs. Barratt. Brother Glover was much impressed by new clinic.



Raps Profits Of Drug Firms

To the Editor:

And we wonder why medical costs are skyrocketing! It's really not so hard to see that drug firms, like any other business, are out to make dough. Their ethics have sunk to the point where they no longer care that medicine may be a source of life for many, many people who can barely afford to keep up with these expenses. These outfits saw only the greenbacks in their pills, not the health-giving gifts they could give to people at lower prices.

It's about time that the Federal Government, maybe through the FDA, forced drug companies to sell high-quality products at prices within the average consumer's reach. People shouldn't have to pay an exorbitant price for a drug just because it has a fancy name. All they want is the right medicine at a reasonable cost. Is that asking too much?

Walter Matthewson

LETTERS To The Editor

Thanks Union For TV Gift

To The Editor:

May I, on behalf of the patients and myself, extend to you and the members of the Seafarers International Union our sincere thanks and appreciation for your generous gift of a color television set to our TB ward.

We are extremely interested in providing our long term patients with recreation and entertainment which will help to make their hospital stay and convalescence as pleasant as possible. Since television provides one of the chief sources of entertainment for hospital patients, may I assure you that your gift will bring immeasurable hours of pleasure to our TB patients.

Once again, many thanks for your continued interest in this hospital and our patients.

Sincerely,
Nicholas J. Galluzzi, M.D.
Director, USPHS Hospital
Staten Island, N. Y.

Far Below Living Wage

To the Editor:

The February 16 issue of the LOG, in reporting on the UFWOC court battle, told that nine California farm workers had recently won back their jobs at the Martin Produce Company in Salinas, where they will get a guaranteed annual minimum wage of \$4,500. The fact that they were reinstated is a welcome development, but the scant wages they were promised is appalling. How well can any family today live on \$4,500 for a full year?

Clearly, farm workers are amongst the most economically-discriminated - against. UFWOC's efforts to get them the decent wages and working conditions they need is to be commended.

Will Tatsall

Maritime Program Same Old Line

To the Editor:

"Oh, to down to the seas again" is the opening line of a famous poem; it seems to have been changed by the present Administration to be "Oh, to drown in the seas again. . ."

The comparison is clear when we take a look at the Administration's new maritime budget of only \$163-million, calling for only 10 new ships in fiscal 1969, and continued reliance on foreign-flag and obsolete U.S. vessels.

In the meantime, for the Soviet and runaway Liberian, Panamanian, and Honduras fleets, "every fleet's coming up roses"—except ours.

Ralph Oesgher

Cites Impact Of U.S. Fleet

To the Editor:

Representative William St. Onge of Connecticut recently brought out some important points concerning the employment of our merchant marine which show the continuing need for it to be modernized and strengthened.

Right now, he said, America consumes about half of the world raw material production, much of which is imported by ships. He gave the percentages of these imports as follows:

Tin, 100 percent; Nickel, 89; bauxite and aluminum, 84; newsprint, 73; zinc, 55; copper, 34; rubber, almost 100.

He noted that in 1961 there were 104,000 people working in this nation's maritime industry, and that their wages totalled about \$631-million.

With evidence like this—not to mention America's military needs which greatly rely on ships to carry men and supplies—it should be clear that a strong maritime fleet of American-owned, American-flag, American-manned ships built in American shipyards could be a booster for this nation's economy and well-being. If our maritime fleet were really up to par, it would be like a shot of adrenalin, pumping vitality in our financial system so that other restrictions, such as travel taxes, would be unnecessary.

Danny Wisener

Fleet's Condition Cause for Shame

To the Editor:

I have just returned from a trip overseas. I am not a seaman and went as a tourist. In each country that I travelled, it was quite obvious that they took great pride in their ships and their seamen. Almost every country had many ships that looked sleek and new.

There is quite a contrast between the ships of these countries and those of the United States. All of the U.S. ships look worn with time.

It would appear that this country does not care very much about its fleet. I think that this is unfortunate, as I personally would be ashamed to show a visitor to this country the poor condition of many of our ships.

Louis Byrnes

Torpedoed Seafarers Recall Years In German Concentration Camp

Sailing on two ships that were torpedoed, spending 41 days on a lifeboat and two years in a German prison camp, were harrowing experiences in the seagoing career of Rufus Stough, Sr., who retired on an SIU pension in 1958.

Brother Stough recalled that he was chief cook on the Jonathan Sturges while the ship was part of a North Atlantic convoy, when, on February 23, 1943, a torpedo fired from a German submarine struck the vessel in the number two hold. Seconds later, another torpedo hit the ship in the fireroom, forward of the boilers.

Brother Stough remembers that it was 10:17 p.m., and that he was on duty in the galley at that time. As the ship started to go down Brother Stough and his shipmates scrambled for the lifeboats and he found himself in a boat with fellow Seafarers Ralph Piehet of the deck department, oilers Joe Garrido and Bill Weaver, two navy gunners and AB J. Clarence Mishler, who died before the men were picked up by the Germans.

Stough recalled that the Ger-



Seafarers Ralph Piehet, William Weaver and Rufus Stough (left to right) could still manage to smile in spite of their internment in German prison camp. Photo was taken by a fellow prisoner in 1944. The three men were captured by German submarine after their vessel, the Jonathan Sturges, was sunk while on North Atlantic Convoy duty.



Piehet

Stough

man subs were picking off one or two ships every night and the Jonathan Sturges was one of 18 or 20 vessels and in that one convoy. Stough told the LOG that the Sturges had been trailed by a German sub for three days before being hit.

Only 12 Survivors

Brother Piehet recalled that the Sturges had lost two rafts and some lifeboats during a gale. "We had 32 Navy gunners on board, and there were only about 12 survivors among all the officers, crew and navy men," he recalled.

While the men were in the raft, they existed mainly on seabiscuits and rations. Food was scarce and they "almost starved" recalled Piehet. A few efforts were made to kill seagulls for food. "We threw rocks at them, but couldn't get any," explained Brother Piehet, adding that the men were unable to catch fish to supplement their food supply.

Seafarer Piehet recalled that rough weather compounded their problems. "Our raft was flooded by storms and we had good weather only near the end," he said. The men were down to a two-day supply of food, when on April 5, a German submarine spotted them.

"We were some 600 miles off France when the Germans saw us," said Brother Piehet. The sub surfaced, approached the lifeboat and the commander, speaking English, ordered the six men aboard. Brother Mishler died a day before they were picked-up by the German sub.

The men were beginning to despair of ever being rescued, explained Piehet. The Germans "treated us alright, giving us food, soup and a hot bath." The men, hungry and near death, "really went wild when we saw the food."

During the seven days on the sub, Piehet said that the men "slept in the torpedo room."

The Germans were headed for the large Nazi sub base at Brest, France. Brother Piehet said that as the sub was on a mission, the Seafarers could observe the gun crews "loading torpedoes. They put blindfolds on us, but we kept pulling them down." They had some close calls while the sub dodged allied warships and planes.

Depth charges were dropped and "we could feel the concussion," Piehet recalled. The men began to wonder if ironically, they might die in an enemy ship, sunk by their own ships or planes.

After the sub reached France, the men were transferred to La Havre, where they remained two weeks. "We went to Geneva, Switzerland, then to a camp about 18 miles from Bremen, Germany," Piehet said. "The treatment wasn't too bad, many of the guards were older men, some World War I vets and did not have a Gestapo or Hitler Youth Corps mentality. The doctors treated us alright and the Red Cross sent packages."

Union Sends Cigarettes

In addition, Stough recalled, "the union sent a shipment of 13,000 cigarettes."

Food, however, was limited.

Brother Stough recalls how he carried his union button through the whole ordeal and, when finally repatriated, proudly displayed it as the only union button that survived the nearly two years in the camp.

"The worst part was the interrogation camp," Brother Piehet explained. The Germans would take the men there for questioning. "They wanted to know what type of ships we had, about the guns, if we had torpedo nets on board. We were asked to draw diagrams and they gave us a pad and pencil for that purpose."

The seamen were questioned "one at a time," the German's "tempting them with food." They displayed sandwiches and told the men they could eat when they supplied the required information. "They also offered us cigarettes. That didn't bother us, but the food did," Piehet recalled.

The camp Piehet and Stough were in was for civilian internees" and had some 5,000 prisoners, many of whom were in the merchant marine of several allied nations. Toward the end of the war in Europe, the Red Cross arranged for prisoner exchanges on a two Germans for one American basis.

Heavy Bombing

Piehet and Stough were taken to Geneva to wait for their turn in the exchanges. During the train trip, there was heavy allied bombing and "the train was derailed twice," Piehet recalled.

From Geneva, the men went to France, by that time in the hands of allied troops, where they boarded the Swedish line vessel Gripsholm on February 24. Two years and one day after the Jonathan Sturges sank, Piehet, Stough and Bill Weaver arrived in New York where a number of SIU officials were on hand to greet them.

Starting his SIU career in 1939, Stough shipped as cook and steward. The native Alabamian joined the Union in New Orleans. He spent six years, 1912 to 1918, as an ambulance driver during World War I. His last ship was the Del Aires. He and his wife, Emily, were married in Alabama. Their son, Rufus, Jr. has sailed for the SIU for 22 years. Known to his friends as "Big Eddie," he is steward on the Del Sol.

Brother Piehet, who joined the SIU in New Orleans, has been with the Union since 1941. He lives in New Orleans with his wife, Clara.

From the Ships at Sea

Seafarer **Bill "Flattop" Koflowitch**, recently arrived in New York after a long trip to Vietnam aboard the *Seatrain Georgia*. Flattop paid a visit to the LOG office, where he said that any Seafarer in Manila looking for a good place to eat, enjoy a movie or a relaxing swim, should try the International Seaman's Club.

"You can really enjoy yourself there," he said. The ship spent ten days in Saigon, meeting secretary **W. W. Hunter**, wrote. Meeting Chairman **M. H. Jones** reported that everything went smoothly with no beefs.



Koflowitch

"Everything is running smoothly and there are no major beefs,"

John Carnes, ship's delegate on the *Madaket* (Waterman), reported to the LOG. **Berry Tippins**, meeting secretary, reported that Carnes was re-elected to serve as ship's delegate and treasurer. Carnes reported there is \$37 in the ship's fund. **Clarence Houchins**, meeting chairman, writes that department delegates have no beefs or disputed overtime to report.



Carnes

Wilfred Shea was elected ship's delegate on the *Andrew Jackson* (Waterman), according to meeting chairman **Troy Savage**. One of his first duties will be to take charge of handling ship's mail, **Savage** writes.

Robert Gregory, Jr., was named treasurer. He told his fellow shipmates that they have \$20 in the kitty. **Walter Schultz**, meeting secretary, reports that there are no beefs or disputed overtime.



Schultz

Meeting chairman **E. D. Jones** reports that **Frank Smith** was elected ship's delegate on the *Yorkmar* (Calmar). Department delegates are **James Corder**, deck, **John O'Toole**, engine and **Oliver Lewis**, steward. **Sid Garner**, meeting secretary, wrote that there are no beefs and some disputed overtime in the deck department. Seafarers are receiving their mail and LOGS regularly, **Garner** reported.



Garner

Lawrence Banks, meeting chairman on the *Wingless Victory* (Shipping Enterprise), reports that the crew is working on some repairs. Department delegates stated that they have no beefs or disputed overtime to report. **Alphonse Michelet**, meeting secretary, reports that the new ship's delegate is **Frank Parsons**. A new water cooler is being installed aboard ship, **Michelet**



Banks

writes. The steward department received a vote of thanks for a job well done.

Everything is going well and there are no beefs, writes **Len Bartlett**, ship's delegate on the *Wild Ranger* (Waterman). Meeting secretary **A. H. Reasko** reported that Brother Bartlett received a vote of thanks for his fine work as delegate. Some repair work will be done when the vessel reaches port, according to **Reasko**. The men were thanked by the steward for "a swell trip," **Reasko** wrote.



Reasko

BATTLE CREEK (Northeast Shipping), February 18—Chairman **R. E. Weaver**; Secretary, **M. A. Poole**. Ship's delegate reported that everything is running smoothly with no beefs.

CANTON VICTORY (Columbia) No date—Chairman, **Arthur E. Heinz**; Secretary, **Jesse J. Greer, Jr.** Some disputed OT in each department, otherwise it was a good trip.

NORTHWESTERN VICTORY (Victory Carriers), February 23—Chairman, **Warren Schenals**; Secretary, **C. Oliver**. Department delegates reported that everything is running smoothly.



MADAKET (Waterman), March 3—Chairman, **Clarence H. Houchins**; Secretary, **Berry E. Tippins**. \$37.00 in ship's fund. Ship's delegate reported that everything is running smoothly with no major beefs. Brother **John T. Carnes** was re-elected to serve as ship's delegate and treasurer. Motion was made the members with 20 years in the Union and 15 years sea-time be eligible for retirement.

STEEL MAKER (Isthmian), December 17—Chairman, **J. McLaren**; Secretary, **J. Boldizar**. \$1.00 in ship's fund. No beefs were reported by department delegates. Brother **B. Boldizar** was elected to serve as ship's delegate.

K. Hayes, treasurer on the *Venore* (Venore Transportation) writes that money in the ship's fund will be used to buy newspapers in port "for the benefit of the crew." Most of the jobs on the repair list have been taken care of, **D. Sykes**, meeting chairman, reports. **R. C. Meloy**, ship's delegate, wrote that books will be placed in the ship's library whenever needed. At the end of the trip, books will be turned over to the steward so they can be packed and stored for the next crew. The ship will pay off in Baltimore.



Meloy

WINGLESS VICTORY (Shipping Enterprise), March 3—Chairman **Lawrence A. Banks**; Secretary, **Alphonse Michelet**. No beefs were reported by department delegates. Brother **Frank E. Parson** was elected to serve as ship's delegate. Vote of thanks was extended to the steward department for a job well done.

RAPHAEL SEMMES (Sea-Land), February 4—Chairman, **Joseph Crowley**; Secretary, **J. N. Atchinson**. No beefs and no disputed OT reported.

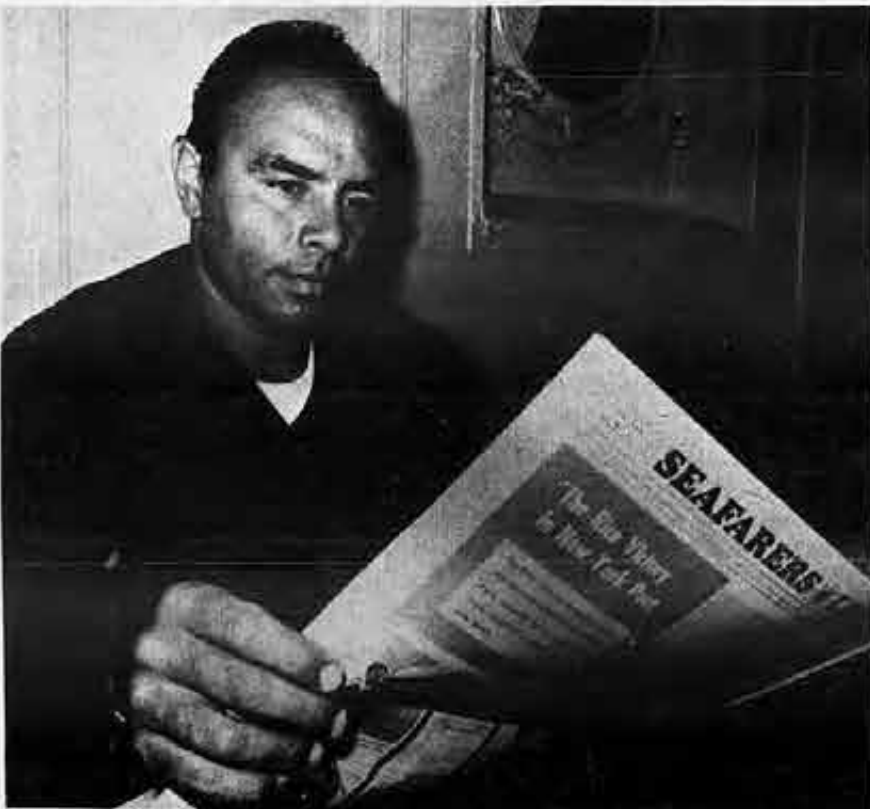
YORKMAR (Calmar), March 3—Chairman, **E. D. Jones**; Secretary, **Sidney A. Garner**. Brother **Frank L. Smith** was elected to serve as ship's delegate. No beefs and no disputed OT.

AMICUS (Amicus Carriers), February 11—Chairman, **Jim Tanner**; Secretary, **Don Mason**. \$13.00 in ship's fund. One man short in steward department. Baker and steward are doing chief cook's work due to shortage.

THETIS (Rye Marine), February 18—Chairman, **J. M. Davis**; Secretary, **J. C. Walters**. Ship's delegate reported that all beefs were settled in Sasebo. The captain went out of his way to give all draws possible. \$19.79 in ship's fund. No beefs were reported by department delegates.

ROBIN GRAY (Moore McCormack), February 18—Chairman, **William Wiemers**; Secretary, **John R. Marshall**. Ship's delegate reported that everything is running smoothly. No beefs were reported by department delegates. Brother **Morty Kerngood** was elected to serve as new ship's delegate. Vote of thanks was extended to the steward department for a job well done.

Keeping Up With The LOG



Relaxing in the messroom with a copy of the LOG, **John Japper** is waiting for payoff after a good trip on the Isthmian ship, *Steel Age*. An AB, Brother Japper joined the Union in New York in 1962.

SIU Lifeboat Class No. 195 Weighs Anchor



These men have received a lifeboat ticket from the Coast Guard after attending the SIU lifeboat school at Mill Basin, Brooklyn. In the front row, left to right: **B. Toth**, **W. Waites**, **D. Tuttle**, **J. Espinet**. In the back row: instructor **P. McGaharn**, **A. Dotterer**, **R. Taylor**, **P. Bentz**, **C. Dubbs**, **B. Taylor**, and instructor **C. Belanger**. The 195th lifeboat class graduated on February 20.

FINAL DEPARTURES

Raymond Ennis, 46: A coronary caused the death of Brother Ennis on January 24, at Beebe Hospital, Lewes, Delaware. A native of Shovel, Md., he lived in Philadelphia. He sailed with the SIU Inland Boatmen's Union in the deck department and was employed by Interstate Oil Transport Co. Brother Ennis joined the union in the port of Philadelphia. He is survived by his wife, **Hilda**. The burial was in Dagsboro Memorial Cemetery, Dagsboro, Delaware.



Walter Vernago, 45: Brother Vernago died in Veteran's Administration Hospital, Baltimore, on November 18. He joined the SIU in the port of Baltimore. Born in Baltimore, he was a resident of that city. Brother Vernago was employed by Automotive Sales and Service Co. He served in the Army during World War II. A widower, he is survived by his sons, **Michael** and **Don**. Burial was in Moreland Memorial Cemetery, Baltimore.



Samuel Ginsberg, 68: A heart attack claimed the life of Seafarer **Ginsberg**, November 27, at Pennsylvania Hospital, Philadelphia, Pa. He was born in Pottsville, Pa., and lived in Philadelphia. He joined the union in the port of Seattle and shipped in the steward department. Brother **Ginsberg** last sailed on the *Commander*. He is survived by a sister, **Mrs. Shirley Rosen** of Philadelphia. The burial was in Montifiore Cemetery, Fox Chase, Pa.



Robert Mooney, 57: Brother Mooney died on February 4 at the USPHS Hospital, Staten Island, N. Y. He was born in Ireland and made his home in the Bronx, N. Y. Brother Mooney joined the union in the port of New York and held a deckhand's rating. He was last employed by the New York, New Haven and Hartford Railroad. Surviving is his wife, **Irene**. The burial was in St. Raymonds Cemetery, the Bronx.



Isadore Levy, 53: Brother Levy died on December 18 at the USPHS Hospital in Galveston, Texas. Death was caused by injuries sustained in a fire. A member of the deck department, Brother **Levy** sailed with the SIU for 25 years. His last ship was the *Madaket*. Born in Brooklyn, he lived in Houston, Texas and New York City. He joined the Union in New York. From 1944 to 1946, he served in the Navy. Surviving is a sister, **Mrs. Freda Landi** of Brooklyn. Burial was in New Montifiore Cemetery, Long Island, N. Y.



Ephraim Jones, 68: Brother Jones died on February 14, at his home in Ocala, Fla. He was on SIU pension at the time of death. Brother Jones was employed for over 30 years by the Pennsylvania Railroad and held the rating of deckhand. A native of Sutton, West Virginia, he lived in New York before his retirement. Brother Jones joined the union in the port of New York. He was a member of the Navy during 1918-19. His wife, **Anna**, survives. The body was cremated in Roberts Crematorium, Ocala, Florida.



Retired Seafarer and His Craft



Carl Martenson displayed in the New York hall recently one of the numerous models he has built through the years. This model depicts three of the yachts which have raced in the America's cup races.

SIU ARRIVALS

Lee Rentz, born November 30, 1967, to Seafarer and Mrs. Robert T. Rentz, Baltimore, Md.

Ann Bird, born January 29, 1968, to Seafarer and Mrs. Robert Bird, Chicago, Ill.

Christopher Bryan Middleton, born September 23, 1967, to Seafarer and Mrs. Harold N. Middleton, Satsuma, Ala.

Margaret Ball, born January 23, 1968, to Seafarer and Mrs. Woodrow Ball, Norfolk, Va.

**John Holland—
Opened New Era**

(Continued from page 23)

in November 1899, and declared, "If the Spaniards had had two submarines at Manila I would never have dared to risk a battle with them," that the Navy woke up and bought Holland's "The Holland."

At last the Government took notice of the potentials offered by submarine development. Holland was able to sign a \$10,000-a-year contract in April 1900 to serve as a consulting engineer for his company to fill Government orders.

Later that year, naval architect Mason S. Chase invited Holland to work on construction of submarines, for the Japanese shipbuilder, Count Kapario Matsukato, for use in the Russo-Japanese War. Holland accepted.

The craft were highly effective. Press reports of May, 1905, told of a fierce battle in the Sea of Japan, in which Russian destroyers were defeated by Japanese submarines. This was the first real trial of the submarine in wartime.

Not long afterwards, Holland married and retired from submarine building. He died on August 12, 1914, less than one year before a German submarine sank the Lusitania and the U.S. became involved in World War I.

Holland's experiments have since led to modern nuclear submarines carrying Polaris missiles designed to deter attack on this country, as well as to submersibles designed to seek out the ocean's vast storehouse of secrets which may bring about a better world.

"The Father of the Submarine" pulled back the waves and opened up a new era to mankind.

Anna Marie Daniels, born January 22, 1968, to Seafarer and Mrs. Edgar D. Daniels, New Orleans, La.

Richard H. Goetze, Jr., born June 10, 1967, to Seafarer and Mrs. Richard H. Goetze, Astoria, N.Y.

Leo Travis King, born January 4, 1968, to Seafarer and Mrs. Leo King, Vacherie, La.

Amy Stiller, born January 29, 1968, to Seafarer and Mrs. James R. Stiller, Mobile, Ala.

Cristina Rial, born February 4, 1968, to Seafarer and Mrs. Manuel Rial, Brooklyn, N.Y.

Doris Grace Tukey, born December 6, 1967, to Seafarer and Mrs. Norman S. Tukey, Jr., Brooklyn, N.Y.

Anthony De Filippo, born January 8, 1968, to Seafarer and Mrs. Dominick De Filippo, Middletown, N. Y.

Lisa Spangler, born February 2, 1968, to Seafarer and Mrs. Thomas D. Spangler, Baltimore, Md.

James Day, born November 14, 1967, to Seafarer and Mrs. Patrick W. Day, Superior, Wisc.

Stana Catherine Monte, born November 17, 1967, to Seafarer and Mrs. James C. Monte, Kirbyville, Texas.

Eight Additional Seafarers Added To Growing SIU Pension Roster



The names of eight Seafarers have been added to the SIU pension roster after a full career at sea. The newcomers to the SIU pension ranks include: Sam Merkersen, Preston Long, Daniel Sommer, Enoch Gaylor, Jennie Rizzuto, Ira Willoughby, Enrique Rosado and Julio Colon.

Sam Merkersen is a native of Georgia and now lives in the Bronx, N. Y. He sailed as chief cook and baker. Brother Merkersen joined the Union in New York and last sailed on the Long Lines.

Preston Long joined the SIU in the port of Philadelphia. He was employed by the P. F. Martin Co. Born in Delaware, he lives in Upper Darby, Pa., with his wife, Mildred. He sailed as a cook.

Daniel Sommer joined the SIU in the port of Mobile. A Union member for 29 years, he sailed as AB and bosun. A native of Alabama, he now resides in Mobile.

His last vessel was the Kyska. Enoch Gaylor sailed in the deck department as an AB. Born in

lives in that city. Her last vessel was the Del Mar and she sailed as a stewardess.

Ira Willoughby joined the Union in 1942 in Baltimore. A night cook and baker, he last shipped on the Chilore. Born in Maryland, he is a resident of Baltimore.

Enrique Rosado sailed as chief steward. He was born in Puerto Rico and makes his home in Bayamon, P. R., with his wife, Aida. He joined the Union in the port of New York.

Julio Colon had a cook's rating and joined the SIU in the port of New York in 1942. Born in Puerto Rico, he lives in Rio Piedras, P. R. His last ship was the Detroit.



Georgia, he now lives in Pepperrill, Alabama. His last ship was the Del Sud. He joined the Union in 1938 in the port of New York. Jennie Rizzuto joined the Union in New Orleans in 1947. She was born in New Orleans and

PERSONALS

Gilbert McDonald

Your mother would like to hear from you as quickly as possible. Contact her at 2919 Tenth Avenue, Arcadia, Calif. 91006.

Ralph R. Brown

Please contact your daughter, Mrs. Ramon Billhimer, at 9300 Piney Branch Road, Forest Park Apartments, Silver Spring, Md. 20903. She is anxious to hear from you.

Charles W. Truenski

Your mother, Mrs. Nellie White, would like you to write her at Nine Lawrence Street, Lyman, South Carolina 29365, as soon as you can.

William Stark

Please contact P. McGeoghegan, R. D. 2, Sussex, N. J., as soon as you possibly can.

Seafarers Aid Ship-to-Air Transfer of Ill Shipmate

Fast work on the part of Seafarers aboard the Globe Explorer (Maritime Overseas) aided in saving the life of fellow Seafarer John McCann. Crewmembers aboard the ship helped transfer Brother McCann from the vessel to a helicopter, some 300 miles off the shore of Bermuda.

Seafarer Frank Radzvila, who sails in the steward department, described the incident. It was morning, he said, and Brother McCann, who sailed as FWT, came into the crew mess for a cup of coffee. "While he was pouring the coffee," Brother Radzvila stated, "he suddenly fell to the floor in front of the coffee stand."



One of the crewmen present ran for the Chief Mate, who on arrival, felt McCann's pulse. "He

looked to be in a bad way and we carried him up two decks to the ship's hospital. Captain Meyers ordered the ship turned around and we headed back toward Bermuda," explained Radzvila.

Brother McCann was provided with the best medical attention available on board, but it was obvious he would need a doctor. Because of sea conditions, it was decided against removing him by boat, so a radio call was sent to the Coast Guard in Bermuda. They promptly dispatched a helicopter to the Globe Explorer.

"The helicopter hovered over the ship and the doctor was lowered aboard the ship by rope ladder," said Radzvila.

Hoisted Aboard

It was decided to take McCann to the hospital in Bermuda; he was placed in a stretcher and hoisted by straps aboard the copter. "He had a difficult time, but made it OK," Radzvila reported.

The copter had a three-man crew, with two men hoisting the stretcher plus the pilot at the controls.

Fortunately, it turned out that Brother McCann did not have a heart attack after all.

The crew of the Globe Explorer sent Captain Meyers a note of appreciation which stated: "Wishing you the very best for taking care of one of the crew. . . It is something we will always remember, the way you opened the ship at full throttle. And once more, we thank you from the whole crew."

I would like to receive the SEAFARERS LOG—please put my name on your mailing list. (Print Information)

NAME

STREET ADDRESS

CITY STATE ZIP

TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below:

ADDRESS

CITY STATE ZIP

FINANCIAL REPORTS. The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances. The constitution requires a detailed CPA audit every three months by a rank and file auditing committee elected by the membership. All Union records are available at SIU headquarters in Brooklyn.

TRUST FUNDS. All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall equally consist of union and management representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. All trust fund financial records are available at the headquarters of the various trust funds.

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowners, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

Earl Shepard, Chairman, Seafarers Appeals Board
17 Battery Place, Suite 1930, New York 4, N. Y.

Full copies of contracts as referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.

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

EDITORIAL POLICY—SEAFARERS LOG. The LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 1966, meetings in all constitutional ports. The responsibility for LOG policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same. Under no circumstances should any member pay any money for any reason unless he is given such receipt. In the event anyone attempts to require any such payment be made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he should not have been required to make such payment, this should immediately be reported to headquarters.

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

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

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

SEAFARERS POLITICAL ACTIVITY DONATIONS. One of the basic rights of Seafarers is the right to pursue legislative and political objectives which will serve the best interests of themselves, their families and their Union. To achieve these objectives, the Seafarers Political Activity Donation was established. Donations to SPAD are entirely voluntary and constitute the funds through which legislative and political activities are conducted for the benefit of the membership and the Union.

If at any time a Seafarer feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records or information, he should immediately notify SIU President Paul Hall at headquarters by certified mail, return receipt requested.

STEEL DIRECTOR (Isthmian), February 18—Chairman, Steve Szanto; Secretary, J. P. Baldy. \$22.33 in ship's fund. No beefs were reported by department delegates. Brother Henry Boron was elected to serve as new ship's delegate. A vote of thanks was extended to the steward department for a job well done.

ANDREW JACKSON (Waterman), February 12—Chairman, Troy Savage; Secretary, Walter J. Schultz. \$20.09 in ship's fund. No beefs were reported by department delegates. Brother Wilfred R. Shea was elected to serve as ship's delegate. Discussion held regarding stale cigarettes in sloop chest.

STEEL FLYER (Isthmian), February 22—Chairman, V. A. Lawain; Secretary, William Karpiak. Brother Lawain was elected to serve as ship's delegate. No beefs were reported by department delegates. Letter to be sent to headquarters regarding the Captain and final port of discharge for an intercoastal payoff.

SELMA VICTORY (South Atlantic-Caribbean), January 22—Chairman, W. K. Dadd; Secretary, P. Stone. Brother C. Hall was elected to serve as new ship's delegate. Question was raised as to why unratified men were not included in recent raise in wages. No beefs were reported by department delegates.

FAIRPORT (Waterman), November 3—Chairman, J. Cisiecki; Secretary, A. R. Gordon. All members were asked to donate to ship's fund. No beefs were reported by department delegates.

FAIRPORT (Waterman), February 17—Chairman, John Der; Secretary, Arthur R. Gordon. \$8.81 in ship's fund. No beefs were reported by department delegates.

TUCSON VICTORY (Hudson Waterways), February 25—Chairman, John Patino; Secretary, Gregg Adams. Some disputed OT in engine department.

LOS ANGELES (Sea-Land), February 26—Chairman, S. F. Sokol; Secretary, R. J. Hubbard. Brother L. M. Jamm was elected to serve as ship's delegate. \$45.00 in ship's fund. No beefs were reported by department delegates. Vote of thanks was extended to the steward department for a job well done.

DIGEST of SIU SHIP MEETINGS

HENRY (American Bulk), February 22—Chairman, B. Joyner; Secretary, J. Abrams. OT beefs in deck department. Crew members were requested to keep all natives out of living quarters.

ROBIN LOCKSLEY (Moore McCormack), January 23—Chairman, Orville Payne; Secretary, A. Tolan. Brother Steven Stockmarr was elected to serve as new ship's delegate. \$1.80 in ship's fund. No beefs were reported by department delegates.

BELOIT VICTORY (Metro Petroleum), February 24—Chairman, Jack Ossee, Jr.; Secretary, Robert D'Ferrafelt. \$12.64 in ship's fund. One man missed ship in San Pedro, California. It was suggested that the ship be fumigated for rats.

ANNISTON VICTORY (Waterman), February 4—Chairman, Clyde E. Miller; Secretary, Louis E. Meyers. No beefs were reported by department delegates. Brother Louis E. Meyers was elected to serve as ship's delegate. Motion was made that the O.S. wipers and messmen who pay the same dues and assessments should receive same raise in wages. Motion was made that any crewmember who is compelled to load voyage stores be paid for OT worked at longshoremen's rates.

VENORE (Venore Transportation), February 22—Chairman, D. Sykes; Secretary, K. Hayes. Some disputed OT in deck and engine departments.

VENORE (Venore Transportation), December 10—Chairman, D. Sykes; Secretary, R. Meloy. Brother R. C. Meloy was elected to serve as ship's delegate. Each member was asked to donate 50c to start ship's fund. Some disputed OT in deck department.

CENTERVILLE (Chatham Shipping Co.), November 19—Chairman, E. L. Odom; Secretary, E. J. Riviere. Brother Clearman was elected to serve as new ship's delegate. No beefs were reported by department delegates.

Schedule of Membership Meetings

SIU-AGLIWD Meetings

- New Orleans**
April 16—2:30 p.m.
Mobile April 17—2:30 p.m.
Wilmington April 22—2:00 p.m.
San Francisco
April 24—2:00 p.m.
Seattle April 26—2:00 p.m.
New York April 8—2:30 p.m.
Philadelphia
April 9—2:30 p.m.
Baltimore April 10—2:30 p.m.
Detroit April 12—2:30 p.m.
Houston April 15—2:30 p.m.

- United Industrial Workers**
New Orleans
April 16—7:00 p.m.
Mobile April 17—7:00 p.m.
New York April 8—7:00 p.m.
Philadelphia April 9—7:00 p.m.
Baltimore April 10—7:00 p.m.
Houston April 15—7:00 p.m.

- Great Lakes SIU Meetings**
Detroit April 1—2:00 p.m.
Alpena April 1—7:00 p.m.
Buffalo April 1—7:00 p.m.
Chicago April 1—7:00 p.m.
Cleveland April 1—7:00 p.m.
Duluth April 1—7:00 p.m.
Frankfort April 1—7:00 p.m.

- Great Lakes Tug and Dredge Region**
Chicago April 9—7:30 p.m.
†Sault St. Marie
April 18—7:30 p.m.
Buffalo April 17—7:30 p.m.
Duluth April 19—7:30 p.m.
Cleveland April 19—7:30 p.m.
Toledo April 19—7:30 p.m.
Detroit April 15—7:30 p.m.
Milwaukee April 15—7:30 p.m.

- SIU Inland Boatmen's Union**
New Orleans
April 16—5:00 p.m.
Mobile April 17—5:00 p.m.
Philadelphia April 9—5:00 p.m.
Baltimore (licensed and un-licensed) April 10—5:00 p.m.
Norfolk April 11—5:00 p.m.
Houston April 15—5:00 p.m.

- Railway Marine Region**
Philadelphia
April 16—10 a.m. & 8 p.m.
Baltimore
April 17—10 a.m. & 8 p.m.
***Norfolk**
April 18—10 a.m. & 8 p.m.
Jersey City
April 15—10 a.m. & 8 p.m.

DIRECTORY of UNION HALLS

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

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UNFAIR TO LABOR DO NOT BUY

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

- ⚓ —
- Sitzel-Weller Distilleries**
"Old Fitzgerald," "Old Elk"
"Cabin Still," W. L. Weller
Bourbon whiskeys
(Distillery Workers)
- ⚓ —
- Kingsport Press**
"World Book," "Childcraft"
(Printing Pressmen)
(Typographers, Bookbinders)
(Machinists, Stereotypers)
- ⚓ —
- Jamestown Sterling Corp.**
(United Furniture Workers)
- ⚓ —
- White Furniture Co.**
(United Furniture Workers of America)
- ⚓ —
- Genesco Shoe Mfg. Co.**
Work Shoes . . .
Sentry, Cedar Chest,
Statler
Men's Shoes . . .
Jarman, Johnson &
Murphy, Crestworth,
(Boot and Shoe Workers' Union)
- ⚓ —
- Baltimore Luggage Co.**
Lady Baltimore, Amelia Earhart
Starlite luggage
Starlite luggage
(International Leather Goods,
Plastics and Novelty Workers
Union)
- ⚓ —
- Boren Clay Products Co.**
(United Brick and Clay Workers)

- "HIS" brand men's clothes**
Kaynee Boysswear, Judy Bond
blouses, Hanes Knitwear, Randa
Ties, Boss Gloves, Richman
Brothers and Sewell Suits,
Wing Shirts
(Amalgamated Clothing Workers
of America)
- ⚓ —
- R. J. Reynolds Tobacco Co.**
Camels, Winston, Tempo,
Brandon, Cavalier and Salem
cigarettes
(Tobacco Workers International
Union)
- ⚓ —
- Peavy Paper Mill Products**
(United Papermakers and
Paperworkers Union)
- ⚓ —
- Comet Rice Mills Co. products**
(International Union of United
Brewery, Flour, Cereal, Soft
Drinks and Distillery Workers)
- ⚓ —
- Magic Chef Pan Pacific Division**
(Stove, Furnace and Allied
Appliance Workers
International Union)
- ⚓ —
- Marx Toy Company**
(International Association of
Machinists and Aerospace
Workers)
- ⚓ —
- Giumarra Grapes.**
(United Farm Workers)
- ⚓ —
- Pioneer Flour Mill**
(United Brewery, Flour, Cereal,
Soft Drink and Distillery Workers
Local 110, San Antonio, Texas)
- ⚓ —
- Gypsum Wallboard,**
American Gypsum Co.
(United Cement Lime and
Gypsum Workers International)

For nearly all of recorded history, the ocean-swept 71 percent of the Earth has veiled its submerged secrets from human eyes. It was only through the efforts of such men as Cornelius van Drebbel of Holland in 1620, David Bushnell of Connecticut in 1774, the Confederate Army in the American Civil War, and most notably, John Philip Holland, an Irish-born New Jersey schoolteacher in the late 1800's, that the seas' dazzling world below has become a fascinating field of exploration and a powerful weapon. These ambitious men were the first to plow the depths in submarines.

Of these men, John Holland's relentless efforts won him the title, "Father of the Submarine."

Born at Liscannor, County Clare, Ireland, in 1841, he came to the United States in 1872 with dreams of developing a craft that could attack ships while the ship itself would be safely hidden underwater.

His dreams headed toward fulfillment when, as a schoolteacher in Paterson, New Jersey, he planned, constructed, and experimented in the Passaic River with his first submarine. Construction began in 1876 at the Albany Street Iron Works in New York City but finished at the Todd and Rafferty Machine Shop in Paterson. In the process, the craft had to be hauled up the Passaic River by 16 stallions from the Roger Locomotive Works. It cost a grand total of \$6,000.

When the first Brayton petroleum engines were patented in 1874, Holland's design for a foot-pedalled submarine had progressed so far that he chose merely to mount an engine in the craft as an afterthought, rather than redesign it.

The first craft was 16 feet long and two feet wide. The conning tower was high enough to cover the head and shoulders of Holland, a man of average size, who would sit in a well between two flywheels which steadied the engine's power. The engine itself was mounted on a steel plate ahead of the ship's operator. Horizontal rudders, or diving planes, extended from the vessel's hull and could be tilted to overcome reserve buoyancy and help the submarine dive.

Holland was careful to provide for the possibility that his machine might fail and get stuck on the river bottom, with him in it. He called on William Dunkerley, a Paterson engineer and machinist, to assist him.

"We fastened ropes to the bow and stern," wrote Dunkerley, "while Holland climbed into the submarine, adjusted breathing apparatus over his mouth, closed the hatch and started the engine. Holland instructed us to haul him up when he tapped on the side of the boat with a hammer. One time he was down a full hour and we became concerned. Then we heard him pounding and we yanked him out."

After continual tests, Holland found that overhauling his first craft would cost more than constructing a new one of improved design. Having removed the costly engine and fittings, he took the vessel out to the middle of the river and sank it. (An oldtimer's stories later led six young engineering students to recover the ship, and it is now on display in the Paterson Museum.)

Meanwhile, the Irish Land League and the Fenian Movement again began to burn with the spirit of revolution against Great Britain to achieve Irish independence. The Fenians learned of Holland's research into an underwater craft that could attack ships with impunity—especially, they hoped, British ships—and so they began a widespread campaign to finance the work of this man who, though not a Fenian, was glad to have strong backing for his plans.

In response to appeals by Irish nationalist leader Michael Davitt, and through the New York newspaper "The Irish World," over \$80,000 poured into the so-called Irish Skirmishing Fund. From this Holland was granted \$30,000 with which to build a submarine to "destroy the British navy."

Holland then quit schoolteaching and spent the following two years working in the shipyard of the Delameter Iron Foundry in New York City until he completed a vessel 31 feet long, six feet wide, and weighing 17 tons. It was capable of carrying a three-man crew down as much as 60 feet below the surface, but, paradoxically, its size had been predetermined by a plan to ship it in a railroad boxcar.

Because Holland's venture was so unique, it consistently hit newspaper headlines and caused widespread speculation. International complications almost resulted when the New York Sun revealed that the ship was called the Fenian Ram and said it was designed to ram the hulls of British naval vessels.

But the headlines helped Holland. It was through this publicity that Captain John Ericsson, inventor of the iron-clad Civil War ship Monitor, learned of Holland's efforts, became good friends with him, and designed a special torpedo tube that was built into the new submarine.



John P. Holland emerges from hatch of his submarine after launching in 1897. Named after its pioneer builder, it was first ever accepted by U.S. Navy.

John Holland:

Father of the Submarine



On the morning of May 23, 1881, Holland officially launched the Ram. A crowd watched from the 13th Street Pier on the East River in New York as the inventor climbed through the hatch into his cigar-shaped metal craft. He reached up to close the hatch cover and sealed himself in the cold darkness. Within minutes, as the hushed crowd stared on, the Ram submerged into the depths. Bubbles began trickling up to the surface. "He's done for!" "He'll never come up alive!" "Get grappling hooks! Get grappling hooks!", people shouted. Had the craft burst? Did it smash into the bottom and get trapped in the muck? Was Holland still alive? The tension grew.

The someone noticed an odd shape emerging from the water. It was the conning tower! The hatch was opening. To the tumultuous cheers of joy, a nervous but smiling John Holland looked out, safe. A hero, he was hoisted on the crowd's shoulders and cheered.

"I remained under water a little longer than planned," he later explained, "to test the effect upon myself physically. There was no light, nothing but darkness, for to save precious oxygen, I did not dare to light a lamp.

"The most crucial test was to rise to the surface at will. I jerked at the lever to force out the water ballast. I heard the hissing as the water shot from the apertures. I felt the boat shake. I waited, waited.

The boat shook again. I realized then for the first time how near I was to death.

"Then the boat nosed slowly upward. A damp sweat rolled down my back until I saw light filtering through the water. When I finally opened the tower, saw the sky, and the spectators, it was the most wonderful thing I ever saw."

But the Ram's success was short-lived. The moderate Irish in America became outraged at the excesses of Irish nationalists in England, and repudiated the Fenian Brotherhood. This reaction not only cut off Holland's financial support but also resulted in the stealing of the Ram one night, when it was spirited away to the James Reynolds Brass Foundry in New Haven, Connecticut. It was not until years later that the Ram was found hidden in a shed at the Foundry.

"After the Ram was taken from me, I had no means of experimenting further or building another boat," Holland remarked in his diary. "I secured a position as draughtsman with the Pneumatic Gun Company, New York City, and while employed there I managed to interest some members of the firm in a design I had drawn immediately after the loss of the Ram. I allowed these men to examine my plans and they, after approving them, set out to organize a company known as the Nautilus Submarine Boat Company. The company failed to produce a single boat."

In 1890, the Navy decided to develop a submarine and invited bidders to submit designs. Holland revived the old company under the new name of the Holland Torpedo Boat Company, and his design won the competition and a \$300,000 Government appropriation. But then red tape set in. The appropriation, which had been constantly delayed, finally was withdrawn to make up a deficit somewhere else. A second appropriation, following a similar competition later, met the same fate.

"Totally sick and disgusted with official lethargy," Holland agreed to try once more, when President Grover Cleveland put submarine development back in high priority status as a result of European experimentation with the craft.

After moving with his family to Baltimore, Holland began work on "The Plunger," having received a definite promise of Government funds.

The keel was laid at the Colombian Iron Works. All went fine until Naval Officers started demanding that the inventor employ their ideas and they went ahead and made changes in the vessel's construction over Holland's objection. Then the crew was unable to launch the ship because of intense heat inside. Holland protested that a mistake in construction was made while he was sick in bed and unable to supervise, but the Government withdrew all funds.

For lack of money with which to finish the ship, Holland had no choice but to sell it for junk.

But the stockholders had confidence in Holland. Two years later, at the Crescent Shipyard in New Jersey, he was able to build a huge new ship, "The Holland," with no problems. By the time of launching—St. Patrick's Day, 1898—the submarine had developed into a craft 53' 10" long, 10' 3" in diameter, and weighing 75 tons.

With two tugs trailing behind with newspapermen and officials on board, Holland maneuvered his ship to a bay off lower Brooklyn, opened its valves, and started submerging—accidentally with the sub's nose down and stern up. Pieces of iron from ashore were transferred to the sub until it submerged on an even keel.

It stayed down for 15 minutes. When it rose alongside one of the tugs, and met with a hearty welcome from reporters, the success of submarines appeared assured.

Nevertheless, the Navy managed to lose interest. Even though it was primarily concerned with reprisals against Spain for the sinking of the U.S.S. Maine, it rejected Holland's offer to volunteer his craft to sink the Spanish fleet. Hundreds of men had already written to Holland to volunteer to serve on the vessel's crew.

Finally, public pressure for use of the submarine was so strong that President McKinley named a Naval board to report on the sub's tests.

They took place in Princess Bay off the Newfoundland coast. Though the Naval inspectors instructed Holland to submerge the craft at one point, travel one mile submerged, and return to the starting point before coming up for observation, when he followed the instructions and returned only 30 feet from the starting point, the Board declared that Holland had tricked them and had barely moved his submarine.

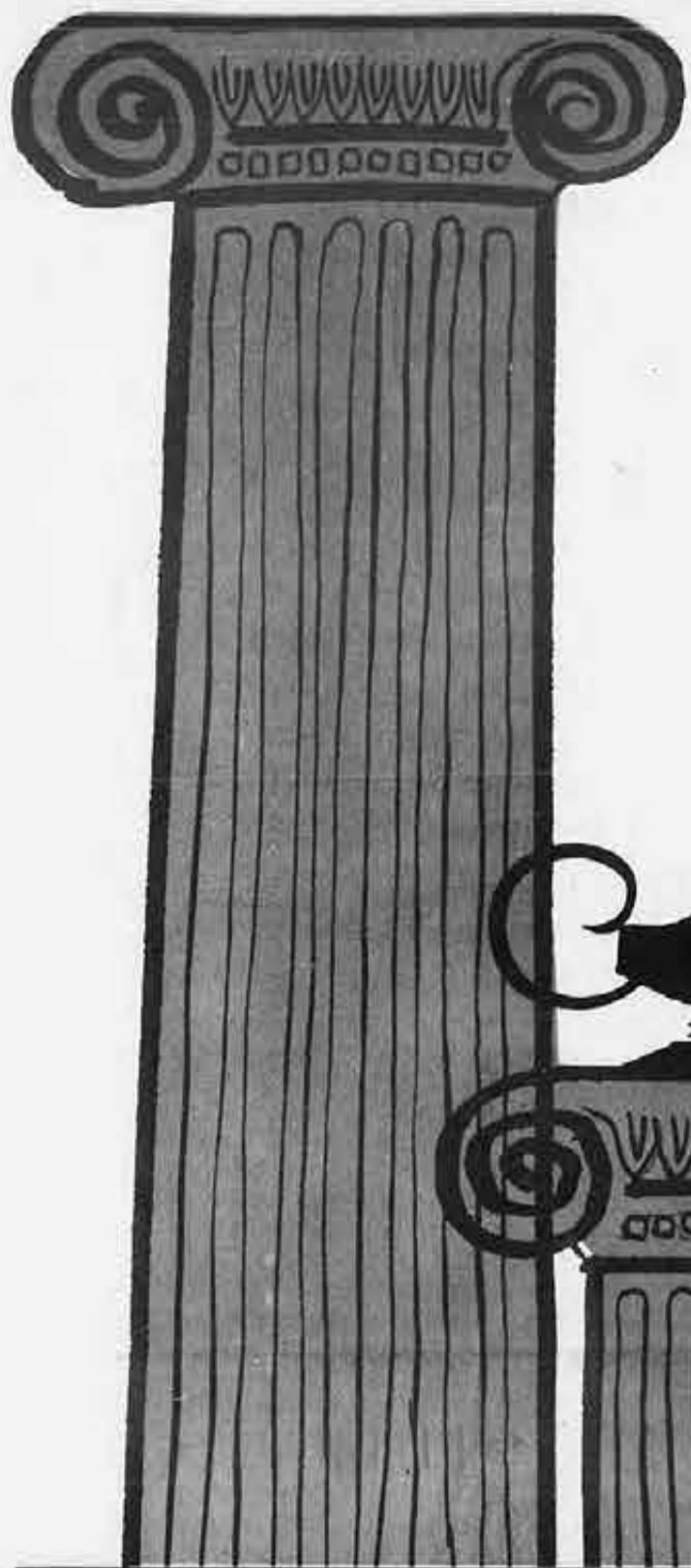
Holland vehemently protested. A second board was appointed, observed the testing of the craft, and brought in a favorable report. This report was pigeonholed.

It was only when Admiral George Dewey, just back from the Philippines, witnessed the sub in action

(Continued on Page 21)

The Chance of a Lifetime . . .

S. I. U. SCHOLARSHIP



THE TIME IS FAST APPROACHING for selection of the 1968 winners of SIU Scholarships awarded each year to Seafarers or to the sons or daughters of Seafarers.

In less than two months—on May 13—the committee of leading university educators and administrators will meet to decide which five of this year's applicants will be awarded SIU Scholarship grants worth \$6,000 each.

By now all those interested in the 1968 competition will have taken the College Entrance Examination Board tests which were held on January 13 and March 2.

However, if you have not yet secured the SIU Scholarship application which must accompany the results of the CEB tests, please do so without delay. No entry can be considered by the judge's panel without this application. Applications can be obtained at any SIU hall or by writing to: SIU Scholarships, 675 Fourth Avenue, Brooklyn, N.Y. 11232. Don't put it off another day!

The SIU Scholarship program is generally recognized as one of the most liberal, no-strings-attached programs of its kind in the country. Its recipients are entitled to

pursue whatever academic courses they choose and may attend any accredited college or university in the United States or its possessions.

Since it was inaugurated in 1952, the plan has enabled 24 Seafarers and the children of 49 Seafarers to earn a college education through cash grants of \$6,000 to each contest winner over a four-year period of study. The students thus helped have gone on to establish successful careers in the fields of law, medicine, engineering and teaching—to mention only a few.

In order to qualify for an SIU Scholarship, a Seafarer must have accumulated a minimum of three years seetime on SIU-contracted vessels. The children of Seafarers automatically become eligible when their fathers meet the required qualifications.

Winners of the annual SIU Scholarship grants are chosen on the basis of their high school scholastic records and the scores they attain on tests which are given by the College Entrance Examination Board several times each year at key locations throughout the United States.

APPLY NOW! *There is still time to get in under the wire.*