



Well-Equipped. Out of bed and getting around for the first time since mid-1956, Seafarer Hugh Fouche, 45, poses in his new motor-powered wheelchair. The chair was purchased for Fouche by the SIU Welfare Plan under the provisions of the special equipment benefit. Fouche, a sufferer from multiple sclerosis, has been on the disability benefit list since July, 1956, when the ailment forced him to stop working.



Movie Rehearsal. Director and technicians discuss a scene to be shot on SS Elizabeth during filming of movie about Seafarers for the AFL-CIO. Film, part of Federation's "Americans At Work" series, is being shown on TV stations throughout US. (Other photos, page 3.)

Ports Call For Vote

AMENDED SIU CONSTITUTION UP FOR BALLOT

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Boost Vacation Pay To \$400

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Family Surgical Benefits Raised

Story On Page 3

Canners Rout Bridges

Story On Page 3

PROPOSED NEW CONSTITUTION SIU A&G DISTRICT

See Supplement

SIU CONSTITUTION COMMITTEE REPORT

See Page 8

Vacation Plan Benefits Raised To \$400 Yearly

Seafarers will soon start collecting vacation pay at a \$400 annual rate as trustees of the SIU Vacation Plan agreed to a Union proposal for an immediate \$40 annual benefit boost. This is the fifth such increase in the eight-year-old Vacation Plan.

The latest boost in benefits for SIU men was made possible by the action of the SIU negotiating committee in obtaining a 28-cent daily increase in operators' contributions to the

Plan under a contract reopener.

The \$400 vacation benefit represents better than one month's pay for the great majority of shipboard ratings. Under the recent pay increase, base pay for ABC, oilers, and firemen is now \$369.17 per month.

The agreement on the increase does not rule out the possibility of subsequent boosts on vacation payments in the event the 28-cent increase in operators' contributions results in the accumulation of sufficient surplus to cover additional increases.

Under the SIU Plan, the trustees can act to increase benefits any time the funds are available. Their action does not hinge upon contract renewals or other dates.

Benefits have been increased five times since vacation payments began on February 11, 1952. Payments are an earned right whether

the seaman takes time off the ship or not.

The SIU vacation plan which was the first of its kind in the maritime industry, has paid out over \$13 million, and is now paying benefits at the rate of \$200,000 per month.

Benefits are based on the number of days worked, regardless of the number of vessels or companies involved. Once a man has worked 90 days or more, he is entitled to claim vacation pay. Payment is usually made in a few hours after receipt of the claim. The Seafarer is not required to be either unemployed or actually on vacation to collect his benefit.

Established originally at the \$140 monthly figure, the benefit rate was increased to \$176 yearly in 1954, to \$244 in 1955 and \$260 in 1956. The largest increase, in 1958, put the figure at \$360.

British Ships Return To Canada Flag

MONTREAL—Four former British-flag ships owned by Canadians, have switched to Canadian registry, and SIU Canadian District contracts. The Canadian ships, which in the past have been sailing under the British-flag, have been crewed by the British Seamen's Union, and had been sailing as such until the end of the shipping season.

The transfer, actually transacted by the Federal Commerce and Navigation office, returned the ships to Canadian registry only after being assured that this was the easiest way to secure cargoes or to arrange long-term cargo contracts on the Lakes.

Flag-switching by Canadian owners had long been a problem to the Canadian District. At a meeting of the International Transportworkers Federation, last year, Hal Banks, secretary-treasurer of the SIU-Canadian District, together with the SIUNA representation and the British Seamen's Union, reached agreements on those flag switches involving Canadian ship transfers to the United Kingdom.

The Canadian District problem had been aggravated by the fact that Canada lacks coastwise shipping regulations limiting domestic trade to Canadian ships.

The operation of ships in Canada under the British-flag was detrimental to both Canadian Seafarers and Canadian-flag shipowners who were paying a higher wage scale. It was also a hardship on the British seamen, particularly since they had to live within the Canadian price structure while serving in Canadian waters.

It's Official:

Wind To Blow In Knots Now

WASHINGTON — All marine forecasts and warnings emanating from the US Weather Bureau will now carry wind speeds in knots-per-hour rather than the previous miles-per-hour. The change was effective March 1.

The change, the Bureau states, will affect the following areas: all coastal waters of the US, including the eastern Caribbean Sea, Gulf of Mexico and Puerto Rico, Hawaii and Alaska waters, the Great Lakes, western North Atlantic, eastern North Pacific, Central North Pacific, harbors, bays, sounds, inland dams, reservoirs, and rivers.

Recommendations received from ship captains, boatmen, yachting clubs and other marine organizations in the US were largely responsible for the change.

The knot is the equivalent of 1.1515 miles per hour and is the same as one nautical mile.

Agriculture Dep't Backs Blacklist; SIU Crew Charges Abuse By Egypt

WASHINGTON—The Department of Agriculture is openly supporting the Arab League blacklist of American-flag ships, despite repudiation of such policies by President Eisenhower. A spokesman for the Department declared it was no concern to the Government that a number of American-flag ships were being barred by Arab nations from the farm

also written President Eisenhower detailing the Union's position and calling upon the US Government to use its fullest authority to en-

force the principal of freedom of the seas and no interference with American shipping. If certain Arab states persist in blacklisting

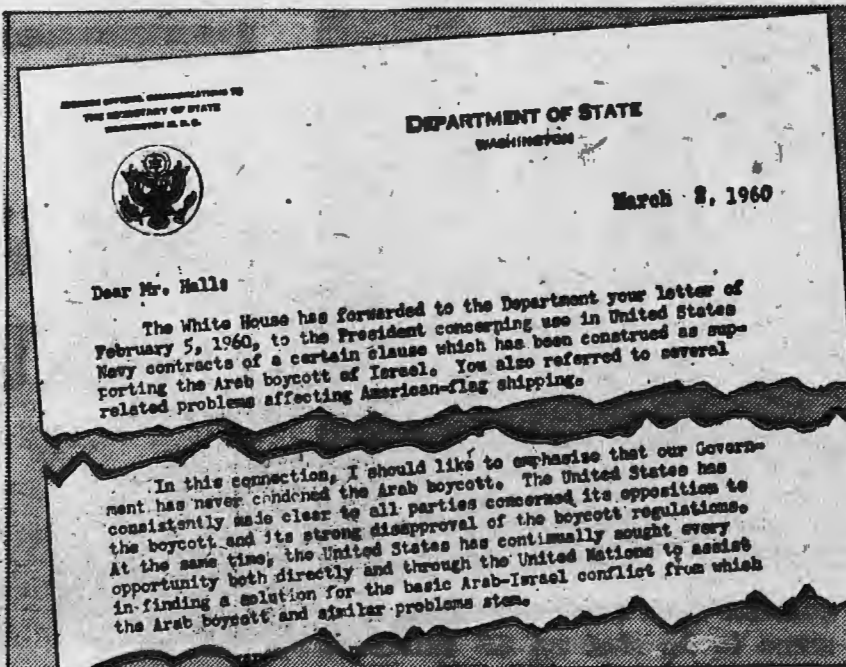
Gov't Agencies Differ On Blacklist Policies

WASHINGTON—When it comes to determining the US Government's policy on the Arab blacklist of American-flag ships, it all depends on which section of the Government you are dealing with.

According to President Eisenhower, it is "certainly not our policy" to support the Arab blacklist. This statement by the President at a recent press conference was spelled out in some detail by the State Department in a letter sent to SIUNA President Paul Hall.

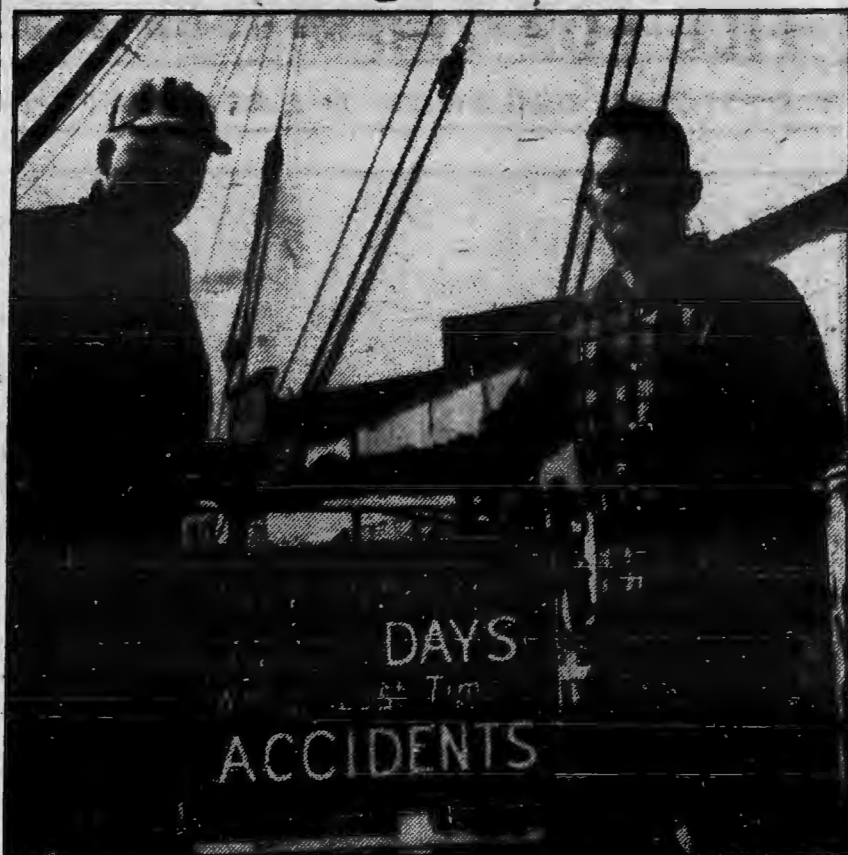
However, the Agriculture Department is still permitting the inclusion of the "blacklist clause" in charters involving shipment of surplus grain cargoes as reported in the adjoining story, and the Navy Department, while withdrawing the blacklist clause, frankly

(Continued on page 11)



Excerpts from State Department letter state US Government's firm opposition to blacklist. Yet Agriculture Department says blacklisting of US ships eligible for surplus cargo is no concern of the US.

Breaking All Records



Alcoa Roamer's got a tough one to beat, 1,135 days without a lost time accident. Two of the Seafarers who are helping keep it intact are V. T. Nash, AB, (left) and David Nunn, chief steward.

American-flag ships, he wrote, then the Navy should purchase its oil in other countries, which do not participate in the blacklist, such as Iran, Indonesia or Venezuela, or else buy its oil at home in Texas.

While the Navy Department has withdrawn the blacklist charter agreements, it has not indicated it will insist on the rights of American ships to carry American-owned oil, should an Arab state deny port rights to any American-flag tanker. Without such backing, ships on the blacklist are still effectively banned from bidding for Navy charters.

It was learned that the mistreatment of Seafarers aboard the Westport took place last fall when it was hung up by the Egyptian authorities at the southern end of the Suez Canal. Seafarer Noah reported that the ship had already been blacklisted some time ago because it took a cargo to Israel. When it arrived in Suez, he said, Egyptian policemen were put aboard. Crewmembers, he reported, were showered with remarks describing them as "rich vermin who don't pay their bills, or Jew-lovers." Crewmembers were confined to the ship with their only contact with the outside world being letters the captain mailed through the Egyptian authorities.

SEAFARERS LOG

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FILE FOR LIBERIA SHIPS

The International Maritime Workers Union, in its fight to gain recognition as a representative of crews aboard runaway-flag vessels, has filed two petitions at the National Labor Relations Board. Both actions will serve as a test of IMWU's right to organize runaways.

The petitions include a request for the ouster of the company-sponsored "Global Seamen's Union" as collective bargaining representative for the crew of the 44,600-ton ore carrier Ore Monarch, and unfair labor practice charges against the company for discouraging IMWU activity aboard the Ore Jupiter, a similar vessel. One crewmember was fired on the latter ship for union activity.

National Bulk Carriers and its subsidiary, Universe Tankships, is one of the largest American operators of Liberian-flag shipping. It owns 22 tankers and 14 ore carriers, with virtually all of the ships in the "super" class.

Asked Recognition

The IMWU had asked the company last December 30 to negotiate a recognition agreement because the majority of the crews in the fleet had authorized IMWU representation. The company has thus far failed to respond.

IMWU's charges assert that the "Global Seamen's Union" is "nothing but a company union... to keep the crews on Liberian-flag ships from genuine union representation." The IMWU has pledged from a majority of the Ore Monarch's crew calling for ouster of the Global Seamen's Union.

The IMWU was founded last fall with the support and assistance of the SIU and the National Maritime Union. Shannon Wall, of the NMU is serving as executive director.

Previously, the SIU had won an election on the SS Florida and had filed petitions on behalf of crews of the Evangeline and Sea Level. All three are runaway-flag ships.

In the SS Florida case, the NLRB ruled that the Union had the right to organize American-owned ships in American foreign commerce even though the ship might be registered under a runaway flag and have an alien crew. The IMWU's petition will provide a further test of the Florida ruling.

Seafarers To Vote On Proposed New Union Constitution

Seafarers are scheduled to vote in a secret ballot referendum on a revised constitution for the A&G District as the result of action by membership meetings in all ports, March 2. After hearing the recommendations of the constitution committee and the text of the proposed new constitution, the meetings approved the placing of the document on the ballot.

The committee had recommended adoption of the new constitution in its report. (For full text of the committee's report, see page 8. The proposed new constitution is printed in the centerfold.)

Subject to the approval of the membership in all ports at the March 16 meeting, the voting will begin on March 31 and end April 29. A motion to establish that

voting period was made and occurred in at the March 2 headquarters meeting and will be acted on in the outports next Wednesday evening.

If this voting period is approved, then the membership at headquarters, at the April 27 meeting, will elect a six-man rank and file tallying committee, two men from each shipboard department.

The SIU constitution specifies that amendments to the constitution must be ratified by a two-thirds vote in a secret ballot referendum.

In recommending adoption of the constitutional revisions, the constitution committee noted that the document, as it now stands, was largely written before the A&G District established a number of affiliated divisions. Among them are the Marine Allied Workers Division, Puerto Rican Division, Harbor and Inland Waterways Division and others. The change in the structure of the Union requires constitutional changes to accommodate these divisions.

In addition, the constitution re-

vision takes note of the new executive set-up within the Union which provides for an executive board of officers to meet regularly and act on Union affairs. Specific titles for board members and specific authority is written into the document.

Other changes in the constitution were made necessary by the Landrum-Griffin Act. Among its provisions, the act sets certain requirements for elected officers of unions, conditions of union membership and similar matters. Accordingly, the revised constitution has provisions in it which meet the requirements of the new Federal law.

Canners Go SIUNA

Nix Bridges In 2 Alaska Fish Plants

SAN FRANCISCO — Harry Bridges suffered still another whipping in a direct contest with an SIU West Coast affiliate in an election among seafood workers in Seward, Alaska, SIUNA headquarters reports. The winning unit, the Marine Staff Officers and Allied Personnel, a division of the Marine Cooks and Stewards Union, soundly trounced Bridges' International Longshoremen's and Warehousemen's Union in the balloting.

At stake in the voting was representation rights for workers of two shrimp canneries, the Halibut Producers Corp., and Seward Seafood Inc. both of Seward. In the National Labor Relations Board voting, the SIU affiliate won by 25 to 11 at Seward Seafood with one vote challenged and one voided.

Then, at the other plant, the SIU unit rolled up a lopsided 21 votes to one for the ILWU. As the vote count reached that stage, the ILWU, in desperation, challenged all of the remaining ballots, 24 in all.

However, the challenges and other objections were dismissed by the NLRB regional office.

The Marine Staff Officers, Office and Allied Personnel, was chartered by the MCS in the early part of 1958, with its nucleus being pursers in a previously-existing SIUNA affiliate. It organized miscellaneous personnel aboard passenger vessels not under the jurisdiction of any of the shipboard departments, and also went into the shoreside field in a direct challenge to Bridges' operations.

The MCS has particular reason to tilt with Bridges because it was Bridges' support which for years kept the now-defunct National Union of Marine Cooks and Stewards in control of steward department members on West Coast ships.

Boost Surgical Benefits Under SIU Welfare Plan

A brand-new schedule of increased surgical benefits for Seafarers' dependents and SIU oldtimers was authorized by Union and shipowner trustees of the Seafarers Welfare Plan this week. The increases are retroactive to March 1, 1960, and will represent higher payments

of as much as 50 percent within the existing \$300 benefit ceiling.

Surveys showing rising costs for surgical procedures in various port cities resulted in a general upward revision of many items in the lengthy schedule of surgical benefits provided at no cost by the Plan.

The increases urged by Union trustees and authorized by the joint board of trustees at the March 8 meeting in New York represent the first boost in the surgical schedule since the comprehensive medical-surgical-hospital program for SIU dependents began almost five years ago. In effect since June 1, 1955, most of the cash and service benefits under the program has been liberalized several times since then.

Raises in the surgical phase of the program, based on skyrocketing costs of all types of medical care, are now equal to or above the prevailing scale for similar benefits all over the country.

The following list gives an idea of the increases made in the Family surgical benefits.

	OLD FEE	NEW FEE
ILLNESS		
Appendectomy	\$100	\$150
Cataract removal	150	225
Hysterectomy	150	225
Hernia (single)	100	150
Hernia (double)	150	187

The complete medical-surgical-hospital program covering Seafarers wives, dependent children and dependent parents as well as SIU oldtimers receiving disability benefits has paid out a total of \$997,206.39 since it began.

Copies of the amended schedule, which still retains the \$300 maximum on surgical benefits payable, will be available in all SIU ports as soon as they can be distributed. The new schedule will cover only surgery on or after March 1.

Co's Attack 50% Ceiling On Ship Aid

WASHINGTON — Shipowners told a House hearing here that if the current ceiling on construction subsidies was not lifted or removed, future plans of the industry to build new ships would be jeopardized by rising costs in American shipyards.

Shipping executives from several lines, in testimony before the House Merchant Marine and Fisheries Subcommittee, declared that Government-backed construction subsidies, as they now exist, are of limited help.

One of the spokesmen, Frank A. Nemec, vice-president of Lykes Brothers Steamship Co., called the subsidy limitation "restrictive and unrealistic." He told the hearing that a Japanese "S" type ship, with a capacity of 600,000 cubic feet, could be built in that country for \$3,700,000. "An American counterpart," Nemec said, "after giving effect to the construction subsidies, would cost more than \$5,000,000." The difference in cost, he added, must be recovered by the shipowner before the vessel is competitive.

The subcommittee, chaired by Rep. Herbert C. Bonner (Dem., NC), is considering an amendment to the Merchant Marine Act of 1936 which would provide the American Shipowners parity between construction prices paid here and in foreign shipyards.

At present, the law provides that the US Government cannot pay more than 50 percent of the cost of a ship.

Seafarer Movie Stars



Crewmembers of Bull Line's Elizabeth (top) have had their features immortalized on film in AFL-CIO movie series, "Americans At Work." Photo below is from sequence shot while ship was loading cargo. Film is being shown on TV stations across the nation.



SEAFARERS ROTARY SHIPPING BOARD

February 17 Through March 1, 1960

SIU shipping hit the upward swing again following a seasonal decline in the previous period. A total of 1,124 men were dispatched to jobs in all departments. The upswing reflects a difference of over 200 men shipped in the two-week period. Registration this period reflected a very slight decrease to 1,051 as compared to 1,070 for the previous period.

An increase in vessel activity was shown in nearly all ports. The increase saw 237 ships serviced during the period. The actual breakdown, as shown at the right, lists 70 payoffs, 36 sign-ons and 131 ships in transit.

Jacksonville, Miami and Wilmington reported no payoffs or signons for the period. All ports had vessels visiting in transit. The ports of New Orleans and Houston traded positions in the in transit column. Houston recorded 29 visiting vessels while New Orleans showed 19. This was a 10-ship increase for Houston and a two-ship drop for New Orleans.

A rise in shipping was indicated in Boston, New York, Philadelphia, Baltimore, Jacksonville, Mobile, New Orleans, Houston, San Francisco and Seattle. Of these, Houston, Mobile, New York and Seattle showed

the largest gains for the period. Houston shipped a gain of 80 men in all departments.

Declines were listed only in Norfolk, Miami and Wilmington. Despite the drop-off, Norfolk and Wilmington were still on the good side.

Registration reflected little change from the last period. The deck and steward departments had a drop while the engine department continued to gain. The largest change was in the steward department, which recorded 29 less registrants than in the last period. The overall registration shows a decrease of 19 men.

The increase in shipping activity accounted for the decrease in registration on the beach. The ports of Boston, Philadelphia, Norfolk, Jacksonville, Miami and Wilmington have less than 100 men in all departments. Philadelphia is the only one of these ports that does not have less than 50 of the top seniority men registered.

The following is the outlook port by port:

Boston: Fair . . . New York: May drop . . . Philadelphia: Fair . . .
Baltimore: Will slow down . . . Norfolk: Remain slow . . . Jacksonville: Fair . . .
Miami: No change . . . Mobile: Pretty good . . . New Orleans: steady . . .
Houston: Still bustling . . . Wilmington: steady . . . San Francisco: Good . . . Seattle: Steady.

Ship Activity

	Pay Sign In			
	Offs	Ons	Trans.	TOTAL
Boston	5	1	3	9
New York	27	4	13	44
Philadelphia	3	10	17	
Baltimore	7	7	8	24
Norfolk	2	2	6	10
Jacksonville	—	—	12	12
Miami	—	—	7	7
Mobile	5	4	4	15
New Orleans	9	8	19	36
Houston	6	5	29	40
Wilmington	—	—	4	4
San Francisco	2	1	8	11
Seattle	1	1	6	8
Totals	70	36	131	237

DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	5	8	1	14	—	3	1	4	4	7	3	14	—	—	1	1	—	—	—	—	14	1	—	15	7	15	3	25	—	4	1	5
New York	19	25	12	56	1	6	12	19	14	42	21	77	—	5	7	12	—	—	4	4	77	12	4	93	94	146	41	281	2	28	40	70
Philadelphia	3	8	4	15	—	2	1	3	4	5	2	11	—	3	2	7	1	2	—	4	11	7	4	22	7	13	5	25	—	—	3	3
Baltimore	11	19	6	36	3	4	17	24	5	15	5	25	2	3	7	12	2	2	—	5	25	12	5	42	53	68	15	136	3	11	37	51
Norfolk	2	8	1	11	—	2	1	3	1	10	2	13	—	4	5	—	—	—	—	13	5	—	—	18	6	10	1	17	1	4	1	6
Jacksonville	6	3	—	9	—	1	5	6	2	3	—	5	—	—	3	3	1	—	—	1	5	3	1	9	6	9	—	15	—	2	—	2
Miami	—	—	—	—	—	—	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	2	1	4	—	—	3	3
Mobile	4	4	1	9	—	—	1	1	5	18	5	28	—	—	3	3	—	—	1	1	28	3	1	32	30	24	3	57	—	2	4	6
New Orleans	9	25	11	45	3	7	8	18	8	31	8	47	1	3	5	9	—	2	1	3	47	9	3	59	58	79	25	160	5	13	23	41
Houston	9	26	8	43	—	12	11	23	19	35	9	63	1	6	18	25	1	1	1	3	63	25	3	91	30	44	6	80	2	9	7	18
Wilmington	3	10	—	13	1	2	1	4	3	3	1	7	—	1	—	1	—	—	—	7	1	—	—	8	7	14	—	21	1	5	2	8
San Francisco	5	13	4	22	—	—	2	4	8	12	2	22	2	2	4	8	—	—	—	22	8	—	—	30	10	27	4	41	—	5	4	9
Seattle	1	8	1	10	—	4	—	4	3	5	4	12	—	1	1	2	—	—	—	12	2	—	—	14	11	27	—	38	—	11	5	16
TOTALS	77	157	49	283	8	45	61	114	76	186	62	324	9	24	55	88	5	7	9	21	324	88	21	433	318	478	104	900	14	94	130	238

ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	—	8	3	11	1	1	1	3	—	6	1	7	2	2	1	4	—	—	—	—	7	4	—	11	—	7	2	9	—	2	4	6
New York	9	31	6	46	—	8	11	19	9	34	8	51	1	1	9	11	—	—	2	2	51	11	2	64	38	155	24	217	6	40	42	88
Philadelphia	—	5	4	9	—	—	4	4	—	10	4	14	—	2	4	6	—	—	—	—	14	6	—	20	2	21	2	25	—	—	2	2
Baltimore	2	31	3	36	—	15	7	22	2	24	3	29	1	9	5	15	—	6	1	7	29	15	7	51	7	67	4	78	—	15	22	37
Norfolk	1	5	2	8	—	3	7	10	—	4	—	4	—	2	2	4	—	2	—	2	4	4	2	10	1	11	3	15	1	2	4	7
Jacksonville	2	4	—	6	—	—	1	1	2	—	—	2	—	—	1	1	1	—	1	2	2	1	2	5	1	12	—	13	—	1	1	2
Miami	—	1	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	1	3	—	—	—	—	—
Mobile	5	5	3	13	—	—	2	2	4	11	1	16	1	3	4	8	—	—	—	5	16	8	5	29	13	30	4	47	—	5	3	8
New Orleans	8	17	6	31	1	6	5	12	9	23	4	36	—	1	6	7	—	1	4	5	36	7	5	48	31	66	11	108	1	32	24	57
Houston	10	25	5	40	4	10	14	28	10	31	6	47	1	17	16	34	—	—	5	9	47	34	9	90	18	29	4	51	1	7	9	17
Wilmington	1	5	—	6	—	2	1	3	—	2	1	3	—	1	1	2	—	—	—	3	2	—	—	5	1	11	—	12	—	4	1	5
San Francisco	5	9	2	16	—	3	2	5	4	7	3	14	—	—	3	3	—	—	—	14	3	—	—	17	8	20	2	30	—	1	1	2
Seattle	—	6	8	14	1	2	4	7	2	5	2	9	—	—	4	4	—	—	—	9	4	—	—	13	1	26	1	28	1	4	2	7
TOTALS	43	152	42	237	7	50	59	116	42	157	33	232	6	37	56	99	1	18	13	32	232	99	32	363	121	457	58	636	10	118	115	238

STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	3	—	2	5	—	—	1	1	3	1	4	8	—	—	—	—	—	—	—	—	8	—	—	8	6	—	6	12	3	1	6	10
New York	13	10	19	42	—	—	15	15	17	7	28	52	—	1	7	8	—	—	2	2	52	8	2	62	95	44	104	243	—	8	78	86
Philadelphia	1	1	4	6	—	—	5	5	3	2	3	8	—	—	6	6	—	1	2	3	8	6	3	17	14	3	5	22	—	—	6	6
Baltimore	8	4	15	27	2	3	8	13	7	2	14	23	—	1	15	16	—	—	4	4	23	16	4	43	41	9	22	72	73	7	21	101
Norfolk	1	2	1	4	1	2	—	3	—	—	1	1	1	—	3	4	—	—	—	—	1	4	—	5	5	3	3	11	—	7	4	11
Jacksonville	6	2	2	10	—	—	—	—	3	—	3	6	—	1	3	4	—	1	1	2	6	4	2	12	8	1	2	11	—	—	—	—
Miami	—	—	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	—	2	4	—	—	2	2	
Mobile	4	2	12	18	—	—	2	2	10	3	6	19	—	—	10	10	—	—	3	3	19	10	3	32	22	10	37	69	—	—	9	9
New Orleans	13	4	27	44	3	—	17	20	6	7	27	40	—	—	13	13	—	—	6	6	40	13	6	59	50	15	87	152	2	1	38	41
Houston	19	4	19	42	1	4	14	19	14	8	16	33	—	2	23	25	1	1	11	13	33	25	13	71	29	9	13	51	2	1	10	13
Wilmington	—	—	—	—	1	—	1	2	—	—	1	1	1	—	—	1	—	—	—	—	1	1	—	2	5	1	—	6	1	—	2	3
San Francisco	3	3	9	15	1	—	—	1	—	—	3	3	—	—	3	3	—	—	2	2	3	3	2	8	18	9	19	46	1	10	4	15
Seattle	3	—	2	5	—	—	1	1	1	1	6	8	—	—	1	1	—	—	—	—	8	1	—	9	15	3	7	25	4	2	6	12
TOTALS	74	32	113	219	9	9	64	82	64	26	112	202	2	5	84	91	1	3	31	35	202	91	35	328	310	107	307	724	86	37	186	309

Happy Hospitalization



Life looks comfortable enough for Seafarer Robert (Sleepy) Paschal, AB, who broke his ankle on the Morning Light. The locale is Bremerhaven, Germany; the hospital, St. Joseph's. Sorry, the nurse is not identified. Photo from United Seamen's Service.

Two SIU Operators Ask For Vessel Trade-Ins

WASHINGTON—A bill that would allow US-flag unsubsidized steamship companies to trade in old vessels for relatively more modern, Government-owned ships, has received a great deal of support in Senate subcommittee hearings.

Most of the maritime organizations, including both American Merchant Marine Institute and the American Tramp Ship Owners, supported the proposed measure, which would allow the steamship companies to modernize their vessels and thus compete more effectively with foreign operations.

Two SIU-contracted companies, Bull Line and the Alcoa Steamship Co., have vigorously championed the bill and have indicated that they plan to use the trade-in plan if the measure passes.

Bull plans to exchange between two and four vessels it is now using for larger and more efficient C-4's. The company would probably alter the vessels for use as container ships in the Puerto Rico run.

Conversion costs for vessel would run between an estimated \$375,000 for deck and minor alterations, and \$833,000 for extensive conversion, that would allow the vessel to carry up to 356 seventeen-foot vans leaving a space the equivalent of a C-2 in cubic capacity for break-bulk cargo. By offering container service, with a wide variety of container sizes, and break-bulk service, Bull Line could thus accommodate the needs of most individual shippers.

Alcoa said that it contemplates trading in ten of its C1-B ships for C-2 or C-3 or any other better vessels available, which would be suitable for its Caribbean service.

"Without the aid of legislation"

Make Checks To 'SIU-A&G'

Seafarers mailing in checks or money orders to the Union to cover dues payments are urged to be sure to make all of them payable to the SIU-A&G District.

Some Seafarers have sent in checks and money orders in the names of individual Headquarters officials. This makes for a problem in bookkeeping which can be avoided if checks are made out to the Union directly.

Big MTD Organizing Drive Set For Lakes This Year

With all signs pointing toward an unusually-early opening of the Great Lakes navigation season, affiliates of the AFL-CIO Maritime Trades Department are getting set for full-scale organizing drives among non-union workers in the area, as well as campaigns to raise the present level of wages and benefits for unionized employees.

Last year the 116-day steel strike, with the consequent lay-up of a good part of the Lakes fleet, hampered organizing activities although some successes were scored, including an election victory by the SIU Great Lakes District among the unlicensed crewmen of the 12-ship Reiss Steamship fleet.

This year MTD affiliates are hoping to pull all the stops and to make significant inroads into the non-union and company union areas of Lakes maritime employment.

Plans for the season were mapped at a meeting in Chicago last month attended by representatives of the International Longshoremen's Association, Operating Engineers, SIU, National Maritime Union and other MTD affiliates.

One of the season's goals, as far as the longshoremen are concerned, will be to raise Lakes wages and working conditions to a level consistent with those in coastal ports, according to Captain William V. Bradley, ILA president. Another goal will be to level off the wage differentials for longshoremen which now exists in the various Lakes ports.

The ILA now has jurisdiction over Lakes longshore workers as a result of the ILA's merger with the International Brotherhood of Longshoremen last fall, in connection with the ILA's readmission to the AFL-CIO and the Maritime Trades Department.

Jurisdictional questions also came up for discussion at the Chicago meeting and one agreement reached was that between the ILA and Local 25, the marine division of the Operating Engineers.

Under the agreement, the two unions will appoint a joint committee to iron out jurisdictional problems before launching organizing campaigns in any Lakes port. The jurisdictional issue arose because the Operating Engineers represent dredgemen whose work overlaps with that of longshoremen in some Lakes areas.

Meanwhile, hopes for an early opening of the season were heightened by reports that a substantial number of Lakes ships should be sailing again by the second or third weeks of this month.

In the SIU Great Lakes District, Seafarers who laid up their ships for the winter were being recalled to their jobs according to the seniority protection afforded them by the Great Lakes Seamen's Job Security Program, which the SIU won from its contracted operators last year.

Officials of the St. Lawrence Seaway announced that the Welland Canal, between Lake Ontario and Lake Erie, would be the first facility to open this year, on April 1. The Sault Ste. Marie Canal will open April 4 and the new locks and canals between Montreal and Lake Ontario will open April 15. The dates, of course, are tentative and subject to weather variations.

Pakistan Sea Pay Up: It's \$45 Now

American Seafarers weren't the only union men to get an increase recently. Pakistani seamen already earning a reported \$30 to \$45 a month have just received a blanket raise of \$2.83 monthly. The wage increase was part of a new contract negotiated by the Pakistani Seamen's Federation, effective January 1.

The contract resulted from joint action between the PSF and the International Transport Workers' Federation. It also calls for an improved scale of working hours, new overtime rates for some seamen and the start of a welfare plan.

The contract highlighted the enormous gap between wages of American seamen and those abroad, and the impossibility of the gap ever being narrowed to any appreciable extent by the exercise of "restraint" on the part of US unions, as has been proposed in the past.

The Pakistan Central Labour Commissioner in awarding the settlement of claims, also became chairman of the welfare plan.

An overall pay increase of 13.8 rupees per month went into effect. Of this increase, the seafarer will be taxed one-eighth of a rupee for the welfare plan and the ship owner will contribute another one-and-a-half rupees, (about 32 cents).

The overtime rates agreed upon will be paid some seamen at the rate of time and a quarter and will involve hourly rates of 15, 21 and 26 cents respectively. In some instances, men well made to take compensatory time off in port in lieu of overtime payment.

The new pay rates will give the Pakistani seaman a start toward a welfare plan. The seaman will contribute approximately two-and-a-half cents per month while the ships' owners will contribute 32c per man per month.

Work hours are still a sore spot by American standards. Watch standards in the deck and engine

departments work a 56-hour week. The day-man puts in 50 hours. Saloon messmen have had their hours reduced to 63 per week and pumpmen and their assistants continue working 84 hours a week. The pumpmen will be the next group of PSF members to have their hours and conditions examined.

Among Our Affiliates

The Marine Cooks and Stewards Union has received a letter of commendation from the USPHS hospital at San Francisco for its contribution of 38 pints of blood to the hospital from the Union's reserve fund. The letter, signed by Medical Director Dr. David J. Zaugg, lauded the MC&S for its participation in the program which, he noted was for the welfare of American seamen.

✶ ✶ ✶

Shipping on the West Coast got an unexpected boost last period when two liberties of the Alaska Steamship Company received charters for intercoastal runs, thereby creating employment for some 58 members of the SIU Pacific District. The two vessels are the Nenana and the Talkeetna, which were taken out of winter layup after their charters were obtained.

✶ ✶ ✶

Among the latest group of Sailors Union of the Pacific members to join the ranks of pensioners is Brother Lawrence A. Monson, an oldtimer who started to sea during World War I aboard the gunboat Yorktown. He went back to sea again during World War II, this time with the SUP. His last ship was the USNS Schuykill. Brother Monson plans to raise cattle and do some fishing in his hometown of Ozark, Arkansas.

Tanker Pact Signed

Following up on settlement of the dry cargo contract reopener, the SIU negotiating committee has reached agreement with tankship operators on new wage scales for tanker crews. The agreement provides for pay boosts similar to those in the dry cargo contract, with monthly increases ranging up to \$31.11, and new overtime rates of \$1.78 up to \$2.33 per hour. All wage and overtime changes are effective as of March 1, 1960.

In addition, operators' contributions to the SIU Vacation Plan have been increased 28 cents a day to a total of \$1.48, effective February 15, 1960.

The agreement includes a wage scale for galleyman who is carried as an additional steward department rating on supertankers. The new wage scales and overtime rates appear in the chart below.

New Tanker Wage Scale

Effective March 1, 1960
DECK DEPARTMENT

Rating	Old Scale	Increase	New Scale	New Over-Time
Bosun	\$476.66	\$31.11	\$507.77	\$2.33
AB Maintenance	409.89	18.85	428.74	2.28
Able Seaman	367.68	6.16	373.84	2.28
Ordinary Seaman	290.31	4.83	295.14	1.78
OS Maintenance (when carried)	340.42	5.16	345.58	1.78

ENGINE DEPARTMENT

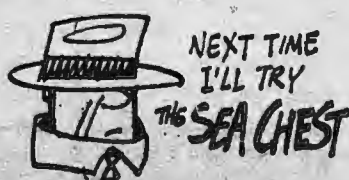
Chief Pumpman	500.83	32.95	533.78	2.33
2nd Pumpman	500.83	32.95	533.78	2.33
Engine Utility	416.18	6.16	422.34	2.28
Oiler	367.68	6.16	373.84	2.28
Fireman-Watertender	367.68	6.16	373.84	2.28
Wiper	340.42	5.16	345.58	1.78

STEWARD DEPARTMENT

Chief Steward	476.66	31.11	507.77	2.33
Chief Cook	439.91	14.93	454.84	2.33
Cook and Baker	434.13	6.51	440.64	2.33
3rd Cook	383.10	5.75	388.85	2.28
Messman	280.28	4.23	284.51	1.78
Utilityman	280.28	4.23	284.51	1.78
*Galleyman (when carried) Basic Monthly Wage Scale				292.91

Overtime 1.78

Effective February 15, 1960, Vacation contributions shall be increased by twenty-eight (\$.28) cents per day per man to one dollar and forty-eight (\$1.48) cents. All other conditions of the contract shall remain in full force and effect for the duration. *Galleyman is an added man who will be utilized on supertankers.



Tankers Plead For US Assist

WASHINGTON—Independent tanker operators who have difficulty meeting mortgage payments on their recently-constructed vessels have urged the Senate Merchant Marine subcommittee to promote legislation to relieve their financial problems. Otherwise, they urged to use its powers to require oil importers to bring in half of their cargoes in US-flag vessels. This, if enacted, would solve the problems of the independents, the

operators said. This proposal, supported by the SIU, NMU and other maritime unions, is now pending before the Office of Civil and Defense Mobilization.

Both proposals, the mortgage aid and the oil import quota, have been actively fought by the American Merchant Marine Institute and major oil companies. At a recent meeting of the AMMI, the Maritime Administration was criticized for assisting the operators of the newly-built tankers via temporary moratoriums on mortgage payments. The AMMI passed a resolution calling for an end to such assistance, and urging that the tankers be permanently laid up.

Participating in the AMMI meeting were representatives of major oil companies who carry oil imports on runaway tankers.

Speaking for the tanker operators at the hearing was Joseph Kahn, president of the SIU-contracted Transeastern Shipping Corp. and head of the Committee of American Tanker Owners, Inc. The hearing was called to determine what specific legislative measures should be taken to financially aid these tanker operators and prevent any possible mortgage defaults.

Bill Pending

A bill now pending in the Senate would authorize the secretary of commerce to advance funds to the operators to meet their principal and interest payments. These would be repaid later, and would tide the industry over the present financial situation which, Kahn told the lawmakers, was "temporary in nature." He explained that within the next two or three years "we feel there will be ample business for our new ships at compensatory rates." He based this forecast on the fact that war-built tankers will probably have been retired by that time, thereby reducing surplus tonnage.

Kahn said that the operators expected that other adverse factors, such as excess stocks of petroleum and inadequate port facilities for the larger tankers, should be taken care of by 1962.

Seven Seafarers Retire On SIU Disability Benefit

One of the largest groups of Seafarers approved for disability-pension benefits in one sitting, seven in all, have been placed on the benefits list at the last meeting of the trustees of the Seafarers Welfare Plan.

All seven of the men, who have been judged permanently unfit for duty, will receive the monthly disability benefit of \$150.

In addition, along with other disabled Seafarers, they and their families automatically become

other condition. Seafarers in this category have a minimum of 12 years' seetime to qualify.

The seven Seafarers approved by the trustees are: Luis E. C. Gutierrez, 58; Frank E. Gardner, 59; Ralph A. Kirchner, 67; Angelo Maciel, 63; Herman J. Meitz, 67; Isaac Sieger, 66; and John Bigwood.

His Error: No Hole In Boat

SEATTLE — A fishing boat owner was recently found guilty by a Federal court here, of wilfully sinking his ship, the Cape Douglas. The Cape Douglas is an 85-foot American-flag fishing vessel.

The vessel, raised from 600 feet of water in Puget Sound several months ago, was found to have no hole in her hull, but all the sea-cocks were found to be open.

It is charged that the wilful sinking was for insurance purposes.

The owner received a five-year Federal-prison sentence and a \$10,000 fine for attempt to defraud. Federal marshals have taken the accused to Walla Walla prison.



Gutierrez



Maciel



Sieger

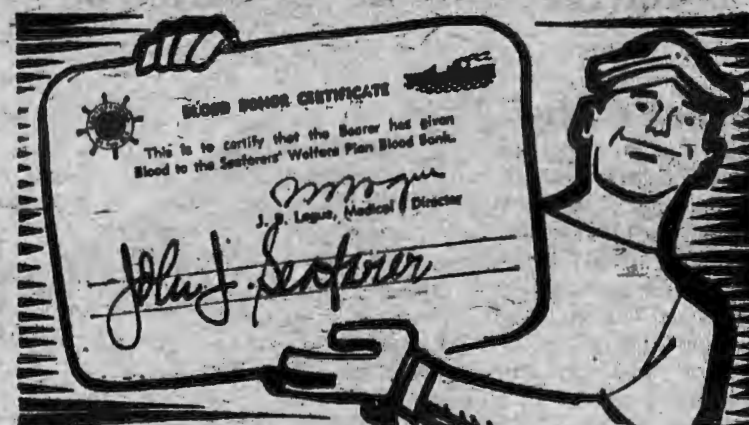


Gardner

eligible for SIU hospital-surgical coverage provided by the Welfare Plan.

The \$150 disability-pension goes to Seafarers at any age because of injury, illness, age or

SIU BLOOD BANK HONOR ROLL



The SIU blood bank supplies Seafarers or members of their families with blood anywhere in the United States. Seafarers can donate to the bank at the SIU clinic in Brooklyn. Listed here are a few of the Seafarers and others who have donated to the blood bank.

Cousins, Ellis W.
Ward, James A.
Dugan, Robert J.
Iglesias, Raul
Walsh, Edward J.
McGuire, John F.
Maytum, John F.
Adams, William F.
Pergolizzi, John
Panzer, Joseph
McAfee, Albert E.
Baler, Emmette
Korb, Wayne L.
Kemmis, Kenneth E.
Quinn, Robert R.
Piggott, Ray G.
Kanowitz, Herbert
Cortez, Dimas E.
Daniluk, Alexander
Zabloski, Simcha
Goodman, Theodore R.
Sumski, Benjamin W.
Morals, Ramon
Sullivan, John J.
Tripp, Kay
McMahon, James P.
Hoffman, John
Goumas, Stylianos
Phillips, George

Gronberg, Nils E.
Gronberg, Nils E.
Reid, Albert J.
Vidal, Louis
Mayer, Frederick B.
Williams, Charles S.

Philly Sees Fair Activity

PHILADELPHIA—Shipping has continued to hold its own and should remain fair for the next period. Things are relatively quiet in the port and none of the affiliates are involved in any disputes of major importance.

During the last period, the following ships paid off: Feltore (Marven); Cities Service Miami (Cities Service); Yorkmar, Losmar (Calmar) the sign-ons were Feltore (Marven); Yorkmar and Losmar (Calmar).

The following ships were in transit: Masmar (Calmar); Bents Fort (Cities Service); Jean, Edith, Emila (Bull); Steel Seafarer (Isthmian); Seafair (Colonial); Alcoa Patriot (Alcoa); Robin Goodfellow (Robin) and Petrochem (Valentine).

The new hall here is reaching the point where it looks like the Union will be moving in very shortly. However, its hard to set a target date as the little finishing touches have a way of delaying matters.

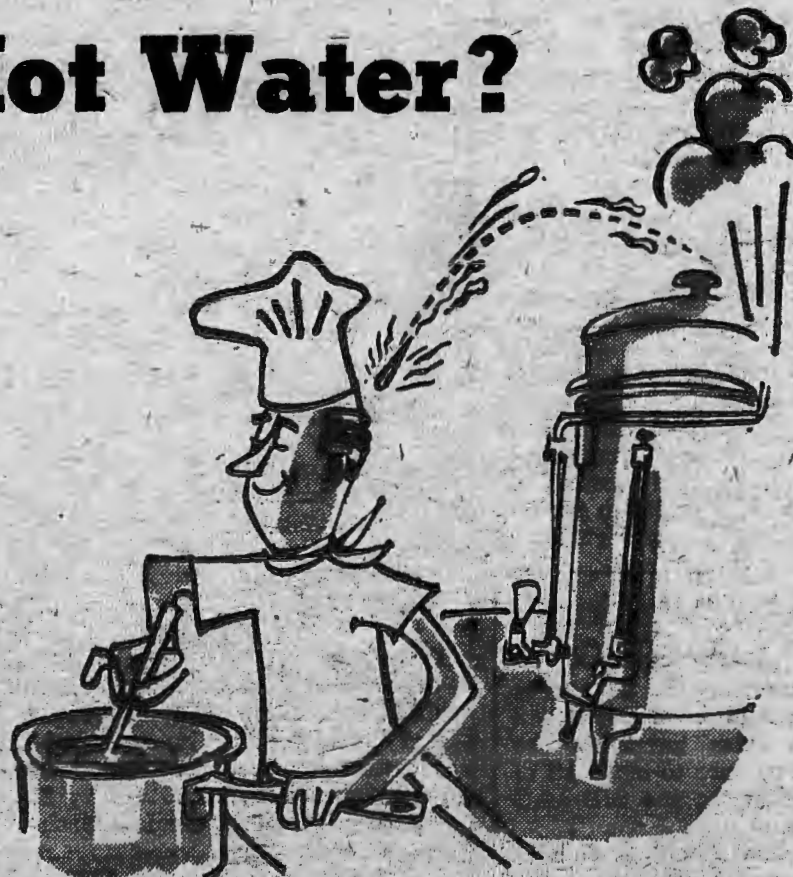
Shorthanded?

If a crewmember quits while a ship is in port, delegates are asked to contact the hall immediately for a replacement. Fast action on their part will keep all jobs aboard ship filled at all times and eliminate the chance of the ship sailing shorthanded.

Are You Getting Into Hot Water?

In the congested confines of a ship's galley, it is not always possible to recess steam and hot water lines in such a way as to prevent the cooks and other galley personnel from coming into contact with them. That's why it's important to see that such lines are properly insulated where possible to do so.

Also, a constant check should be maintained on the condition of valves, joints and connections so as to avoid leakage and possible blowoffs. Hot water urn overflows are another source of trouble in the galley. The only answer to these problems is constant vigilance, good housekeeping and proper maintenance.



An SIU Ship Is A Safe Ship

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

Interest Rates Seldom What They Seem

We have a golden opportunity to get Congress to pass a "true-interest" disclosure law. It would help protect you against the credit deceptions that have brought misery to many families. Installment abuses are the biggest single consumer gyp of our generation.

The law proposed by Senator Paul Douglas (Dem.-Ill.) would make lenders and dealers tell you both the true annual interest rates and total finance charge when you borrow or buy on time. No longer could they merely say that the loan cost you "only three percent a month"; or "you pay only seven percent"; or "you can buy this car for just \$60 a month."

No lender or installment seller in the country now tells you the true annual interest rate except on mortgages. Not a single state requires that lenders or sellers tell the true rate.

• They may state the rate as a monthly percentage on the declining balance. But three percent a month charged by a small-loan company, for example, is a true 36 percent a year.

• They may state the rate as a percentage of the original debt. But a bank that charges you \$6 per \$100 actually charges a true rate close to 12 percent per annum. A finance company that charges seven percent on the original balance for a car loan, really charges you about 14 percent per annum. As this department has warned repeatedly for the past 12 years, when you pay back every month you owe an average of only about half the original debt. Say you buy a used car and have a balance of \$600. The dealer sets a finance charge of 15 percent (a typical rate used on used cars). You agree to pay in 12 monthly installments. The finance charge is \$90. Your average debt during those 12 months is \$325. The true-per-annum rate is 28 percent.

Unfortunately, it's not always that simple to figure true rate. Many contracts are not for 12 months—relatively easy to figure—but may be for six, nine, 18 or 36 months. Surveys have shown that buyers rarely can tell the true rate when the payments are for less or more than 12 months.

• Sellers merely may tell you the amount of credit fee in dollars. An auto-insurance company says you can pay one-third of your premium now and the balance after 60 days for a "small extra charge". The small charge actually amounts to a true annual interest rate of 15 percent.

The latest device is not to disclose even the monthly or "discount" rates, tricky enough as they are. Sellers say: "You can buy this refrigerator for as little as \$10 a month". There is no mention of how much finance charge, or even the price of the article itself.

Look what happened to this Memphis, Michigan, family. The wife recently wrote to her husband's union:

"A couple of months ago my husband brought home two cards for a free drawing of a freezer and a turkey. I sent them in. A Mr. came to the house and said he was sorry I didn't win the freezer. Some old couple won it. He said he would like to explain their food plan to us. He had a wonderful gift of gab. Now we're in trouble and wonder where all this will lead.

"He explained how we would save on our food if we bought their freezer and the food from them. We signed a blank contract which he filled out later. Here's the contract:

First Contract

Upright freezer, 20 cu. ft.	\$699.50
Sales tax	20.99
Total selling price	\$720.49
Less down payment	25.00
Amount unpaid on cash price	695.49
Plus time-price differential	186.93

Total contract time balance \$882.42

"We would be paying \$907.42 for a freezer only, in 130 weekly installments of \$6.79.

Second Contract

Food	\$300.00
Sales tax	9.00
Total Selling price	\$309.00
Plus time differential	13.50

Total contract time bal. 322.50

"The food is to be paid for in 21 weeks' installments of \$15.36. This man never told use we would have to pay all that interest. He said we could pay \$22.15 for 21 weeks, could reorder again for 21 weeks and at the end of 2½ years we could say the freezer didn't cost us a cent because we saved on food. The food is only meat and some canned goods and doesn't take care of all the staples one uses."

This poor family is being charged a true rate of 21 percent on the freezer and is even paying interest on the sales tax and its food!

You can help stop this deception by asking your own US Senator and Representative to support the Douglas true-interest bill in the Senate, and the Reuss bill in the House. If lenders and dealers are required to tell the simple truth, you'll know how much interest you pay, and can compare rates charged by different sellers and lenders.



Inland, Deep-Sea Companies Unite For ICC Showdown

WASHINGTON—A new grouping of the nation's domestic water carriers, has asked Congress to adopt legislation which would require the Interstate Commerce Commission to apply the principles of anti-trust laws to railroad rate-setting practices.

The request, made to the Senate Committee on Interstate and Foreign Commerce, was endorsed by the American Waterways Operators, Great Lakes Ship Owners Association, Seatrain Lines, Pan Atlantic Steamship Corp. and Pacific American Steamship Association. The American Merchant Marine Institute is not a participant.

Meanwhile, the dwindling fleet of domestic common carriers suffered another setback as a result of ICC-railroad collusion. The Coastwise Line, which had been operating only one vessel out of the Pacific Coast has been forced to withdraw its ship and place it on charter service to Matsen Navigation Company.

Up until the recent Maritime Administration's approval of the Coastwise-Matson charter, the Coastwise Line was one of four remaining domestic common carrier companies on sea runs. The three companies left are Pan Atlantic Steamship, Seatrain Lines, and the Luckenbach Intercoastal Line.

Coastwise's withdrawal put the blame of unprofitable trade, squarely on the selective rate-cutting by the railroads, that had deprived it of newsprint business and northbound beer-hauling.

All recent accusations against the ICC policies are being dovetailed into a program to gain legislation from the present session of Congress. The proposed bill calls for a safeguard that would prevent a railroad from cutting rates on commodities in areas where it has competition from water carriers, unless it makes the same cuts for transporting the commodities in areas where there is no water competition.

Separate actions have sprung up in the inland waters as the American Waterways Operators protested the purchase of one of the leading barge lines by the Illinois Central Railway.

AWO protests were aimed directly at Illinois Central Railway's proposed purchase of the John I. Hay Co. The Hay Co. is a major barge line operating on the Mississippi River system and the Gulf Intercoastal Waterway. The application for purchase is now pending before the ICC.

The added monopolistic feature of a railroad owning a barge line would give them a weapon to drive other barge operators from business via selective rate-cutting. Once railroad control is gained the prices would jump to all-time "highs" and the consumer will eventually bear the brunt of the added costs.

These developments followed the closing of recent Senate Subcommittee hearings. The Merchant Marine Subcommittee of the Senate Interstate and Foreign Commerce heard testimony by spokesmen from both the unions and the shipping companies. SIUNA President Paul Hall and Seatrain's statements were presented in the February 26 issue of the SEAFARERS LOG. Hall's charge of collusion was repeatedly voiced by shipping and union spokesmen alike in the reams of testimony presented to the legislators.

Their testimony was backed by Clarence G. Morse, Maritime Administrator. The maritime administrator told the Subcommittee that MA is presently studying two applications for ship mortgage insurance under Title XI of the 1936

Merchant Marine Act. These cover new construction of eight vessels of the container-ship design, four by each applicant.

To gain approval of a Title XI application by MA, "economic feasibility" with respect to the project for which the mortgage or loan will be used, must be indicated. MA uses the method of employing disinterested firms to complete their economic studies.

"This study was completed," said the maritime administrator, "and while reappraisal is now being made in consideration of certain factors not incorporated initially, I believe that the major conclusions arrived at are of such significance as to bear quoting to this Committee:

• "... it is... (the) opinion that competition in the form of selective rate cutting by railroads aggressively seeking to hold present traffic and gain additional traffic, creates risks sufficient to raise serious questions as to the economic feasibility of the proposed intercoastal container-ship operations.

• "One source of the difficulty is the Transportation Act of 1958 which states that rates of one car-

rier shall not be held up to a particular level to protect the traffic of any other mode of transportation... However, following the passage of the Transportation Act of 1958, the railroads have instituted several hundred rate reductions on selected commodities to direct traffic from other carriers, and many of the reductions have been domestic commerce.

The subcommittee also heard from spokesmen representing the American Association of Port Authorities, Port of Houston, Texas, The Port of New York Authority, Port of Boston, the vice-president of Pacific American Steamship Association and Vice Admiral Wilson, USN, Deputy Chief of Naval Operations. Most of the witnesses attributed declining coastal and intercoastal shipping to railroad's selective rate cutting.

Admiral Wilson, indicating the Navy's stand, told the legislators, "It is my purpose to show the importance of intercoastal and coastwise shipping to our national defense. Further, I would like to point out that the loss of this sea-lift capability would be more serious than the numbers of and tonnage of ships would imply."

Coast Guard Drops 2 Rosa Charges

Two of the three charges brought against Walt Welles, 2nd mate of the liner Santa Rosa when she crashed with the tanker Valchem, last year, have been dismissed by the Coast Guard, leaving him with one negligence count: failure to fully utilize the liner's radar equipment.

The Santa Rosa collided with the Valchem off the New Jersey coast last March 26, in an accident that took four lives on the tanker, three of them SIU men.

Welles created something of a legal furor when he refused to answer questions at a previous hearing, stating that it was his constitutional right to refuse to answer questions that might incriminate him in any way.

The counsel for the Coast Guard protested that the proceeding was an investigation and not a criminal trial and the matter reached a

stalemate.

Then, at the most recent hearing held on Feb. 29, 1960, the Coast Guard examiner dismissed two of the charges against Welles. One count was of allegedly improper use of radar (there were two such counts against him) and the other was failing to request permission from the liner's captain to stop the engines after hearing a fog signal forward of the beam of the Santa Rosa.

The master of the Santa Rosa had his license suspended for a year in a previous action, and was assigned to a shore position by the company. The skipper and mate of the Valchem also face charges.

Orteros Visit NY Hall



Petite Romona Ortero, 14, watches the daily routine of shipping activities with her Seafarer father Joe Ortero. The camera caught the father and daughter team as they awaited the shipping call in the SIU New York hall. Sailing with SIU since 1938, Ortero makes Brooklyn his home.

WE, THE UNDERSIGNED, as the members of the Constitutional Committee elected at the regular membership meeting of February 3, 1960, at headquarters, in accordance with Article XXVII, Sections 1 and 2 of our Union Constitution, have studied the amendments to the Constitution which were proposed at all ports on February 3, 1960, and make this report to the membership.

As the resolution pursuant to which the proposed amendments were initially submitted to the membership stated, the amendments result from three principal factors: the expansion of the Union's activities, the growth of its membership, and the new labor law known as the Landrum-Griffin Act.

The expansion of the Union and the growth of its membership has, to our mind, made it advisable to amend the Constitution in two major respects. These two changes can be summarized in a few words, but translating that into the Constitution requires numerous changes of wording. We advise all members to read carefully the proposed amended Constitution, and therefore we have annexed a copy of it to our report and labelled it "Exhibit A." Additional copies will be made available to the membership at the various Union meeting places.

The first such change, in effect places within the Constitution the administrative organization which was approved by the members at the membership meetings held on November 12, 1959. This administrative re-organization, which has been functioning successfully since mid-November 1959, provides for increased delegation of functions and responsibility, thus recognizing the need for the chief executive officer to devote more time to the larger problems affecting the Union in the most general and important sense and at the same time spreading more of the administrative responsibility among our other elected officials. For example, the new administrative structure takes into separate account the important work involved in bargaining, maintenance and supervision of Union-Management contracts; and in centering immediate responsibility for the proper, careful and correct making and maintaining of Union books and records, both financial and otherwise in one officer. Finally, the proposed amendments to the Constitution carry forward the current practice of placing other officers in charge of geographic areas, and of bringing all the principal officers together in the form of an Executive Board, with the office of Secretary-Treasurer, which title is being changed to President, in over-all charge. Similarly, new titles for the other officers have also been created, in order to pinpoint more accurately their authority and functions. The new officer designations are:

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

The second change brought about by the expansion of the Union results from the coming of age of what were formerly various administrative parts of the Union. During the last five years the membership has established organizing committees to bring the benefits of unionization to harbor and inland waterway workers and to workers in marine allied industries, and has authorized the granting of assistance to, and cooperation with, other groups of workers in related areas, such as the fishing field, for example.

The relationships between this Union and these other organizations are not exactly the same in all cases, because of different factors and the different situa-

tions which were encountered. It was agreed by your Committee to reduce these differences and, to this end, the proposed amendments to the Constitution were drawn so as to provide a uniform framework for the relationship and cooperation between this Union and its subordinate bodies and divisions. This has been accomplished by providing minimum constitutional provisions which each of these bodies must adopt if it wishes to affiliate with our Union (with provision, of course, for additional provisions, if they are not inconsistent with this Constitution), and by further providing for representation of these subordinate bodies and divisions on the Executive Board and to the Convention of the Seafarers International Union of North America upon meeting

more costly, because of the provisions of this anti-union legislation, but our fundamental practices and procedures needed but little change.

As an example of the type of change which these proposed amendments would accomplish in order to bring the language of the Union's Constitution into line with the requirements of the Landrum-Griffin Act, we note the subject of suspension from membership for failure to pay dues, fines or assessments. The current constitutional language provides for automatic suspension from membership for failure to pay fines and assessments, as well as for failure to pay dues. The proposed amendments provide for suspension from membership for failure to pay fines or assessments only by way of the appropri-

mine our seniority are fair and reasonable, it follows that our membership requirements are also just, and the proposed amendments spell this out.

There are many other examples, too many, in fact, for detailing. However, the examples given illustrate how technical we have to be because of the new law and, of course, this reinforces our urging that everybody read the proposed Constitution carefully.

The members will recognize that these proposed amendments will probably become effective, if they are approved by the membership, in about June of 1960. At that time, of course, the officers we elected in 1958 will still be in office, and will remain in office until January or February of 1961. The officers we elect under the amended Constitution will not take office until that time. That means we would have a Constitution with new titles for our officers and many of our elected jobholders in about June of 1960. But those new titles won't be filled till we complete our elections this year. Therefore, in the transition clause, we have provided for changes of titles of our present officers and elected job holders. The membership will note that the changes are primarily in name only. The functions, duties, responsibilities, etc. of all individuals affected, are, for all practical purposes, just about the same. There is no additional term of office granted. In only one new office will there be a vacancy, which the President will fill in accordance with the Constitution. Keeping in mind these facts, the transition clause provides for the following transfers in title of office:

New Title	Individual	Old Title
President	Paul Hall	Secy.-Treas.
Exec. Vice-Pres.	Calton Tanner	Asst. Secy.-Treas.*
Vice-Pres. in Charge of Contracts and Contract Enforcement	Claude Simmons	Asst. Secy.-Treas.
Vice-Pres. in Charge of the Atlantic Coast	Earl Sheppard	Asst. Secy.-Treas.*
Vice-Pres. in Charge of the Gulf Coast	Lindsey Williams	Asst. Secy.-Treas.*
Vice-Pres. in Charge of the Lakes and Inland Waters	Al Tanner	Boston Port Agent and Administrative Director of Great Lakes District
Secy.-Treas.	Vacancy (To be filled by President in accordance with Constitution)	
Hdq. Rep.	Bill Hall	Asst. Secy.-Treas.
Hdq. Rep.	Ed Mooney	Asst. Secy.-Treas.
Hdq. Rep.	Joe Volpian	Asst. Secy.-Treas.

*(Ed. note: Under the present Constitution, the port agents of Mobile, Baltimore and New Orleans have the status of assistant secretary-treasurers.)

The first seven of these new officeholders constitute the Executive Board which, again, remains what it is today. Vacancies or incapacities in any of the foregoing will be filled in accordance with the Constitution. It is emphasized again that the foregoing individuals are simply carrying out their present functions under a new title. The elections to be held this year, if the new Constitution is adopted, will determine who holds these offices starting in 1961.

We remind all members that copies of the proposed amended Constitution will be available for you to read at all Union halls prior to and during the referendum, and we again urge that you read those copies so you may be able to vote intelligently.

The Constitutional Committee wishes to thank members of headquarters for their cooperation during our deliberations, and to assure all members that we believe the proposed amended Constitution will serve the Union and the membership well, because it will streamline its functioning, adapt it to changed conditions, and to the new law.

We recommend that the proposed amended Constitution, annexed hereto and made a part of this report, be approved by the membership and submitted to a referendum vote as per our present Constitution.

Respectfully submitted,
Valentine H. Benner, B-244
John J. Giordano, G-32
Frederick Hartshorn, H-563
Clement de Hospedales, D-467
Philip F. Jordan, J-4
Richard May, M-872



PROPOSED REVISION

OF THE SIU

CONSTITUTION

THE REPORT

OF THE

CONSTITUTIONAL

COMMITTEE

certain minimum conditions in regard to membership size. Each subordinate body or division, under the proposed amendments, will receive one delegate to the International Convention for every thousand members, and its chief executive officer shall become a member of the Executive Board when membership in the subordinate body or division reaches 3,200 and remains at that size for a period of three months.

The resolution proposing constitutional amendments which was adopted by the membership at its various meetings held on February 3, 1960, also stated that certain amendments were necessitated by the passage of new labor laws, principally the Landrum-Griffin Act. In reviewing our Constitution carefully, we were not surprised to note that our system of operations met almost all the requirements of this new Act. Many of our procedures must now be more burdensome, and much

ate trial procedures. Automatic suspension for failure to pay dues remains.

Another example of the changes which the Landrum-Griffin Act requires and which these proposed amendments are designed to accomplish has to do with membership. The new law directs that the rules and regulations with respect to different membership categories be specifically written into the Union Constitution. This part of the law had no effect on Union practice; it merely made necessary that we put those rules into the Constitution in appropriate language. With the advice of legal counsel, which was sought in regard to all of the amendments, the Committee approved the language which appears in our proposed amendments. As all members know, membership status in our Union is based, apart from the required payments, upon the seniority standing of our members. As the rules and regulations which deter-

INQUIRING SEAFARER

QUESTION: Have you ever taken a job as ship's delegate? If not, why?

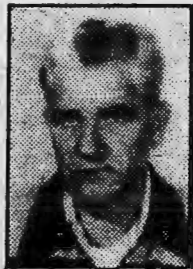
Friedof Fondila, OS: No, I have never put in for that job—and for no special reason. I have seen times when the delegate really has his headaches though... especially when the men come forth with very minor beefs. On the other hand, some people give you the impression that they don't know exactly what they want. This makes things tougher for the man who has to consider both sides of the story.



Gerald Mulholland, AB: As the holder of "B" seniority my name hasn't entered into the competition for a delegate's job. But I have observed many discussions on beefs and noticed that a lot of things that come up are on the petty side, and a waste of the delegate's time and effort. A man who holds this job should distinguish the difference between a legitimate and a non-legitimate beef.



O. H. Kuykendall, electrician: I have never handled a delegate's job because I feel that many major issues that should be given prompt attention are overshadowed by relatively insignificant items brought out by men who don't think twice before they ask for the impossible. Such goings-on make the delegate's job a rough one. A delegate needs to have patience—and I don't feel qualified in that department.



Angel Reyes, wiper: I have never had the opportunity to serve in this capacity because I've only been with the SIU for about one year. As soon as the opportunity presents itself—and when I feel I know the regulations and contract specifications well enough—I intend to put in for the job. I have a great admiration for the Union and for what it stands for, and would enjoy helping my shipmates.



Walter Harris, 3d cook: Yes, on several occasions. It's a good deal—if you like it. You have a definite obligation to your Union brothers, as far as analyzing the beefs that come up, and making a presentation on their behalf to the master of the vessel. A delegate has to be diplomatic at all times and, above all, he has to have common sense.



New York Port Doubles Ship Payoffs: Sign On 4

NEW YORK—Marked gains were reflected in shipping conditions during the past two weeks. There were twice as many payoffs compared to the prior period, while sign ons and vessels serviced in transit

remained about the same, according to port agent Bill Hall. Twenty-seven vessels paid off in the NY port area during the period just ended, for a gain of 14 ships over the preceding two weeks. The number of ships signing on crews rose by one to four, and the number of vessels serviced in transit stood at the previous figure of 13.

Some 219 men got berths over the period, while only 180 worked during the former shipping period. Hall's forecast for the next two weeks indicates that shipping will probably take a slight drop.

Ship Servicing

The ships paying off here were: Beauregard, Azalea City, Fairland, Raphael Semmes, Bienville (Pan-Atlantic); CS Baltimore, CS Norfolk and Chihuahua (Cities Service); Alcoa Runner (Alcoa); Ocean Evelyn (Ocean Trans.); Steel Scientist, Steel Admiral, Steel Flyer (Isthmian); Mankato Victory (Victory Carr.); Seatrain Texas, Seatrain Georgia, Seatrain Savannah, Seatrain New Jersey (Seatrain); Capt. N. Sitinas (Tramp Shipping); Andrew Jackson (Waterman); Elizabeth, Beatrice, Frances (Bull); Rob-

in Goodfellow (Robin), and Erna Elizabeth (Albatross).

The four ships that signed on were: Ocean Evelyn (Ocean Trans.); Capt. N. Sitinas (Tramp Shipping); Mankato Victory (Victory Carr.); and Angelina (Bull).

In transit: Alcoa Partner, Alcoa Patriot (Alcoa); Steel Seafarer, Steel King, Steel Chemist (Isthmian); Ines, Angelina (Bull); Lossmar, Massmar (Calmar); Thetis (Rye Marine); Beauregard, Azalea City (Pan Atlantic); and Petrochem (Valentine Chem.).

Norfolk In Ship Slump

NORFOLK—Shipping during the period was slow, and more of the same is to come, reports Paul Gonsorchik, acting port agent.

Two ships that paid off and signed on during the span were the John C (Atlantic Carriers) and Zephyrhills (Pan American).

Ships in transit were: Arizpa, Andrew Jackson and Morning Light (Waterman) and Steel Admiral (Isthmian).

A motion was discussed at the last meeting centering on the possibility of establishing a blood bank at a future date. Members were asked at the session to donate blood for the benefit of an ill relation of a Seafarer.

At present, Seafarers or members of their families who need blood can obtain their needs through the SIU Blood Bank at headquarters. A teletype to headquarters is all that is needed to arrange for a local blood bank in any part of the country to supply blood under an exchange arrangement with the SIU Blood Bank.

US Libertys Starting New Transfer Merry-Go-Round

WASHINGTON—The Maritime Administration has just approved the transfer of two dry-cargo Liberty ships from the American to Greek registry, beginning what is expected to be a wholesale switch of American-flag Liberty to foreign, and/or runaway operations.

The latest MA policy allows the vessels to be transferred with "no strings attached."

The two vessels are the Ocean Seamen (formerly the Alen C. Balch) and the Montego Sky (formerly the Pacific Carrier, Maurice George, Rion, Liberty Flag, and Extra). As the Rion, the ship had been under contract to the SIU.

Before the new ruling, a shipowner had to contract for a replacement vessel for operation

under the US flag before any switching of flags was approved. Now, there is nothing at all to prevent shipowners from abandoning the US flag in favor of operations under any flag.

It is interesting to note that both the vessels were transferred to a Panamanian corporation but were registered under a Greek flag. This move was made because the owners are seeking to escape the International Maritime Workers Union which is organizing runaway-flag seamen in an effort to improve their wages and working conditions.

In fact, there is a wholesale exodus of Liberian-flag and Panamanian-flag US-owned runaways to Greek registry. Oddly enough, the Maritime Administration, which maintains that the runaway flags are needed to maintain "effective control" over such vessels, is approving transfers to the Greek flag from the Liberian flag. Maritime could hardly maintain that the Greek fleet is under "effective control" of US authorities.

The new MA policy says: "There will be no restriction as to the nationality of the foreign buyer or country of registry except that (they) . . . must be acceptable to the Maritime Administration."

The vessels can be registered under any country with the sole exception of the Soviet bloc nations, since the vessels are, in theory, supposed to be under what the MA calls "effective control"

in the event of an emergency. The MA also bars these vessels from trading in certain strategic materials with Russian controlled nations.

The new MA policy is apparently the Government's response to a tramp operator plea for some kind of aid to enable them to compete with foreign-built vessels and foreign operations. An appeal was sent to Congress by the American Tramp Shipowners Association citing the fact that currently some three-fourths of US foreign trade consists of bulk cargoes, shipped mostly by foreign ships.

The current policy indicates that the American merchant marine is heading towards a state in which all the smaller companies will die out and there will be only a few, large, subsidized operations.

Isthmian Bid For Subsidy Inches On

WASHINGTON—The Federal Maritime Board has removed another obstacle to Isthmian Lines, Inc.'s request for a subsidy on its westbound round-the-world service. But the Board's latest action does not constitute final approval, it merely means that the SIU-contracted shipping firm is one step closer to receiving this Government assistance.

The major issue for Isthmian in this proceeding is whether or not existing US flag service is adequate. The FMB ruled it was not, and declared that the route could support the line's annual sailings plus seven more. This covers 14 sailings per year by Isthmian from the Persian Gulf and 16 sailings by it from India-Pakistan.

The Maritime Board also ruled that American Export Lines, Inc., a presently subsidized operator, and Central Gulf Steamship Corp., an unsubsidized firm, do not have present regular services on their routes. Consequently, no waiver under adequacy of US flag service was granted them.

American President Lines, Ltd., asked the FMB for an increase of ten on its presently-authorized 24-28 annual subsidized sailings, and was turned down. The Government agency agreed, however, that the Line's Red Sea, Gulf of Aden, North Atlantic service could use some additional sailings.

Get Polio Shots, PHS Urges

The Public Health Service urges Seafarers who have not already done so to get their polio shots as soon as possible. The shots can be gotten at any PHS hospital without charge. Plenty of vaccine is available so there is no delay in the administering of the shots. The few minutes a Seafarer takes to insure himself against the crippling disease by getting the shots are well worth the saving of time, money, and most of all, the avoidance of suffering and possible disability.

LABOR ROUND-UP

C. J. (Neil) Haggerty, secretary-treasurer of the California AFL-CIO has been elected president of that body's **Building and Construction Trades Department**, effective April 1. He succeeds Richard J. Gray, who had held that post for 17 years. Haggerty presently is a vice-president of the Lathers' Union. The Executive Council of the Building and Construction Trades Department also elected two vice-presidents to the Department. They are: John J. Murphy, president of the Bricklayers and Edward J. Leonard, president of the Plasterers.

Six hundred Oil, Chemical and Atomic Workers doggedly continue their strike against Standard Oil Co. of Indiana, at the Sugar Creek, Mo., refinery. They've been on the bricks there since last July 8, striking for their first contract as members of OCAW. For many years they were represented by an unaffiliated union, but last March voted in a National Labor Relations Board election to become affiliated with the OCAW. Attempts to negotiate a contract with the big oil firm bogged down on seniority and job assignments, key items which would protect the workers from a management trend toward speed-up, stretchout and job combinations.

Transport Workers Union navigators who were on the bricks for four weeks against Flying Tiger Airlines, have won an overwhelming contract victory. Key issue of the four-week strike was the company's demand that 15 strikebreakers hired under individual six-month contracts be retained with

super seniority. This was resolved by dropping their names to the bottom of the list—and making them wait for further work assignments until regular employees and union members on layoff have received work. The company also agreed to drop its multi-million dollar lawsuit against the TWU, the Flight Engineers and the airline pilots, and its separate suits seeking damages of \$1 million against each of the 50 members of the Flight Engineers who refused to cross picket lines. The navigators also won an \$850 annual pay boost retroactive to last July, plus an additional \$3,000 increase for top navigators after the company receives equipment in 1961.

The American Bakery and Confectionary Workers Union has scored victories in three recent NLRB elections, winning bargaining rights at a previously non-union establishment and ousting unaffiliated outfits at two other plants. In the largest unit, at Kingston, Pa., employees of the Blue Ribbon Cake division of Interstate Baking Co. gave the ABC 268 votes to 34 for the Kingston Mutual Association, which had held bargaining rights for the workers since 1948. At the Storek Baking Co., Parkersburg, West Virginia, the ABC defeated both the Teamsters and the West Virginia Beneficial Association, both of which previously held bargaining rights. In Phoenixville, Pa., the ABC won a runoff election at the non-union Bakers Biscuit Co. against the unaffiliated Bakery & Confectionary Workers, which was expelled from the AFL-CIO in 1957.



Bankrupt Ships' Crews Back

NEW YORK—Fifty-six repatriated crewmembers of two Ocean Carrier vessels arrived at Idlewild Airport here, February 25. Their arrival in the US followed weeks of waiting without money in the ports of Singapore and Ceylon. Their plight was caused when the ships they were sailing were seized in the foreign ports for sale at public auctions unless their now-bankrupt owners can pay back wages due the crews and other bills.

The crews of both the John B. Kulukundis (Martis) and the Valiant Enterprise (Enterprise) were met at the airport by SIU officials, who assisted the crewmembers in getting return transportation to their homes.

Liens against the John B. Kulukundis were tendered at Singapore while the Valiant Enterprise was tied up in Ceylon. US consular actions through the efforts of the SIU brought about the crews' return to the States.

Withholding tax statements, indicating the wages earned and taxes withheld in 1959 are still forthcoming from a number of bankrupt vessels.

Seamen who have not received W-2 forms on 1959 income should attach a statement to their tax return to the effect that the company failed to supply the form. In the event they are still owed money for 1959 wages, they do not have to report it as income on their 1959 tax returns.

To date four Ocean Carrier vessels have been abandoned in widely separated ports. Besides the Kulukundis and the Enterprise, the Valiant Force was abandoned in Naples, Italy and the Valiant Faith was left in Port Said. The Valiant Hope was deserted and sold in Honolulu, while the Valiant Power was paid off in Norfolk before public auction.

Late word has been received that the crew of the Valiant Force will be returned to the US aboard the SS Independence.



Seafarer Jack Gardner, off the Valiant Enterprise which was abandoned in Ceylon, stands loyal vigil with shipmates' baggage at Idlewild Airport. Gardner was one of 56 repatriated crewmembers off the Enterprise and the John B. Kulukundis.

Pa. Arrests Scabherder On Strikebreak Charge

PHILADELPHIA—Bloor Schleppey, who for a number of years has been furnishing well-paid strikebreakers for struck newspapers throughout the nation, pleaded not guilty to the charge of violating Pennsylvania's anti-strikebreaker-importing law. His day in court will be March 14.

Schleppey was arrested in the pre-dawn hours of February 12, following a hotel-to-motel chase. Members of Philadelphia's Fugitive Squad accompanied by three Typographical Union officers made the arrest. He was booked, fingerprinted and later released under \$1,000 bond and an order to appear for the March hearing.

He was charged with importing strikebreakers into Bristol, Pa., in October, 1958, when two newspapers, both printed in Bristol, were struck by ITU men.

A few hours before his arrest, Schleppey had gone to a Philadelphia hotel to visit a team of his strikebreakers who were preparing to go to another Pennsylvania city where a newspaper strike had been expected. After Schleppey's arrest, the waiting strikebreakers were warned and checked out of the hotel at 4 AM, but not before all were identified.

Several of the group had recently scabbed in a Portland, Ore., newspaper strike.

Schleppey is charged with violating a 1937 Pennsylvania law providing that it is unlawful for a person, firm or corporation that is not directly involved in a labor strike, to recruit persons for pay, when the sole purpose of such employment is to take the place of employees currently on strike.

Schleppey, who has been operating for a number of years under the sponsorship of union-hating publishers, has enjoyed an immense profit in business over the past three years. His lucrative gains were made possible by publishers organizing a strike-insurance program, handled by agencies outside the US. These agencies pay publishers millions of dollars to cover costs of strikes.

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

Whatever you need, in work or dress gear, your SIU Sea Chest has it. Get top quality gear at substantial savings by buying at your Union-owned and Union-operated Sea Chest store.

Sport Coats
Slacks
Dress Shoes
Work Shoes
Socks
Dungarees
Frisko Jeans
CPO Shirts
Dress Shirts
Sport Shirts
Belts
Khakis
Ties
Sweat Shirts
T-Shirts
Shorts
Briefs
Swim Trunks
Sweaters
Sou'westers
Raingear
Caps
Writing Materials
Toiletries
Electric Shavers
Radios
Television
Jewelry
Cameras
Luggage



the **SEA CHEST**

MOUNT EVANS (Cargo Tankship), Jan. 24—Chairman, Don Forrest; Secretary, Guy Gage. No beefs. Up-to-date repair list will be available by the time ship gets to Port Said. Some new lockers were returned because of insufficient shelf space. It was suggested that Genoa, Italy, have an SIU Hall.

Dec. 20—Chairman, Downs; Secretary, Gage. Ship's delegate reported one man missed ship in Philadelphia; one man was hospitalized in Genoa, Italy. A BR-utility was hired from the beach in Genoa. Steward thanked the crew for cooperation in keeping everything clean. Crew also gave the steward department a vote of thanks.

PENN MARINER (Penn Transp.) Jan. 31—Chairman, J. C. Barnette; Secre-

Digest of SIU Ship Meetings

tary, E. Mansfield; J. C. Barnette elected ship's delegate. Delegate to write letter to Headquarters concerning galley stove, leaky storm doors and other badly-needed repairs.

PENN EXPLORER (Penn Shipping), Jan. 31—Chairman, S. B. Sanders; Secretary, E. Miller. No beefs. Water cooling system on repair list for several months and not fixed yet. Washing machine to be repaired in next port. A book should be issued to every seaman's wife with photographs and credentials to be used for welfare purposes when husband is at sea.

STEEL FABRICATOR (Isthmian), Jan. 10—Chairman, M. J. Principe; Secretary, H. A. Orlando. Captain promised to give a draw on the OT in Rotterdam. Repairs have been put off from port to port. Will contact company concerning same. Ship's fund is \$41.

BRADFORD ISLAND (Chiles Service), Jan. 17—Chairman, T. Weems; Secretary, C. Primeaux. Suggest that something be done about watertight doors. Repairs being taken care of. Vote of thanks to the steward department for very fine holiday dinners. \$10.87 in ship's fund.

COASTAL SENTRY (Buwannoe), Jan. 10—Chairman, Al Berjer; Secretary, C. H. Bruce. A donation of thirty thousand cruzeiros was presented to the orphans of Recife by ship's members. Heartly thanks received from the Church for this gesture. Ship's fund is \$27. Magazines and newspapers will be issued on honor system.

HASTINGS (Waterman), Jan. 14—Chairman, Raymond Hodges; Secretary, John Wells. One man logged. Few hours of disputed OT. On the whole this has been a fair trip. Vote of thanks to the steward department.

ELEMIR (Marine Carriers), Jan. 16—Chairman, L. Solecki; Secretary, M. Welch. No draw in Puerto Rico. Possible payoff in New York. One man missed ship in Corpus Christi, Texas. All departments running smoothly.

OCEAN ALICE (Sea Liberties), Jan. 10—Chairman, M. S. Clagole; Secretary, E. Fitzgerald. \$21.09 spent and \$9.30 collected. Balance to be collected at payoff. \$31.50 subsistence to be paid to all men entitled to same. Thanks to LOG. Received all copies on time during four-month voyage.

YOUNG AMERICA (Waterman), Jan. 17—Chairman, William D. Bushong; Secretary, Jessie J. Cabral. One man hospitalized in Venice, Italy. Some disputed OT. Patrolman to arrange for ample supplies in the slop chest for next voyage. Medical supplies should be placed on board also. Buckets should be issued to all hands for dirty clothing. A request made for a new washing machine to be put on board. Crewmembers asked to refrain from putting their feet on the chairs in messroom.

ALCOA PURITAN (Alcoa), Jan. 31—Chairman, A. Michele; Secretary, C. Linden. Ship's fund stands at \$13. One man injured before the ship sailed from New York. One crewmember missed ship in Houston, Tex. Meeting to be held to acquaint C-men with Union. Ship's delegate will see that arrangements are made to get milk on board in all ports. Menu should be changed in order to obtain variety.

ALCOA POLARIS (Alcoa), Jan. 30—Chairman, J. Ivanovic; Secretary, P. M. Miranda. Men to receive five cartons of cigarettes from slop chest for trip. \$93.75 on hand in the ship's fund. Fresh shore-side bread allowance increased for daily use. Food plan allowance has proven unsafe. Ship's movie fund is now \$67 because Mrs. Margaret Hatchburg, a passenger, returned her winnings from the pool. No beefs. Everything in good order.

ALCOA CAVALIER (Alcoa), Jan. 24—Chairman, E. J. Lynch; Secretary,

Bill Lessliger. \$311 collected for Brother Gordon to \$7 home because of his mother's death. A vote of thanks to Brother Jos Alagna for his many years of service. Discussion was held on fire drill. Men should pay more attention to duties at drill. Everything running smoothly.

AFOUNDRIA (Waterman), Jan. 24—Chairman, W. C. Sink; Secretary, T. Savage. Ship's fund stands at \$3.96. Five men missed ship on coastwise trip. Few hours of disputed OT. Salvatore Striglio elected ship's delegate. Decision made to have wiper and ordinary take charge of cleaning the recreation room and crew's wash room aft.

FLOMAR (Calmar), Jan. 20—Chairman, Clarence M. Houshins; Secretary, T. A. Jackson. Milk to be purchased in the Canal Zone. Planning to purchase a new washing machine in Long Beach. Messroom to be kept clean. No garbage to be dumped midship. Crew reminded to put in for delayed sailing.

YORKMAR (Calmar), Jan. 2—Chairman, Joseph E. Busalacki; Secretary, Dorsey Paugh. Washing machine to be repaired or replaced in San Francisco. Keys are needed for footlockers. It is suggested that messroom and pantry be locked at night while in port. No beefs.

SEATRAN LOUISIANA (Seatrail), Jan. 24—Chairman, Al Hamm; Secretary, F. Frederiksen. \$104.99 in the ship's fund. One man in hospital due to injury ashore. Six men ill from food. Meats not prepared properly. Steward asked to spend at least fifteen minutes in mess hall at each meal. Claims he is too busy. A new antenna will be bought for TV.

THE CASINS (Texas City Reining), Jan. 25—Chairman, Jessie Maloney; Secretary, C. Makuch. Most of the repairs have been taken care of. No beefs. \$34.07 in the ship's fund.

CITIES SERVICE NORFOLK (Chiles Service), Jan. 31—Chairman, O. M. Williams; Secretary, T. Cummings. Repairs all taken care of. No beefs.

WINTER HILL (Chiles Service), Jan. 21—Chairman, H. Berner; Secretary, W. Manuel. No beefs. No disputed OT. Vote of thanks to the ship's delegate for a job well done. N. J. McKenven elected as ship's delegate.

STEEL SEAFARER (Isthmian), Nov. 15—Chairman, Dubois; Secretary, Cauffman. No beefs. Ship's fund \$6.46. A motion made to keep shore personnel out of messroom, and to keep messroom and pantry locked in all ports. Ship's delegate to see captain about this problem and also about the drinking fountain.

PENN SHIPPER (Penn Shipping), Jan. 31—Chairman, M. Calliger; Secretary, J. Sanders. Ship's fund is \$10.45. No beefs. J. Franklin elected ship's delegate; Eugene Salvador was elected ship's treasurer.

VALIANT ENTERPRISE (Ocean Carriers), Jan. 28—Chairman, James Gard; Secretary, Wm. Lawless. Thomas Ballard and Robert Butts down home due to illness. Ship needs much repair work. Safety conditions on ship reported to be very poor. Mail is not being received by the crew.

TEXMAR (Calmar), Jan. 19—Chairman, D. Stoner; Secretary, W. Deal. No beefs. Lewis Smith elected ship's delegate. The delegate will contact the Captain regarding soot-eating messhalls, alleyways, quarters and toilets. It is requested that the washing machine be turned off after use. Vote of thanks to the steward department. This ship has just gone back into service after three months of lay-up. Everything smooth so far.

STEEL KING (Isthmian), Feb. 9—Chairman, T. Concepcion; Secretary, C. Neukirchner. \$91 in ship's fund. No beefs. G. Schartel elected ship's delegate. It was requested that another clock be put in the PO mess. Vote of thanks to the stewards for a job well done.

STEEL DESIGNER (Isthmian), Feb. 12—Chairman, Jack Farrand; Secretary, McCarthy. \$11.75 in ship's fund. C. Henschele elected ship's delegate. Vote of thanks to retiring ship's delegate Jack Farrand for a job well done.

ORION STAR (Orion), Jan. 31—Chairman, Theophras M. Henkler; Secretary, Antonio Arellio. \$40 was donated to Merchant Marine Library Association. \$27 in ship's fund. Richard McConnell elected as ship's delegate. Vote of thanks to Steve Czajkowski for job done as ship's delegate. Discussion held on better working rules on all super-tankers. Same will be forwarded to headquarters when drawn up.

CHOCTAW (Waterman), Jan. 27—Chairman, A. Jerauld; Secretary, Earl W. Taylor. M. Stupin elected ship's delegate, and A. Lopez elected treasurer. \$17.70 in ship's fund.

SANTA VENETIA (Blam), Jan. 3—Chairman, J. Purcell; Secretary, T. Jackson. Everything running smoothly. Keep feet off the chairs. Vote of thanks to the stewards. During the holidays and during the voyage the food was excellent.

JOHN B. KULUKUNDIS (Ocean Carriers), Jan. 24—Chairman, Red Hall; Secretary, J. R. Salinas. Vote of thanks to retiring ship's delegate Red Hall for a job well done. Ship's fund is \$3. George Tallberg elected new ship's delegate.

'That's Tough, Fella'

SF Voices
Few Beefs
Last Period

SAN FRANCISCO — Due to a couple of payoffs, shipping picked up a bit during the last couple of weeks. In addition to the replacements for ships that paid off here, we placed several men aboard the SS Rebecca while she was here in-transit. The ships arriving in this port have been in good shape generally and there have been very few beefs of any kind. The Seafarers who are serving as delegates aboard these ships are to be commended for doing an excellent job, Port Agent Walter Sibley reports.

Some ships hitting this port recently have had one or more men who have been logged during the voyage.

For the protection of this Union, and its members, these men should realize that their misdeeds could cause great damage to the organization and can result in the loss of their seamen's document.

Our affiliated Union, the Sailors Union helped 16 of our men on the beach by shipping them as standbys on some passenger ships on Saturday.

The City of Alma (Waterman) and the Steel Apprentice (Isthmian) paid off; the City of Alma also signed on; and The Young America (Waterman), Steel Rover (Isthmian), Alamar (Calmar, Robin Kirk (Robin) and Rebecca (Intercontinental) were serviced in-transit, during the last period.

LET 'EM KNOW!
Write TO THE LOG

The "so what?" attitude of the Department of Agriculture on the blacklisting of American-flag ships by Arab nations was a shock initially, but after reflecting on the record of the Department in relation to merchant shipping, it's really no surprise. If there has been one single agency of the US Government that has been consistently hostile to American-flag shipping, that agency is the Agriculture Department.

This hostility has been consistent in terms of the Department's constant sniping at the "50-50" law. The Department opposed passage of this law in the first instance, and since its passage has done everything in its power to limit the application of "50-50" as much as possible.

The Department's hostility reflects the tendency to use the American merchant marine as the whipping boy for the whole farm surplus problem. Unable to come up with a workable system to deal with the problem of farm overproduction, some segments of the Department have been blaming the surpluses on the cost of shipping farm products abroad—a pretty feeble excuse for a giant \$9 billion mess in handling the farm program.

By going along with the blacklist, the Department finds it easier to bar American ships from the farm surplus trade and to give cargoes to foreign bottoms accordingly.

In its vendetta against American ship operators the Agriculture Department is going directly counter to the policy of the US Government.

It's clear what the Department should do to get back on the right side of the fence: Repudiate the blacklist charters and refuse to send farm-surplus cargo to any nation that tries to dictate the ship it is to be carried in.

Joint Action Ahead

It looks like the shipping industry, which has been taking it on the chin from the railroads for so many years, is finally getting together on the problem. Representatives of the coastwise and coastal industry, the Great Lakes ship operators, the barge carriers on the inland waterways, the maritime unions and the West Coast Pacific American Steamship Association are all pulling together in Washington to preserve their operations—and the jobs of American seamen.

In the years gone by, the railroads took them on one by one and chopped them up one by one while the survivors stood on the sidelines and pretended it wouldn't happen to them. Now, with the handwriting on the wall, the various ship operators have formed a hasty alliance to fight back.

One reason for this alliance was the opening of the Seaway which exposed Great Lakes operators to railroad throat-cutting for the first time. It's clear that from now on, the railroads will find the going a lot tougher.

Gov't Agencies At Odds
Over Ship Blacklisting

(Continued from page 2)

admits it will take no action to alter the situation should a US-flag tanker be denied services in any Arab port.

The State Department statement notes that "The United States has consistently made clear to all parties concerned its opposition to the boycott and its strong disapproval of the boycott regulations. At the same time, the United States has continually sought every opportunity both directly and through the United Nations to assist in finding a solution for the basic Arab-Israel conflict from which the Arab boycott and similar problems stem."

Nevertheless, both the Department of Agriculture and the Commodity Credit Corporation, are known to have given open approval to ship charter forms which specifically bar some American-flag ships from carrying Government-owned farm surpluses to Arab countries. The basis for barring them is any past record of carrying cargo to Israel or any intention of touching an Israeli port.

The Navy Department, which was the original target of the complaints, has taken still another tack, which is to withdraw the specific charter clauses. At the same time, the Navy announced that elimination of the clause "would not change by one iota the posture of the boycott or the status of any vessel offered to MSTs. Its elimination would not enable any vessel to get into any port otherwise barred to it."

This is taken by Union and ship-owner quarters to mean that the Navy, while not requiring ship-owners to sign blacklist clauses, will do nothing about remedying the situation should any tanker operator get caught by the blacklist. For practical purposes then, ships that once traded with Israel are still barred from MSTs—oil cargoes.

The State Department and the President then, say the US is against the blacklist. The Agriculture Department says it doesn't care one way or another and will

continue to use the blacklist charters. The Navy Department has withdrawn the charters, but emphasizes it will do nothing beyond that.

The SIU is pursuing the matter further in attempt to get some teeth into the US policy position and also to get the Navy and the Agriculture Department to cooperate in putting the Government's stated policies into effect.

Mobile Awaits
Shipping Rush

MOBILE — Prospects for shipping in the coming two weeks look pretty good with a large number of ships, 15 in all, due to hit the port either for payoff or in-transit. In addition, the Council Grove will be crewing up as soon as its repairs are finished and it finds a cargo.

During the Mardi Gras celebration the hall was burglarized. Someone broke into the cafeteria and stole a small amount of cash from it and a nearby cigarette machine, but no Union papers or material was taken. Despite this, all hands here had a fine time viewing the celebration from the comfort of the Union hall as the parades passed right by the door.

A settlement is expected soon on the HIWD negotiations going on which should be a good step forward for the Union.

During the past period the following ships paid off: Council Grove, (Cities Service); Alcoa Clipper, Alcoa Pioneer (Alcoa); Monarch of the Seas, Claiborne (Waterman).

There were four sign ons, the Alcoa Clipper, Alcoa Pioneer (Alcoa); Atlas (Hank & Tramp) and Elemir (Ocean Pet.); the Alcoa Roamer, Alcoa Ranger (Alcoa); Warrior (Waterman); Steel Chemist (Isthmian); Robin Trent (Robin) and Del Alba (Miss.) were in transit ships.

Indian Land Seizure:

'Mad Bear' Loser
In Supreme Court

WASHINGTON—Seafarer Wallace "Mad Bear" Anderson and his Tuscarora Indian kinsmen lost their war with the New York State Power Authority as the US Supreme Court ruled in a 6 to 3 vote that the Authority had the right to use part of the Tuscarora reservation for a power reservoir.

Anderson was leader in the fight of the Indian tribe to prevent the Power Authority from seizing Indian land on the ground that it was not the territory of the US, or the State of New York. The Tuscaroras cited ancient treaties with the US Government.

Quick Work

Hours after the court decision, bulldozers were at work clearing the land for the reservoir project. At the time the decision was reached, Anderson was in South America with the SIU-manned Rose Knot of the Suwannee missile-ship fleet.

The dispute between the Indians and Robert Moses, head of the Power Authority, was marked by mass resistance in which numerous Indian men and women surrounded the bulldozers and prevented them from moving.

A lower court decision had sup-

ported the Indian claims and brought work on the power project to a standstill. However, the recent Supreme Court decision reversed the matter and now there seems to be no way of averting the use of Indian lands for the construction of the Power project. The power authority will purchase the land under condemnation regulations.

The latest decision was actually based upon a technicality, namely that since the Indians owned the land it cannot be called, legally, a "reservation" and therefore was not protected under the various Indian protection acts.

The project, which will cost \$720 million, will require some 550 acres of Tuscarora land. It will have the greatest power output of any hydroelectric system in America, even dwarfing the giant Grand Coulee project.

The project, with a 2,410,000 horsepower capacity, will be finished by Feb. 1, 1961.

SEAFARERS IN DRYDOCK



Seafarer H. Bjork, a former deck maintenance man on the SS Jean Lafitte is hospitalized in Norfolk with a brain injury. He had an operation and is progressing very slowly. Also in the Norfolk USPHS are Seafarers G. C. Langely and R. C. Camatique reports Jeff Gillette, acting port agent. Langely last sailed as chief cook aboard the Hurricane and was admitted with a case of pneumonia. Camatique was utilityman on the Penn Transporter. He is being held for diagnosis and there is no progress report on him.

In the Staten Island USPHS are Seafarers Joseph A. Blake, Walter Snell and Willis R. Thompson.

Blake's last ship was the Denton, which he sailed on it as chief cook.



Blake



Snell



Langely



Thompson

He has been hospitalized with impaired vision and is responding slowly to treatment. Snell, a former AB aboard the Ines, came down with hypertension but has been responding to treatment and expects to be discharged shortly. Thompson who sailed last as quartermaster on the Seatrain Savannah and before that on the Atlantic, was hit with a kidney ailment, but is now progressing satisfactorily.

Seafarers on the beach or on shore leave should take time out to visit their brothers laid up in the hospital, or drop a not to say hello and cheer them up.

The following is the latest list of hospital patients:

USPHS HOSPITAL
BALTIMORE, MARYLAND
Ramon Aqueda
Arthur Brunell
C. L. Ciesielski
Willie Coppage
Ollie English
Eusebio Gherman
George Forrest
Leon Lockey

USPHS HOSPITAL
BRIGHTON, MASS.
Kenneth Gahagan
Charles A. Moss

USPHS HOSPITAL
GALVESTON, TEXAS
Lawrence Floyd
Frank Nelson
Robert Nielsen

USPHS HOSPITAL
SAVANNAH, GEORGIA
Ernest H. Webb
Louis Cevette
A. A. Turlington

USPHS HOSPITAL
NEW ORLEANS, LA.
Thomas E. Andrews
John W. Bigwood
Accurso Bonti
Edward Brevier
Grady K. Brown
Thomas Dalley
Woodrow Davis
Jesse T. Green
Chas. Habighorst
Willie Halladay
Foster Juneau
G. M. Kasprzyk
Norman W. Kirk
Edward Knapp
August Kothe

USPHS HOSPITAL
MANHATTAN BEACH
BROOKLYN, NEW YORK
Joseph Bass
Matthew Bruno
Gregorio Caraballo
Leo Carreon
Wade Chandler
Mallory Coffey
John Driscoll
Bart Guranich

USPHS HOSPITAL
STATEN ISLAND, NY
Henry D. Adams
Oscar J. Adams
Chas. O. Bergagna
Joseph A. Blake
James Carter
Joaquin Cortez
Michael Di Perio
Victor Doca
Keith L. Donnelly
J. W. Eichenberg
Ramos N. Elliott
A. N. Fernandez
John J. Flynn
Augustus Francis

USPHS HOSPITAL
Johan Nordstrom
Voldemar Pold
Eugene Senk
George Silva
Jose Soares
Vernon Stiebig
Paul Strickland
Edward Trainer

USPHS HOSPITAL
A. J. O'Connell
Minnesa

USPHS HOSPITAL
CLYDE R. Leggett
William Maise
Felix P. Marciano
John G. Naugle
Ubie E. Nolan
Louis W. Peed
Otto H. Polsson
Hugh C. Randall
Chas. R. Robinson
C. L. Schartzler
Harold P. Scott
Andrew Stauder
Irvin W. Suddoth
Edward Willisich

USPHS HOSPITAL
CLYDE R. Leggett
William Maise
Felix P. Marciano
John G. Naugle
Ubie E. Nolan
Louis W. Peed
Otto H. Polsson
Hugh C. Randall
Chas. R. Robinson
C. L. Schartzler
Harold P. Scott
Andrew Stauder
Irvin W. Suddoth
Edward Willisich

USPHS HOSPITAL
NORFOLK, VIRGINIA
Henning Bjork
H. H. Broughon
Rufus Camantique
Isaac B. Duncan
Henry L. Horton

USPHS HOSPITAL
SAN FRANCISCO, CALIF.
Frank Piczyola
Samuel P. Drury
George H. Hill
Edw. H. Huizenga

USPHS HOSPITAL
SEATTLE, WASHINGTON
Sam Bowser
Arthur W. Brown
Edward E. Edinger

VA HOSPITAL
FORT MILEY, SAN FRANCISCO, CALIF.
Howard J. Watts

SEASIDE MEMORIAL HOSPITAL
LONG BEACH, CALIF.
Gunnar Johnson

USPHS HOSPITAL
FORT WORTH, TEXAS
R. B. Appleby
B. F. Deibler
Woodrow Meyers

VA HOSPITAL
KERRVILLE, TEXAS
Willard T. Cahill

VA HOSPITAL
KECOUGHTAN, VIRGINIA
Joseph Gill

SAILOR SNUG HARBOR
STATEN ISLAND, NY
Thomas Isaksen

TRIBORO HOSPITAL
JAMAICA, LONG ISLAND
James Russell

US SOLDIERS HOME HOSPITAL
WASHINGTON, DC
Wm. H. Thomson

VA HOSPITAL
CENTER HOT SPRINGS
SOUTH DAKOTA
Clifford C. Womack

BATTEY STATE HOSPITAL
ROME, GEORGIA
Quentin S. Lee

VA HOSPITAL
HOUSTON, TEXAS
R. J. Arsenault

VA HOSPITAL
BALTIMORE, MARYLAND
Maurice J. Flynn

HARBOR GENERAL HOSPITAL
TORRANCE, CALIF.
Edward Johnson

USPHS HOSPITAL
VICTOR D. Solano
E. A. Spaulding
Willis R. Thompson
Fernando Tiaga
Dominick Trevisano
Claude A. Virgin
John Walken

Cook Praises SIU Food Plan

To the Editor:

This is in regard to the SIU's Food Program. I would like to express my sincerest thanks for the assistance its given me through its field representatives, who are always willing and ready to give of their time and effort in suggesting ways in furthering the cause of better food and service to our crewmembers.

As a result we have had a happy feeding ship for some time. Furthermore the steward department guide, adapted by the program and now in effective use aboard all of our ships, together with the various representative's efforts for a smoother-running department, have resulted in top performance from the vessel's food-preparing and serving personnel.

I wish the program all the success and a happy sailing for better feeding on all of our contracted vessels.

Johnny Baliday

Welfare Plan Helps Twice

To the Editor:

I don't think my family or I will ever be able to express our appreciation and gratitude to the brothers for their parts in establishing the Welfare Plan. It is truly one of the great movements in unionism.

I doubt that, if we would have had to, we could have raised from individuals, the necessary funds for my recent hospitalizations. I was recently in the hospital twice. Once was in November and again in January.

The Welfare Plan, in taking care of my hospital stay, has shown and accomplished one of the main objectives of our Lord—brotherly love. One man could not have done this work alone. It took a united front. We have that in the SIU. The stand that our Union has shown makes the impossible possible.

I am deeply grateful and would like to thank each man for his part. I am taking this method (writing this letter) to do just that. God bless all of you. I will remember you in my daily devotions.

Mrs. H. L. Smith

Wants ID Cards For Seafarers

To the Editor:

I would like to request that the SIU Welfare Department consider making available to the membership a laminated identification card for all hands.

With regard to the motion made at a shipboard meeting February 7, I believe that such a card may be in the process of being made for dependents of SIU members and it is my opinion that a similar identification card issued to each brother would be at least equally useful to them.

For example it is a fact that various foreign ports collect the identification cards of seamen before permitting them to go ashore, and they often handle these papers in slipshod, haphazard manner. From my own experience I can cite instances of such carelessness:

Ismir, Turkey: The chief steward turned in his papers at the launch landing, but when he returned to the ship, he paid for a launch himself and failed to pick up his papers. The port officials, being on board, cleared

the vessel and it sailed. It was then necessary for the steward to send a radiogram to the company's agent, requesting him to forward his identification papers.

Port Said: A messman turned in his papers to the native gangway watchman, who, when he was relieved of duty, took the papers home with him. In this instance the messman was lucky, because the ship's sailing was delayed until the following day

Letters To The Editor

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

and the watchman returned with his papers. Meanwhile, had this man wanted to go ashore again, he would not have been permitted to do so.

Beirut, Lebanon: In this port identification papers are left in a box at the main gate. On one occasion a brother with a few too many and wanting to be helpful went in and picked up his own papers and those belonging to four other crewmembers. Needless to say, there was great confusion until these papers turned up.

Alexandria, Egypt and Ploce, Yugoslavia are also places where seamen's papers are collected. I have made a test in these aforementioned places and found that they readily accepted a card from me which is nothing but a picture of myself pasted on the back of a longshoreman's registration card.

Realizing that that most brothers have no other photo identity card than their seaman's papers and must risk these hard-to-come-by documents by turning them in at these foreign ports, I believe that an identity card such as I have suggested could be put to very good use.

R. Henninger

Comet Crew Has Suggestions

To the Editor:

At the shipboard meeting held at sea on January 9, 1960, the crew discussed the possibility of requesting that the negotiating committee take several measures into consideration. It is wholeheartedly felt that all SIU ships on this particular run be equipped with air-conditioning. We feel that this would be of considerable help in keeping a good and efficient crew aboard at all times.

We also feel that there should be action taken on the part of the negotiating committee concerning the vacation differential between the licensed and unlicensed personnel. We have, for many years, held the distinction of being the tops in maritime, but also feel our vacation plan has fallen behind those of the various licensed unions we are sailing with.

It is hoped this can be brought to the attention of the membership and would appreciate having it published in the LOG so that other crews could discuss these same subjects at future meetings.

Crew of SS Orion Comet

Seafarers Still Pakistan-Stuck

To the Editor:

I haven't seen any mention of the SS Valiant Enterprise whose men are stranded in Chittagong, Pakistan.

The men do not get the mail which we send, nor is the mail returned to senders. We even send self-addressed, stamped envelopes, but there is no reply from Ocean Carriers.

Thanks to the US consul I was told that they are feeding the men and will send them back to the USA.

The last letter from my son stated that they had been in port there for 46 days.

Since the company is in financial trouble the men are without funds. I feel sorry for the ones who have wives and children depending upon allotment checks, which stopped after the 3rd payment.

I'm writing this, because I think the men deserve mentioning.

Name Withheld

(Ed. note: An article in the LOG (Feb. 12) reported on the Enterprise crew.)

Welfare Plan Helps Widow

To the Editor:

I want to send my deepest appreciation to the SIU for the fine benefit I received from the Seafarers Welfare Plan. It meant so much to me during our sorrow and a time when we needed it most.

Words can never be expressed for the nice letter of sympathy I received regarding the death of my husband, the late Louie L. McGowan.

I also want to thank all of his buddies and friends on the SS Bradford Island for the splendid job done to see that his gear was all sent home, and to say thanks to all the Seafarers for having such a great SIU Union and Welfare Plan. Their benefits are the greatest.

Mrs. Euclide McGowan

Grateful For SIU Assistance

To the Editor:

My sincere thanks to the SIU and my late husband's friends and shipmates for being so kind and helpful in my hour of grief. Words cannot express how grateful I am for the promptness with which the SIU paid benefits and gave offers of help.

It's so good to know, and to feel your husband belonged to the best Union there is and that other families are looked after in cases like mine.

Dora Lick

Welfare Pays Hospital Bills

To the Editor:

My wife and I wish to thank the Trustees of the Welfare Plan and the Union for all the financial aid we have been receiving for the hospitalization of our daughter Lee Ann.

Over the past two years we have received many benefits from the Welfare Plan. Without this assistance we would have been years paying off our hospital debts.

It is only when sickness strikes in one's own home that one fully appreciates the value of the welfare benefits.

Carl Max McDaniel

Editor,
SEAFARERS LOG,
675 Fourth Ave.,
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Westport Crew Fakes Out Egyptian Jailers

Uses 'Weekly Rowing Practice' To Get Rescue Messages To Steel Voyager

(Ed. note: The following account of the Westport crew's experience under "house arrest" by the Egyptian Government was submitted by ship's secretary Andy Noah.)

Like all SIU ships and crews, we left the port of Galveston, Texas, on August 8, looking forward to a good trip, good ports, and a little folding money at the end. Dream on.

Little did we know what was in store for us. Our destination was Colombo, Ceylon... we were carrying a load of flour, and then it was to be back to the good old USA. About a 105-day trip.

The trip over was uneventful until we hit Colombo, and then something like all hell broke loose. When we arrived there we found out from the letters we received that only two allotments had been sent back home. A fourth allotment was due upon our arrival at Colombo, so there was a flurry of wires to find out the score. Our answers indicated that neither the third nor the fourth allotments had been sent.

Adding to our bewilderment came the trouble of draws. There was no more American money and no credit from the ship's agent. We sent a wire

to the SIU and got limited draws. Then, after 31 days in Colombo, we left for the trip back home, and most of us with a feeling of dark anxiety.

During the next seventeen days there was little one could do to alleviate that sickening feeling that something was definitely wrong. We did not have long to wait before our second, and indeed a few more successive "low-blows" were thrown at us.

We pulled into Suez, the colorful stinkhole of the Middle East, the land of forty thieves and innumerable world crises. Having passed through on our way to Colombo, and having made a previous voyage last year through the Canal, we saw no reason why we would not be allowed through once again.

The ship had already been blacklisted some time ago due to carrying cargo to Israel, and there was a rumor that we were to be stopped because of a small sum of money supposedly owed by World Tramping for previous services, and a certain amount needed for the toll.

Whatever it was that prevented our passing through the Canal remains a deep dark secret to us... but thus started our strange trail and predicament that was to last for twenty-two days, filled to the brim with

anger, despair, and faint hope of coming back with a good trip under our belt.

After it was ascertained that we were not to go through without a clearance from the Egyptian government, we were anchored over to one side of the bay and an Egyptian policeman was placed aboard. We were not allowed to go ashore, nor were we allowed to communicate with anyone except through the captain. Even the forty thieves were ordered to shun us.

Some of the remarks made to us by the Egyptians were not funny and still cause a burn when we think about them. We were, to them, and to be blunt about it, rich vermin who don't pay their bills, or Jew lovers, etc.

Captain Progulis also had his troubles in getting passes to go to the ship's agent or the American consul to see what could be done about moving the ship. Immigration came on board and took all our seamen's documents, and according to the captain, they took his ship's papers and his passport. Our only contact now with the outside was letters mailed by the captain through the Egyptian government, which we hear, censored them. We felt like virtual prisoners of the Egyptian government and I guess we were.

We had been laying at anchor here for ten days, waiting, with no word of any action from the company when a very friendly brother ship pulled in about a football field's length from us, and a more welcome name has never been on a ship: THE STEEL VOYAGER.

Now came our problem... how could we contact them?

Yelling? Too far. Signs? Too far. Radio? Government regulations forbade it. Blinker light? Again the same reason. Fire and boat drill? THAT WAS THE ANSWER. The captain agreed to it, and chief mate Nelson swung into action and called for the drill at 1:00 P.M. It was a determined lifeboat crew at this drill. As the boat was being lowered, the policeman attempted to stop the proceedings, but the chief mate stuck to his guns and said that our government demands that the crew has rowing practice once a week while in port. Seemingly satisfied, the policeman stalked off, but he was damn sure puzzled about the American way of doing things.

The boat safely in the water, the crew bent to the oars, aware that an Egyptian patrol could have picked them up and slapped them in prison.

They rowed steadily towards

the Steel Voyager, carrying the vital messages we wished to be sent to the SIU, State Department, Masters, Mates & Pilots Marine Engineers Beneficial Association. The arrival on the Steel Voyager was one of good fellowship and its crew promised that they would convey our messages Stateside, as soon as they themselves cleared through the Canal and were into the Mediterranean.

After a short period of social talk our crew clambered aboard the lifeboat for the risky trip back. The complete success of the trip showed in the faces of the men as we put the lifeboat back in its cradle. We all enjoyed the feeling of getting something done that would bring about some action.

The members who part in the escapade were: M. Brightwell, bosun; F. Caprossi, radio operator; T. Carmichael, AB; J. Fisher, AB; R. Skaggs, AB; G. Triplett, OS; E. Bryant, chief cook (and ship's delegate); Ben Lundy, MM; A. Castro, MM; E. Maldonado, MM and the chief engineer. The rest of the crew gave warmhearted thanks for the job done without a hitch. To the officers and crew of the Steel Voyager we all give humble thanks and a prayer for good sailing both on land and water. We will not forget.

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Capitol 3-7297-8
SAN FRANCISCO... 240 Second St.
Douglas 2-4572
SAN PEDRO... 255 West 7th St.
Terminal 3-4485
SEATTLE... 3333 Western Ave.
Main 2-6326

LOG-A-RHYTHM:

St. Patrick's Parade

By Roy Fleischer

I'll be marching up Fifth Avenue
On fine St. Patrick's Day
A great day for the Irish
And I'm Irish—USA!

I'll have the green of shamrock
And emeralds in my eyes
As I time the bagpipe music
With haughty Irish strides.

I shall be the pride of Erin
And my country USA
That loves the Irish, each and all
In this grandest of parades

Letters to the Log... ARE WELCOME!



SHIPBOARD SKETCHES

by Ben Graham



"I was worried there for a minute... I thought I lost my OT sheets."

Del Sudder



Debra Ann Lao, 4, daughter of Seafarer Louis D. Lao, poses with a miniature cabinet built by her father when he was recuperating from illness. He is currently on the Del Sud.

Locksley Host To 120 At Party

One-hundred and twenty people enjoyed a Christmas Party aboard the Robin Locksley last Dec. 16 off Capetown, in a feast that featured 14 different gourmet specialties from olives and pickles to minced meat pie and plum pudding.

A representative of the company sent a letter stating that numerous guests had asked them to compliment the members of the crew who had put such a lot of hard work into the preparation of the food and the general decoration of the vessel.

"The buffet supper," the letter said, "was particularly enjoyed and the general opinion was that such an attractive meal was far above what could normally be ex-

pected on a cargo vessel, and was undoubtedly due to the hard work put in by the steward and his staff, who deserve every compliment we received."

The menu included: olives and pickles, a ham "show-piece," sliced ham and turkey, a turkey "show-piece," sliced meats, roast chicken, roast beef show-piece (center), fish, salmon show-piece, salad, mixed nuts, coffee and tea, minced meat pie, and plum pudding. The food was displayed on a table three feet wide and twenty-three feet long, set up between life boat number one and the smokestack.

LIFEBOAT 1

BUFFET TABLE
23 FT. LONG



X COOK
SMOKE
STACK

LIFEBOAT 2

Diagram shows deck of Robin Locksley as it was laid out for gala Christmas party in which 120 people were fed.

ARIZPA (Waterman), Jan. 31—Chairman, Van Parker; Secretary, Peter Van Wygerden. More American coffee should be put aboard ship so that European coffee will not have to be consumed. Vote of thanks to the galley. The crew would like to have at least one LOG for each department instead of two copies.

STEEL ARCHITECT (Isthmian), Jan. 9—Chairman, V. Suska; Secretary, J. Patterson. Ralph Tindell elected ship's delegate. Suggestion was made to keep books and magazines aboard ship. Keep the washing machine in good repair.

SANTORE (Marven), Feb. 6—Chairman, W. J. Smith; Secretary, Ralph F. Tyree. Saw captain about separate watch forecastles. \$2.88 in ship's

effort be made to feed the men going on watch first. One table in either mess hall to be broken down after meals so that space be made available for recreation.

BRADFORD ISLAND (Cities Service), Feb. 1—Chairman, Reid; Secretary, Carpenter. No beefs. Payoff in Tampa. Arrangements being made to spray all fo'c'sles in order to get rid of roaches. New mattresses ordered. Feb. 20—Chairman, Morris; Secretary, W. R. Morgan. One man missed ship in Lake Charles. All watertight doors have been repaired. Ship paid off in Tampa without patrolman. Vote of thanks to the steward department.

HELEN (Cargo & Tankship), Jan. 27—Chairman, Bill Deran; Secretary, Albert Espenada. Lack of food supplied by port steward in NY and New Orleans brought to the attention of Ted Babkowski in Seattle. Results promised. Request will be made to Bill Hall for clarification of work rules during the time that vessel is loading grain for Japan. \$17.50 in fund. Food supplies will be replenished in Japan.

HURRICANE (Waterman), Feb. 12—Chairman, C. V. Majette; Secretary, T. F. Greaney. No beefs. Everything running smoothly. Milk situation to be checked in Southampton. A vote of thanks to the steward department. One member hospitalized in Southampton. It is requested that there be less noise in passageways at night.

ALAMAR (Calmar), Feb. 14—Chairman, T. E. Yablensky; Secretary, G. E. Bellenoth. Only two cartons of cigarettes allowed on arrival in Long Beach, Calif. No beefs. New ship's delegate elected. It is requested that crew please remove dry laundry from lines when dry.

HILTON (Bull), Feb. 13—Chairman, D. L. Bordeaux; Secretary, V. Douglas. Ship's delegate resigned and a new delegate was elected. Ship just out of lay-up. Everything running smoothly so far. No beefs.

OCEAN ALICE (Sea Liberties), Jan. 31—Chairman, W. Petersen; Secretary, E. Andersen. It was suggested that OS and wipers keep laundry room in order and the BR to clean recreation room. All cups to be placed in sink and not in rooms. Vote of thanks to steward department. Great improvement in food over last trip.

ALCOA RANGER (Alcoa), Feb. 7—Chairman, John A. Smith; Secretary, Cecil B. Wiggins. Ship's delegate elected. Stevedores' toilet to be repaired or locked and stevedores are to be kept out of inside by mate on watch. It is asked that coffee be hot and fresh at meal time.

ORION COMET (Orion), Jan. 9—Chairman, J. Surles; Secretary, C. J. Just. No communications from headquarters pertaining to draws requested on OT. Received \$2 from ship's delegate for the fund. Delegate resigned and a new ship's delegate was elected. Crew requests that ship's delegate pick up mail upon arrival.

MADAKET (Waterman), Jan. 30—Chairman, Peter Blanchard; Secretary, Charles Ellzey. Everything running smoothly. No beefs so far. \$4.50 in ship's fund. Steward and his gang trying to make everyone happy. Chow is satisfactory to all.

GULFWATER (Metro Petroleum), Feb. 9—Chairman, A. S. Sargent; Secretary, N. G. Treddin. The crew is reminded to make less noise in passageways; return cups to pantry; and to be sober at payoff. The men returning from shore leave are asked to stop giving the gangway watch a hard time. Repair list to be made up. It is requested that stores aboard have sufficient stock for long trip to India. Another meeting with patrolman is requested before paying off.

STEEL DIRECTOR (Isthmian), Feb. 7—Chairman, Frank A. Timmons; Secretary, Charles Stambul. No beefs; some disputed OT. Repair list turned in. \$28.06 in ship's fund. It was requested that the SIU Welfare Dept. consider making available to the membership a laminated Identification Card. A motion was made to donate ship's fund to the American Merchant Marine Library Association. A vote of thanks was given to the steward dept. for a job well done. A suggestion was made that a 2 hour minimum on any call out for the crew after 5 PM weekdays or before 8 AM, and a 4 hour minimum for Sat., Sun. and holidays, for the complete crew. Suggest SIU Safety Committee check into deck cargo lashings and catwalks and deck cargo ladders.

Digest Of SIU Ship Meetings

fund. Repair list to be turned in to ship's delegate 72 hours before arrival in port.

Jan. 16—Chairman, J. Michael; Secretary, R. F. Tyree. No beefs. More applesauce and more cups requested. Loud, vulgar talk should be discontinued in the messroom. The pantry to be kept clean. The crew asks that coffee be made early before meals.

EMILIA (Bull), Feb. 14—Chairman, J. Hanners; Secretary, C. Welch. C. Madsen elected ship's treasurer. \$5.75 in ship's fund. No beefs. Some disputed OT. Crew is dissatisfied with SIU Food Plan. Meats, etc., not up to standard. Steward not getting what he orders. Two padlocks have been broken and silverware is being stolen. It is requested that the messhall be kept clean.

SANTA VENETIA (Elam), Feb. 13—Chairman, J. Purcell; Secretary, R. Guerin. Most repairs have been completed. Various beefs to be referred to patrolman, such as rusty water, etc. A motion was made to ask patrolman to request new linen and cots from company. A vote of thanks to the steward and his department for the excellent menu food and service. It is requested that there be less noise in the passageways at night.

ROVER (Rover), Feb. 14—Chairman, C. Horton; Secretary, W. L. Compton. All repairs have been made except to the washing machine ringer. No beefs. Some disputed OT.

FAIRPORT (Waterman), Feb. 7—Chairman, Terry J. White; Secretary, E. M. Watts. John Castronover, ship's delegate, wished to be relieved of his position. He was given a vote of thanks for a job well done. It is suggested that the ship's delegate assume the responsibility of the fund because he is the one that has use for the ship's fund. Ship repairs should be listed as the voyage goes along and not at the end. Vote of thanks was given to the steward department.

CITY OF ALMA (Waterman), Feb. 14—Chairman, Mason Nunn; Secretary, Jose Ramos. Attached letter to be publicized in the LOG. All crew in favor. An iron to be purchased for the crew. No beefs.

YOUNG AMERICA (Waterman), Feb. 14—Chairman, Robert Hunt; Secretary, W. Champlin. Ship running smoothly. There is no ship's fund but one will be raised. Treasurer proposed voluntary contributions on the next draw.

ROYAL OAK (Cities Service), Feb. 18—Chairman, J. Parker; Secretary, C. Burns. No beefs. One man getting off. Repairs to porthole in deck department fo'c'sle.

STEEL VOYAGER (Isthmian), Feb. 12—Chairman, C. E. Martin; Secretary, J. T. Siney. Balance in ship's fund is \$15. Delayed sailing disputed in two instances. Motion was made and passed to have shipboard meetings both leaving and returning to the States. It was suggested that special

FROM THE SHIPS AT SEA

Santore
On the Santore, reports meeting secretary R. F. Tyree, there was a beef about applesauce. An applesauce enthusiast felt that more was required and requested such.

Arizpa
Peter Van Wygerden, meeting secretary on the Arizpa notes that the men want American coffee instead of European. It's senseless to have espresso on a slow boat to Panama City, and the men want the familiar American-style coffee they are used to drinking.

Orion Star
The chief engineer is causing trouble on the Orion Star according to a report received from the vessel. He seems to have bucko tendencies... no time for delegates, like in the good old days, and similar shenanigans.

Mount Evans
Lovers of Italy on the Mount Evans are disappointed, notes Guy Gage, the meeting secretary, because it looks like the ship will bypass the Italian ports on this trip. On the last one it stopped at Genoa and the men had a wonderful time. Where else can you find pizza's just like you find around the Union headquarters in Brooklyn?

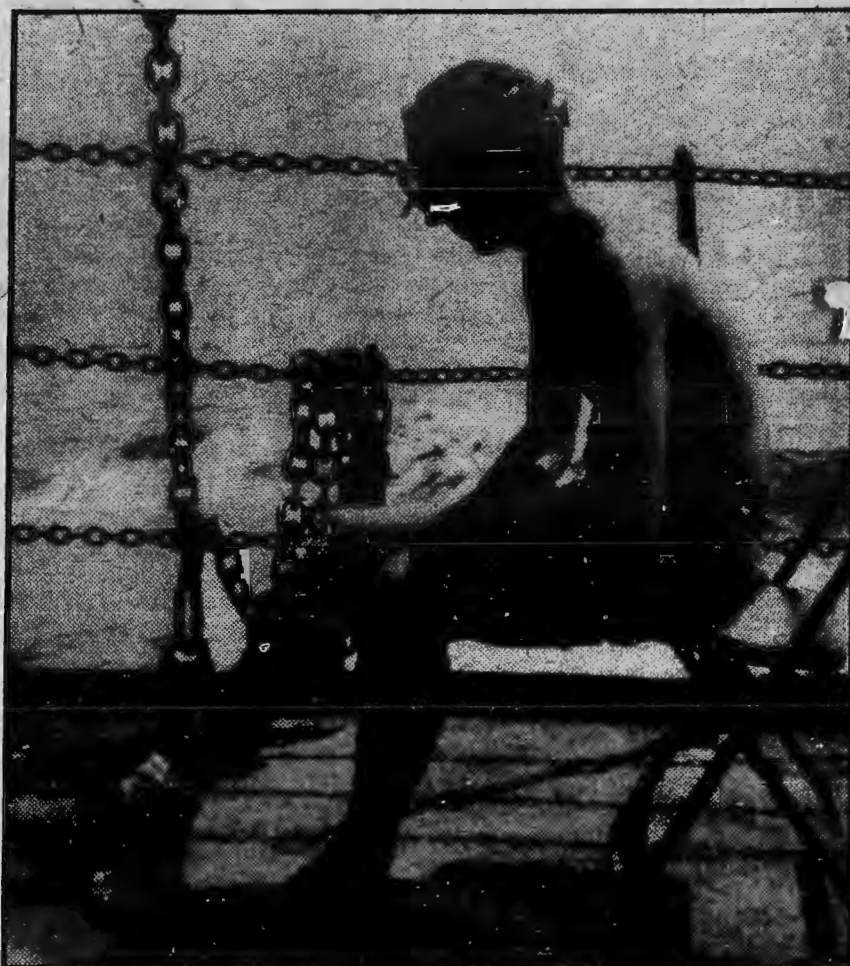
Steel Maker
Brother McLellan donated a shoe-shining tree to the crew of the Steel Maker, notes meeting secretary L. Reinchuck. From now on the boys should be Beau-Brumels and the dapper-dan Seafarers will undoubtedly be the rage of Yokohama when they get there.

Helen
From the Helen comes a report from Seafarers Pete, Nick, W. K. Kelly and Charlie Oglesby that the little pup found on the road at Geismar, La., is now a full grown girl who answers to the name Lassie.

The plastic agitator on the Penn Vanguard's washing machine has been letting the men down and metal ones have been requested so that the clothes get a proper thrashing and all the dirt taken out of them.



Eager Beaver On The SS Steel Age



Seafarer J. F. Beaver, OS on the Steel Age, sits down on the job as he operates a chipping hammer with his educated toes. The heat, 100 degrees in the shade, induced the position.



In the middle of a Suez Canal run are Seafarers R. L. Anderson, AB, and J. F. Beaver (with bandanna around head), OS. Both men were on the Steel Age.



PERSONALS AND NOTICES

William Salter
Contact your wife as soon as you can.

✠ ✠ ✠
Anthony Czezemski
Cecilia (Babe) Kurek and Thomas Fahey being married April 27, 1960, at 11:00 AM Holy Angels Church, Buffalo, NY. Hope to see you.

✠ ✠ ✠
Easen Johnson
Contact your brother. Regret to inform you your older brother passed away. Call LA 8-7740 and reverse charges, or write Clarence Johnson, 115-58 220 street, Cambria Heights, Long Island, NY.

✠ ✠ ✠
Joseph Martus
Write to Richard Jones, 12 Trinity Lane, Blackwood, NJ.

✠ ✠ ✠
J. Klepadlo
Please return book and notes borrowed from J. Cook. He can be reached c/o SS Ocean Evelyn.



Send 'em to the
LOG

Income Tax Refunds
Refunds are being held for: Ernest C. Anderson, Claude D. Berry, Donald L. Christensen, Arthur L. Craig Jr., John J. Doyle, Fong Yao King, Raymond Miller, Pablo Ojeda, and Bernardo Tombocon. Get in touch with Jack Lynch, Room 201, 450 Harrison St., San Francisco to get them.

✠ ✠ ✠
Seafarer Johanson
(ex-steward Wang Knight, 1959)
Contact Paul V. Barbes, 3426 E. Flowers Ave., Tucson, Arizona. He wants to know about his two suitcases.

✠ ✠ ✠
Stanley Sawicki
Get in touch with Mrs. Veronica Lyons, 536 Hudson Avenue, Rochester 5, NY.

✠ ✠ ✠
Room for Work
A pensioner is wanted, willing to do light superintendent's work in two small houses in Queens, Astoria in exchange for a nice room. Contact George L. Pitour, 31-49 36th Street, LIC 6, NY.

✠ ✠ ✠
John H. Murray
This is third notice. Important you contact your son, c/o Gerner. Same address as previously.

✠ ✠ ✠
Pat Murphy
ex Grace Line
Contact Jean Moods, Riverside Post Office, Box 35141, Miami, Florida.

Correction On Reefer Wages

In the text of the dry cargo wage scales in the last two issues of the SEAFARERS LOG, the scales for reefer engineer, when three are carried, were transposed from the passenger ship agreement.

The correct scales for this rating on a dry cargo freightship are as follows:

Reefer engineer (when three carried):
Chief 507.04
1st Assistant 450.98
2nd Assistant 409.81
Passenger ship reefer engineers, when three are carried, earn 548.95, 489.79 and 480.66 respectively.

Vessel Blows Up; Castro Blames US

HAVANA—A French cargo ship laden with munitions for Cuban premier Fidel Castro's army blew up with a series of explosions that took the lives of more than 75 persons, injured 100 others and resulted in the detention of an American citizen.

The explosion started in the Havana Bay area, not one mile from the spot where the US battleship Maine was blown up in 1898 with a loss of 266 lives.

Firemen and policemen suffered the greatest amount of fatalities

and injuries as the second explosion, the greatest of the series, caught the firefighters and police trying to put out the flames that surrounded the French freighter La Coubre. Castro immediately charged the US was linked to the suspected sabotage that caused the explosions. American citizen Donald Chapman, of North Bend, Neb., a passenger aboard the La Coubre was held by Cuban authorities as a possible saboteur. Chapman was later released as having no connection with the havoc that was spread over the harbor but, the charges of US sabotage have not been dropped.

Speaking at the mass funeral services for 27 of the dead, Castro claimed that the crewmembers aboard the burned-out vessel were experienced in handling the unloading of munitions and could not have started the chain reaction that rocked the Cuban capitol.

The new charges of sabotage are added to the growing list of such Castro complaints that have accused the US of responsibility for incendiary bombings of sugar cane fields.

FINAL DISPATCH

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan:

Frank Rossi, 61: Brother Rossi, formerly of Brooklyn, NY, passed away of natural causes on February 4, while a patient at the USPHS hospital, Staten Island, NY. He had no known survivors. Place of burial is not known.



Arthur R. King, 50: Brother King was stricken by a coronary ailment on January 31. An SIU member since January 1942, Brother King had sailed in the deck department. He leaves no known survivors. Burial was at the Greenwood Cemetery, Brooklyn.



SIU BABY ARRIVALS



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

Elizabeth H. Atchison, born February 9, 1960, to Seafarer and Mrs. Joe N. Atchison, Houston, Texas.

Susan Berner, born February 5, 1960, to Seafarer and Mrs. Herbert C. Berner, Moorestown, NJ.

David Chermesino, born February 6, 1960, to Seafarer and Mrs. John Chermesino, Boston, Mass.

Catherine Denise Gradick, born February 26, 1960, to Seafarer and Mrs. William H. Gradick, Mobile, Ala.

David Wayne Cress, born December 27, 1959, to Seafarer and Mrs. Carl L. Kress, Baltimore, Md.

Henry Oliver Thompson, born December 27, 1959, to Seafarer and Mrs. Kasper R. Thompson, Savannah, Ga.

John Doyle Wilkins, born February 19, 1960, to Seafarer and Mrs. Thomas F. Wilkins, Mobile, Ala.

Michael Grochowski Jr., 57: Brother Grochowski died of a heart ailment at his home in Philadelphia on February 9. Grochowski who is survived by a brother, Anthony, also of Philadelphia, had sailed in the steward department. He joined the SIU in May 1948. Burial was in Saint Masimir Cemetery, Freeland, Pa.



Jan Engelhardt, 66: Brother Engelhardt, formerly of New Orleans, La., died of cirrhosis at the USPHS Hospital in New Orleans. Brother Engelhardt has sailed SIU with the deck department since May, 1940. Interment was in the Gordon Memones Cemetery, Jefferson, Louisiana. He left no known survivors.



Henry W. Porter, 61: Death came to Brother Porter as a result of heart disease while a patient at a Baltimore hospital on February 8. He is survived by his daughter, Jean E. Porter of Newton Center, Mass. Brother Porter had sailed in the steward department since July, 1948. Interment was in the Mt. Feske Cemetery, Massachusetts.



Zachariah G. Williams, 75: Brother Williams died of a hypertensive heart disease at the Boston City Hospital on February 4. Brother Williams is survived by his widow, Frances Williams of Roxbury, Mass. Born in the British West Indies, he had sailed in the steward department since 1939. Interment was at Roxbury, Mass.



US Issues 1960 Ballot Applications

Seafarers and other crewmembers on deep-sea ships will be able to exercise their voting privileges in the forthcoming elections by taking advantage of the absentee voting laws enacted for members of the merchant marine, the military, and others who cannot be in their home state to comply with regular voting procedures.

Election information materials, including official election balloting postcards, which are applications for absentee ballots, are being made available to Seafarers in the Maritime Administration at the offices of shipping commissioners, steamship owners, maritime unions and seamen's institutes. Cards are available at the LOG office in Union headquarters.

The cards are to be sent to local voting officials for the ballots and voting information by each Seafarer. The Maritime Administration has also listed instructions for obtaining and voting the state absentee ballot by members of the merchant marine.

It is important to fill the post card out completely, on both sides, and to sign it with your full name. The card should be mailed to the appropriate county, city or other election official, as shown in the Voting Information Pamphlets, which are to be posted in offices and places accessible to Seafarers.

If a Seafarer does not have an official election balloting card, he can obtain his absentee ballot by writing a letter to the appropriate local official, as listed in the Voting Information Pamphlet.

In the case of Seafarers, the necessary oaths may be sworn before masters, first officers, chief engineers and pursers of vessels documented under the American flag.

EVERY
SUNDAY | DIRECT VOICE
| BROADCAST

TO SHIPS IN ATLANTIC EUROPEAN
AND SOUTH AMERICAN WATERS

"THE VOICE OF THE MTD"

EVERY SUNDAY, 1620 GMT (11:20 EST Sunday)

WFK-89, 19850 KCs Ships in Caribbean, East Coast of South America, South Atlantic and East Coast of United States.

WFL-65, 15850 KCs Ships in Gulf of Mexico, Caribbean, West Coast of South America, West Coast of Mexico and US East Coast.

WFK-95, 15700 KCs Ships in Mediterranean area, North Atlantic, European and US East Coast.

Meanwhile, MTD 'Round-The-World
Wireless Broadcasts Continue . . .

Every Sunday, 1915 GMT
(2:15 PM EST Sunday)
WCO-13020 KCs
Europe and North America

WCO-16908.8 KCs
East Coast South America

WCO-22407 KCs
West Coast South America

Every Monday, 0315 GMT
(10:15 PM EST Sunday)

WMM 25-15607 KCs
Australia

WMM 81-11037.5
Northwest Pacific

MARITIME TRADES DEPARTMENT

US Ships Quitting Seaway After 1959 Red Ink Bath

American ship operators are taking a dim view of servicing the St. Lawrence Seaway shipping route as a result of accidents and costly delays in the Seaway last year. Of three SIU-contracted companies deep-sea companies which tried the run last summer, one is dropping out entirely and the other two are planning a minimum service. Two other American-flag operators, Grace Line and American Export, reported they had suffered heavy losses last summer and were considering cutting down their operation. Grace is subsidized for the Seaway service.

The cutbacks come at a time when the Maritime Administration is trying to promote Seaway trade on American-flag ships.

High accident rates, slow turn-arounds, delays in the locks, manning shortages on the locks and lack of proper equipment and installations have all been cited by American-flag companies in complaints to Seaway authorities.

Ship operators were also hurt when the railroads put into effect a number of substantial rate cuts in order to keep cargo moving via rail to the Atlantic Coast ports.

More than \$12.5 million in claims covering 300 accidents on the Seaway were due to the lack of proper salvage equipment. Repair bills also ran unusually high. In

some cases, the operators had to call for proper equipment at their home ports on the East Coast causing extensive delays that cost high in delivery dollars.

Stepped-up foreign-flag competition has added to the woes already left by operational difficulties, delays, damages incurred on the Seaway and the railway lines.

At least ten prominent foreign-flag lines are actively engaged in the Lakes trade.

Official word from the SIU-contracted Alcoa Steamship Company which dabbled in the Seaway trade last year, shows that firm to have no Seaway plans at all for 1960.

Another SIU-contracted firm, Victory Carriers, has indicated that its plans for the new season are still tentative and would include at the very most, a maximum of three ships.

Another SIU-contracted company, the Waterman Steamship Corporation is planning to be among the first to open the Seaway season but does not plan to extend their service beyond one ship a month. Waterman had applied for a Seaway subsidy, which application is still pending.

Only hurried expansion of the Seaway facilities will head off the downward trend of US-flag ships in and out of the Great Lakes to the deep-sea routes.

As reported in the last issue of the LOG, the staggering number of 1959 accidents and ship casualties on the Seaway has caused both US and Canadian officials to set a number of safety operations into motion. There is every indication that port and service facilities necessary for handling the increased volume of shipping sought for the Great Lakes will be greatly expanded.

As Dry As You Can Get



It took talent to get the Monica Smith this far up on the beach near Provincetown, Mass. Ship ran aground on high tide and when tide receded, crew could have painted her prop. She was later pulled back into water.

Houston Still Ship-Happy

HOUSTON—Shipping has been pretty good during the last period, and with a couple of ships definitely scheduled in for payoffs and more expected, things should be pretty good during the next two weeks.

During the last period five ships paid off, five ships signed-on and there were 29 ships serviced in transit. The breakdown is as follows:

Paying off were: Alice Brown (Bloomfield); Penn Voyager, Penn. Transporter, Penn. Trader (Penn.); The Cabins (Texas City); and Iberville (Waterman).

Signing on were: Penn. Transporter, Penn. Voyager (Penn.); Del Sol (Delta); John "C" (Atlantic) and Steel Fabricator (Isthmian).

The following ships were in transit: Cantigny, Chiawa, CS Miami, Fort Hoskins, CS Baltimore, Bradford Island (Cities Service); Gulfwater, Atlantis (Metro); Michael (Carras); Bienville, Beauregard (Pan Atlantic); Pacificus (Orion) Seatrain Louisiana, Seatrain New Jersey, Seatrain Texas (Seatrain); Steel Seafarer, Steel Designer, Steel Director, Steel Fabricator (Isthmian); Debardeban Marine I (Coyle); Morning Light, Hurricane, Chickasaw (Waterman); Del Alba, Del Aires (Delta); Bethtex (Ore.); Asan Marino (Peninsula, Liberty); Robin Trent (Robin); Elemir (Ocean Petroleum).

Tell it to the LOG



SCHEDULE OF SIU MEETINGS

SIU membership meetings are held regularly every two weeks on Wednesday nights at 7 PM in all SIU ports. All Seafarers are expected to attend; those who wish to be excused should request permission by telegram (be sure to include registration number). The next SIU meetings will be:

March 16
March 30
April 13

Press Hunt For Sunken Gulf Plane

NEW ORLEANS—Investigators have come up with a new device in their attempts to solve the mystery behind the Miami-bound National Airlines plane that crashed last November 16, killing 42 persons aboard, including Seafarer David W. Lietz.

The device is a robot TV apparatus that feeds television pictures of the bottom of the ocean, to a minesweeper above it. It is looking for some clue that might shed light on the crash.

Named "Mermut" (mobile electronic robot manipulator and underwater television) it is an open, cage-like device with cameras inside, guided by rudders. The device was tested for several weeks at Fort Lauderdale, Fla., before being put into use.

Brother Lietz, 33, was a member of the SIU since 1951, and was believed on his way home to Tampa when the crash occurred. The crash attracted a great deal of notoriety when it was discovered that one of the passengers listed on the plane's manifest, Robert V. Spears, was still alive. A passenger who had pretended to be Spears, but who was named William A. Taylor, was actually killed in the crash.

The question of bomb sabotage was raised, but until the wreckage of the plane is discovered, nothing can be proved. Spears was found later hiding out in the Arizona desert and is currently being questioned by the FBI in connection with the crash and some dynamite Spears had purchased at the time.

Canada Sells Runaway Vessel

HALIFAX, NS—The sale of the "orphaned" runaway vessel Georgios A. was completed here, March 1. The Panamanian freighter sold for \$159,000 in a short but spirited sheriff's auction to settle creditors' claims.

The auction was the climax of a long series of legal maneuvers by the SIU Canadian District to aid the abandoned Greek crew which was left adrift after the ship's owners deserted, leaving a mountain of unpaid bills estimated at \$800,000.

Among the unpaid bills to receive first attention will be the back wages of the crew.

The purchase figure will more than satisfy the claims placed by

the crew against the vessel, sister-ship of the Theodoros A. that was similarly abandoned last November in Detroit. Attorneys for the claimants, both the Greek crew and those representing other creditors of unpaid bills, have not been able to find the whereabouts of any of the owners.

The all-Greek crew was stranded after the ship ran aground off Cape Breton Island four months ago. The plight of the crewmem-

bers was brought to the attention of the SIU Canadian District. The Canadian SIU provided immediate legal assistance, food and cigarettes, and other personal needs. The union kept watch over the situation all during the unloading process and ultimate sale.

Purchase of the Georgios A. was made by A. Sonnenschein, of New York, who has not identified his connections but has listed his interests to be of Panamanian origin.

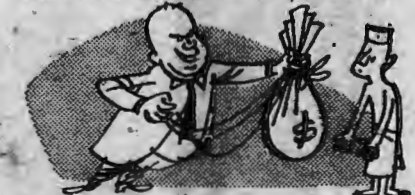
on
the
ball

NEWS HEADLINES IN REVIEW

EISENHOWER'S SOUTH AMERICAN TOUR GREAT SUCCESS—STRENGTHEN TIE BETWEEN AMERICAS—STRESSES U.S. AID TO UNDER-PRIVILEGED COUNTRIES.



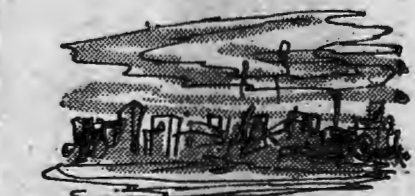
GERMANY STIRS WORLD CRITICISM FOR TRYING TO SET UP ARMS DEPOTS IN SPAIN—EUROPEAN COUNTRIES FEAR RESURGENCE OF MILITARISM.



KHRUSHCHEV ENDS TOUR OF SOUTHEAST ASIA; RUSSIA TO LEND \$200,000,000 TO INDONESIA.



PRINCESS MARGARET OF GREAT BRITAIN TO MARRY COURT PHOTOGRAPHER AFTER SECRET COURTSHIP OF TWO YEARS; BOTH ARE 29 YEARS OLD.



EARTHQUAKES, TIDAL WAVE AND FIRE KILL AN ESTIMATED 5,000 IN MOROCCAN PORT AND RESORT CITY OF AGADIR.



SMALL GROUP OF SOUTHERN SENATORS, 16 IN ALL, STARTS FILIBUSTER TO BLOCK CIVIL RIGHTS BILLS. NEGRO VOTING RIGHTS AND OTHER ITEMS AT STAKE.



VENERABLE OXFORD UNIVERSITY LIFTS LATIN LANGUAGE REQUIREMENT FOR ENTERING SCHOLARS. CAMBRIDGE EXPECTED TO FOLLOW SHORTLY.

TEXT OF PROPOSED SIU



CONSTITUTION

For SIU Atlantic and Gulf District

To be voted on in secret referendum ballot by the membership, March 31 April 29, 1960. (Voting dates subject to approval by membership in all ports at March 16 membership meetings.)

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....., 1960)

PREAMBLE

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

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

We declare that American seamen are entitled to receive their employment without interference of crimps, shipowners, sink 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.

I

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

II

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

III

No member shall be deprived of his membership without due

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

IV

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

V

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

VI

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

VII

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

CONSTITUTION

Article I

Name and General Powers

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

Article II

Affiliation

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

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

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

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

Article III

Membership

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Article IV

Reinstatement

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

Article V

Dues and Initiation Fee

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

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

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

Article VI

Retirement from Membership

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

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

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

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

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

Article VII System of Organization

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

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

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

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

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

Article VIII Officers, Headquarters Representatives, Port Agents and Patrolmen

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

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

Article IX Other Elective Jobs

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

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

B. Committee members of:

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

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

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

Section 1. The President.

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

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

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

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

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

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

At the regular meeting in July of every election year, the President shall submit to the membership a pre-balloting 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 Organizations and Publications. The Executive Board shall determine per capita tax to be levied and other terms and conditions of affiliation for any group of workers desiring affiliation. The Executive Board may direct the administration of all Union affairs, properties, policies and personnel in any and all areas not otherwise specifically provided for in this Constitution. Notwithstanding the foregoing, the Executive Board may act without holding a formal meeting provided all members of the Board are sent notice of the proposed action or actions and the decision thereon is reduced to writing and signed by a majority of the Executive Board.

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

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

Section 13. Delegates.

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

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

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

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

Section 14. Committees.

(a) Trial Committees.

The Trial Committee shall conduct the trials of a person charged

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

(b) Appeals Committee.

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

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

(c) Quarterly Financial Committee.

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

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

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

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

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

(d) Strike Committee.

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

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

Article XI

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

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

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

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

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

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

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

Article XII

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

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

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

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

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

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

(d) He is a citizen of the United States of America; and
(e) He is not disqualified by law.

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

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

Article XIII

Elections for Officers, Headquarters Representatives, Port Agents and Patrolmen

Section 1. Nominations.

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

- (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 designated pursuant to Section 1(b) of this Article. A disqualified applicant shall have the right to take an appeal to the membership from the decision of the committee. He shall forward copies of such appeal to each port, where the appeal shall be presented and voted upon at a regular meeting no later than the second meeting after the committee's election. It is the responsibility of the applicant to insure timely delivery of his appeal. In any event, without

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

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

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

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

Section 3. Balloting Procedures.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Article XIV Other Elections

Section 1. Trial Committee.

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

Section 2. Appeals Committee.

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

Section 3. Delegates.

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

Article XV Trials and Appeals

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

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

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

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

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

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

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

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

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

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

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

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

Section 9. After the vote set forth in Section 8, any punishment so decided upon shall become effective. 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:

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

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

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

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

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

- (e) The Appeals Committee may recommend lesser punishment.

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

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

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

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

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

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

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

Article XVI Offenses and Penalties

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

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

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

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

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

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

- (a) Wilfully misappropriating or misusing Union property of the value under \$50.00;
- (b) Assuming any office or job, whether elective or not with knowledge of the lack of possession of the qualifications required therefor;

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

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

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

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

Section 5. Any member who has committed an offense penalized by no more than a fine of \$50.00 may elect to waive his rights under this Constitution subject to the provisions of Article XV, Section 20 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 this Constitution; (b) the terms of such affiliation; (c) the right of the Union to preemptory termination of such affiliation and, (d) the fees required for such affiliation. In no event may anyone not a member receive evidence of affiliation equivalent to that of members, receive priority or rights over members, or be termed a member.

Article XXII Quorums

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

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

Section 3. Unless otherwise specifically set forth herein, the decisions, reports, recommendations, or other functions, of any

segment of the Union requiring a quorum to act officially, shall be a majority of those voting, and shall not be official or effective unless the quorum requirements are met.

Section 4. Unless otherwise indicated herein, where the requirements for a quorum are not specifically set forth, a quorum shall be deemed to be a majority of those composing the applicable segment of the Union.

Article XXIII Meetings

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

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

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

In the event a quorum is not present at 2:30 P.M. the chairman of the meeting at the pertinent port shall postpone the opening of the meeting but in no event later than 3:00 P.M.

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

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

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

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

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

Article XXIV Definitions and Miscellaneous Provisions Relating Thereto

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

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

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

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

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

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

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

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

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

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

Section 11. The term "full book" or "full Union book" shall mean only an official certificate issued as evidence of Union membership which can be attained only by those members who have first acquired the highest seniority rating set forth in the standard collective bargaining agreement.

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

Article XXV Amendments

This Constitution shall be amended in the following manner:

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

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

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

Article XXVI Transition Clause

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

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

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

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

Section 5. All officers and other jobholders elected as a result of the balloting held by this Union during November and December of 1958, who are serving at the time of the adoption of this amended Constitution, shall continue to serve, without reduction in salary, in the office most closely related to the one held prior to that adoption, and for a term not to exceed that for which he was elected in the balloting held in 1958. For this purpose the following table sets out the new office and job, the present nearest equivalent in terms of functions presently performed, and the identity of the person occupying it. The adoption of this amended Constitution shall constitute ratification of this table.

New Title	Individual	Old Title
President	PAUL HALL	Secretary-Treasurer
Executive Vice-President	CAL TANNER	Assistant Secretary-Treasurer
Vice-President in charge of Contracts and Contract Enforcement	CLAUDE SIMMONS	Assistant Secretary-Treasurer
Vice-President in charge of the Atlantic Coast	EARL SHEPPARD	Assistant Secretary-Treasurer
Vice-President in charge of the Gulf Coast	LINDSEY WILLIAMS	Assistant Secretary-Treasurer
Vice-President in charge of the Lakes and Inland Waters	AL TANNER	Boston Port Agent and Administrative Director of Great Lakes District
Secretary-Treasurer	VACANCY	(To be filled by the President in accordance with Constitution)
Headquarters Representative	BILL HALL	Assistant Secretary-Treasurer
Headquarters Representative	ED MOONEY	Assistant Secretary-Treasurer
Headquarters Representative	JOE VOLPIAN	Assistant Secretary-Treasurer

Since no elected officer or jobholder currently performs the functions of the new office of Secretary-Treasurer, that office shall be filled by the President pursuant to Article X, Section 1(j) of this Constitution. From the date of the adoption of this Constitution, the officers, as above described, shall execute the powers and functions, and assume the responsibilities of the said offices as set forth in this Constitution.

EXHIBIT A

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

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

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

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

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

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

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

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

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

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

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

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

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

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

EVERY SEAFARER IS GUARANTEED

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