

ICC GRAB BLOCKED



Busted Beak. Coming into New York to top off a grain load, the SIU-manned Liberty ship Pacific Navigator ran into a dock and ripped her bow just above the waterline as shown above. She was taken into Todd's Erie Basin shipyard for repairs. Crew said mishap took place while ship was under tow.

Unions Help Check Move For Control Of Offshore Ships

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REPRINTED
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SIU CONSTITUTION



SEE SUPPLEMENT



Seamanship Award. Alcoa Pioneer crewmembers receive National Safety Council merit citation for rescuing five-man yacht crew last year. Group includes Alcoa Port Captain T. L. Proud; Captain S. T. Sorenson; I. W. Mullis, bosun; E. A. Yates, chief engineer; C. Williams, AB; CG Commander J. F. Kettles; W. Bramble, chief mate. (Story on Page 11.)

Medical Costs Biggest HCL Villain

While the nation's trade unions have been made the number one whipping boy in the fight against inflation, the monthly consumer price index issued by the Bureau of Labor Statistics presents a different picture. The index shows that medical care—the costs of doctors, hospitals, dentists, eyeglasses and various forms of hospital insurance—has gone up 4.5 percent since last year throughout the nation, compared to a three-tenths of one percent rise for all other items.

In New York City, the discrepancy is even more marked. Medical care has gone up seven percent in the year as against a figure of eight-tenths of one percent for the index as a whole.

SEAFARERS LOG SPECIAL REPORT

All this has happened at a time when the public is being told that wage increases won by trade unions are the chief danger to a healthy and growing economy. The fact is that medical care is the one segment of our economy which is the least affected by trade union activity.

On the contrary, hospital workers are notoriously underpaid and hospital jobs are considered the least desirable from the point of wages and benefits. In New York City, for example, workers at several large hospitals have recently concluded a strike of seven weeks' duration just to win themselves a \$1 hourly minimum. Yet of all the medical care items, the hospital charges have risen the fastest.

Here are some of the basic facts in the case:

- In the last ten years, the medical expense item of the consumer price index has gone up over 50 percent, the greatest increase of any item in the index. By contrast, the index as a whole has gone up 24 percent.

- Of the medical care items, the biggest increases have been in hospitalization insurance and in hospital room and board charges. Through March, 1959 (the last month for which a breakdown of individual items is available),

hospital room and board charges had more than doubled. In March they stood at 205.3 as compared to the 100 base figure of 1949, an increase of over 105 percent.

- Hospitalization insurance has gone up 53.0 percent as of March, 1959, and new increases are in the offing. In New York State, Blue Cross has just won approval for a 26.5 percent increase in its charges, the second increase in two years, totaling 48.8 percent over all.

- Drug prices, as anyone who has filled a prescription knows, are also sky-high. While they have not gone up as much as other items in the medical expense index, they started from a higher base initially. The US Government has charged leading drug manufacturers with price fixing on antibiotics—an illegal agreement in violation of the anti-trust laws.

- The president of the New Jersey Medical Society told a druggists' convention last week that drug prices are much too high and could be cut considerably if companies stopped mailing free samples to "some 200,000 physicians across the country" to promote their products.

Drug Firms Reap Profits

- The July issue of "Fortune," in its annual survey of the 500 leading industrial corporations, showed three drug companies among the top ten concerns which had the highest return for every dollar's worth sold.

In light of the above it appears a) there has been an unreasonable increase in the cost of medical care; b) any worker without the protection of some kind of group medical care plan would find it virtually impossible to meet the bills involved in any medical emergency.

The Seafarers Welfare Plan, which provides hospital-surgical coverage for Seafarers' families, recognized the trend to higher hospital charges by boosting its benefit rates early this year from \$10 to \$15 daily for hospital room and board and doubling its hospital extras allowance from \$200 to \$400 maximum. This could be done by the trustees of the Plan under the self-insured feature of the

SIU Welfare Plan. An insurance company contract would have required renegotiation of the insurance agreement.

Other workers, who purchase individual insurance, are not so fortunate. Either their insurance costs are being boosted considerably or else they find that the benefits provided fall far short of the actual expenses of medical and hospital care.

As the previously-cited president of the New Jersey Medical Society, Dr. H. Clyde Bowers, put it, "All of us realize that, without insurance coverage, today most of us could not afford to be sick. This inflationary condition is not due solely to the increase of physicians' fees, but more to the increased cost of hospitalization and drugs."

Why, when hospitals pay one of the lowest wages of almost any industry in the country (they even get internes for next to nothing) does the cost of hospital care go up so fast?

A major reason appears to be the very existence of hospitalization plans. Knowing that the plans will pay a certain minimum charge, the tendency of the hospitals has been to boost their charges over and above the benefits provided. The hospital plans then raise their benefits and rates accordingly and the merry chase is on.

Much the same thing has happened in the automobile insurance field. It is interesting to note that next to medical care, transportation costs have shown the second highest increase in the living cost index over the past ten years and of the transportation items, auto insurance is up 80 percent. In this insurance area too, labor union contracts have little bearing on the outcome.

It appears that Government officials, newspapers and magazines, who have campaigned against wage increases as being solely responsible for inflation, are somewhat wide of the mark. It appears too, that somebody in authority should take a good hard look at why medical care costs are reaching the point where Government will have to step in unless they are stabilized.

Planes Strafe SIU Vessel

MIAMI—Seafarers on the cement carrier Florida State were caught in the crossfire stirred by an attempted revolt in the Dominican Republic last week, but all escaped unhurt. The SIU-manned ship was strafed by planes and stopped by gunboats several times off the Dominican coast before returning here to nearby Port Everglades.

The latest incidents occurred a few hours before an alleged "invasion force" in two armed launches was stopped right on the coast by Dominican government forces. The "invaders" had reportedly been based in Cuba.

All reports indicate that the armed action against the Florida State took place between Cape Samana and Cape Francis Viejo, well outside the Caribbean nation's coastal waters. The State Department has asked the US Ambassador in Ciudad Trujillo to investigate.

Eyewitness accounts from SIU crewmembers offered most of the details of the attack. According to Curtis Ducote, engine delegate, he had been aft walking on deck

when "out of the blue sky two planes swooped down and started circling the ship. The second time around the ship, one opened up with his guns.

"I hollered at Joe Collins to come out on deck as it looked like maneuvers were going on. About that time, I saw the bosun and our messman, Joe Vilasis, run to go below and then they opened up again.

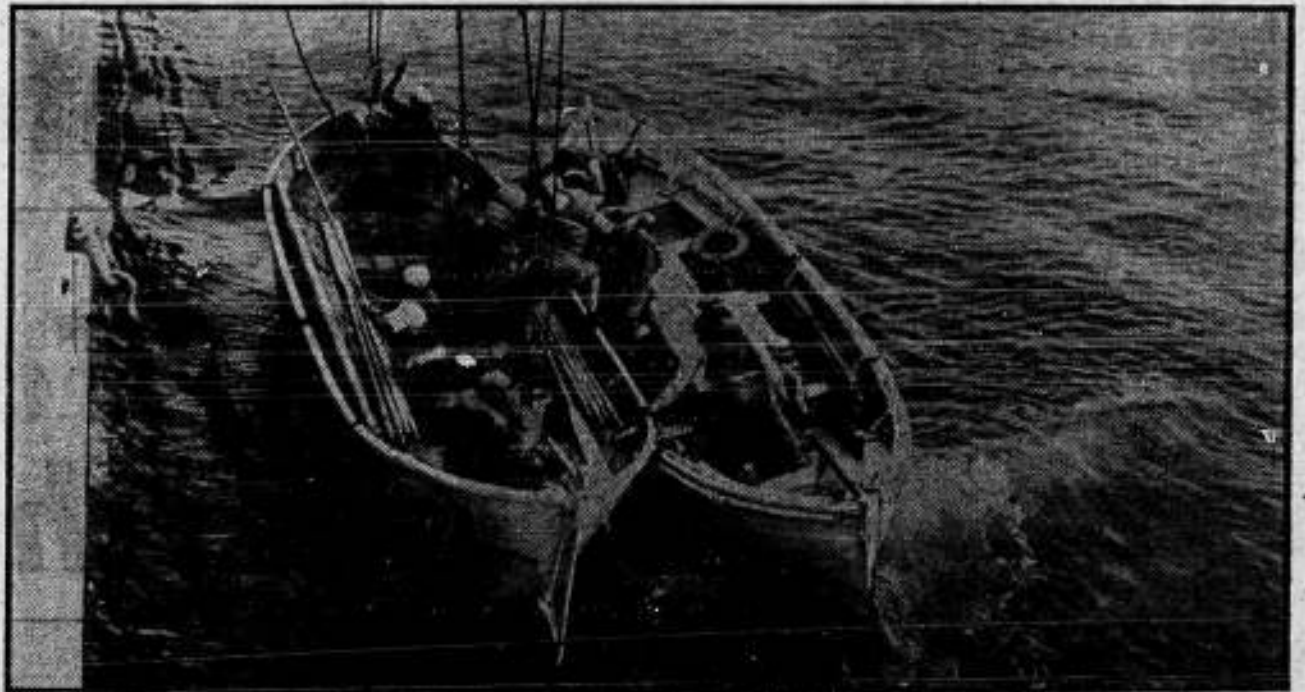
"I said 'hell, this looks like they mean business,' and I hauled my freight also for cover."

Ducote, in a statement joined in by A. A. Dominguez, ship's delegate, added: "Later we were stopped by a gunboat, number 107. The gunboat commander wanted to know if anyone was hurt but in the meantime he trained his guns on us. About 12:30 AM the following morning we were stopped again and held up for about one hour. Anyhow, we are thankful all turned out okay." It was reported later that each of the planes had fired four or five rounds that splashed into the water between 40 and 50 yards off the ship.

Seafarer Mason R. Scott, QM, said the gunboat which stopped the ship right after the planes appeared had fired a shot across the vessel's bow and then questioned Capt. O. E. Williams, the master, about its registry, destination, cargo and crew.

"Then he said, 'Okay, proceed,'" Scott reported. He added that the US flag was then brought out and "it stayed up after that." Crewmembers also said that the ship had been stopped by a gunboat on its outward run to Ponce, Puerto Rico. The Florida State runs on a nine-day schedule between Port Everglades and Ponce.

West Coast Ship Transfers Patient At Sea



Sailors Union crewmen on SS President Cleveland execute transfer of critically ill Coast Guard officer from weather ship Toney into liner's boat (left) so he can be brought aboard for treatment. Pictured (fore to aft) are SUP men H. Kumagai, F. DoRego, Charles Nolan and Mary Benavento, as chief mate Bill Kahili helps take patient out of the weather ship's launch.

Tanker Shortage Seen—In '62

TOKYO—Although there are nearly 450 tankers in idle status all over the world at the moment, the prospect for tanker owners is a very bright one, according to a study made by a Japanese firm. The Tokyo company estimates that in three years, tanker operators will be hard-pressed to meet the need and in four years they will be clogging the ways with new ship orders. Of course, this optimistic outlook doesn't apply to T-2s. In fact, it is expected that these ships will have been scrapped in large numbers by the time the palmy days roll around.

152 T-2s Short

According to the study, the world will need an estimated 4,713 tankers (figured in terms of T-2 units, not actual ships), but there will only be 4,561 T-2 equivalents in existence, meaning a bonanza for any tanker operator who can hold out long enough while his ships are now laid up perhaps by picking up an occasional charter for grain or other bulk cargo.

At the present time, the study figures the demand for tankers in T-2 units as 3,313 as against a supply of over 3,600. By 1962, despite the construction of over 700 T12 units (actually a smaller number of ships since vessels now built are in the 30,000-ton and up class) the

A brand new 40,000-ton tanker is up for grabs in Yokohama for anybody who has \$6,240,000 in cash lying around loose at home. The tanker was completed six months ago for a Greek operator under a COD contract but the prospective owners have refused to come across with the money.

If the Japanese sell the tanker to another buyer, then the \$624,000 deposit made by the Greek concern will be forfeit.

demand for ships will pretty well have caught up with the tonnage available.

'Frisco Seeks Ships In Vain

SAN FRANCISCO—There was little to report on the shipping scene out here during the past two weeks. It's been slow and there's no pick-up in sight.

What activity there was came in twos. The Jefferson City Victory (Victory Carriers) and the City of Alma (Waterman) paid off; the Jefferson City Victory and the Choctaw (Waterman) signed on; and the Choctaw and Losmar (Calmar) were in transit.

SEAFARERS LOG

July 3, 1959 Vol. XXI, No. 14



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Published bi-monthly at the headquarters
of the Seafarers International Union, At-
lantic & Gulf District, AFL-CIO, 475 Fourth
Avenue Brooklyn 32, N.Y. Tel. HYacinth
9-4600. Second class postage paid
at the Post Office in Brooklyn, N.Y., under
the Act of Aug. 24, 1912.





First SIU-A&G ship to go through the St. Lawrence Seaway, Waterman's SS Hurricane used this novel method of putting man ashore for taking lines on the dock. Seafarer "Cliff" Clifton, AB, is perched on bosun's chair ready to go over the side, assisted by B. Chew, AB. Narrow channels and lack of facilities require unusual method for docking vessels in many ports.

Waterman Asks Lakes' Subsidy

WASHINGTON—The SIU-contracted Waterman Steamship Company has become the first SIU deep-sea fleet to put in a bid for a subsidy on the Seaway. Waterman is asking for Government aid covering 16 to 24 voyages a year on the Lakes to Europe run.

The Waterman subsidy proposal comes on the heels of the Senate Appropriations Committee action in raising the number of subsidized voyages to be authorized to a ceiling of 2,600 a year. The previous ceiling of 2,010 voyages would not have allowed for any new subsidy applicants.

The additional bid by Waterman also reflects the decision of the Federal Maritime Board Counsel advising rejection of the company's East Coast-Europe subsidy application. Waterman also has subsidy applications on Gulf-to-Europe, Gulf-to-Far East and Pacific Coast-Far East.

Early in June, the Waterman freighter Hurricane became the first SIU deep-sea ship to go through the Seaway. The Hurricane is currently in the Lakes where she is picking up MSTs cargo headed for Europe.

A second SIU-manned ship, the Coeur d'Alene Victory, is going to head into the Lakes later this month on charter for States Marine Lines. The Coeur d'Alene will also carry MSTs cargo to La Pallice, France, after stopping in Kenosha, Wis., and Toledo, Ohio.

The Hurricane is making calls at Kenosha, Chicago and Detroit. Waterman's subsidy request is the fifth to be received thus far by the FMB for various Seaway runs. One other SIU-contracted company, T. J. McCarthy, which has been operating on the Lakes for a number of years, is well along

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.

in its bid to enter the offshore trade. McCarthy operates bulk carriers and also carferries on the Lakes and is manned by members of the SIU Great Lakes District.

Sea Dumps For 'A-Junk' Seen Safe

WASHINGTON — Low intensity radioactive wastes can be safely dumped within 118 miles offshore of all major Atlantic and Gulf ports, a panel of experts has concluded after a 1½-year study. Provided the dumpings are safely sealed, the committee found that they would constitute no danger of contaminating the water and fish.

Twenty-eight shallow areas, 10 in the Gulf and 18 along the Atlantic Coast, were found suitable for the dumpings.

At present, the Atomic Energy Commission has been dumping low intensity wastes 100-200 miles out at sea.

The panel was asked to study the problem because of the huge costs in hauling the drums 100-200 miles to sea. Comparisons of radiation counts between areas where drums were deposited and drum-free sites showed no differences.

One of the recommended areas is only two miles off the coast of Port Everglades in Florida. Another site is 10 miles off the coast of Providence, Rhode Island.

A number of Democratic Congressmen from Texas have vigorously condemned the findings. Texas Senator Ralph Yarborough expressed the views of most of the critics when he said, "There are a great many questions of safety which have not been suitably answered and, until they are, I not only oppose the addition of new dumping sites, I believe we should not pollute our Gulf waters at all."

ICC Offshore Ship Grab Sidetracked; Tax Curb Bill Gains

WASHINGTON.—The fight waged by maritime unions and steamship companies against Interstate Commerce Commission jurisdiction over the shipping industry scored its initial victory as the Senate Commerce Committee pigeonholed a move to turn over Alaska shipping to the ICC.

The bill, S1507, would have transferred the jurisdiction over steamship lines now serving Alaska from the Maritime Administration to the ICC on the grounds that the ICC already has control over domestic shipping operations. The bill arises out of the grant of statehood to Alaska.

SIU of NA President Paul Hall had testified against the bill on behalf of the US maritime unions and, in the process, detailed the

commerce Committee was one of several taken on measures relating to maritime. In another matter affecting working seamen, the committee favorably reported out to the full Senate a bill which would prohibit state and local withholding taxes on the wages of seamen.

The bill was prompted by the action of New York State and Massachusetts in attempting to enforce withholding tax procedures despite the existence of Federal law prohibiting any such withholding except Federal Income and Social Security taxes.

In reporting out the bill, the committee chairman, Senator Warren Magnuson (Dem.-Wash.), noted that shipowners and seamen would be faced with unbelievably costly and complex bookkeeping if many states followed the New York and Massachusetts examples.

New York had previously ruled that withholding should be done, but steamship companies have refused to do so in the main, believing it to be illegal.

The Commerce Committee's action in putting aside the Alaska

shipping bill has significance beyond the immediate Alaska situation. If the bill were to go through, the ICC would then be in a position to claim jurisdiction over shipping to Hawaii as well.

The union testimony against the ICC held that the agency was pro-railroad and anti-shiping and that while the unions did not always see eye-to-eye with the Maritime Administration on many issues, that agency was familiar with the problems faced by seamen and the shipping industry and offered full and complete hearings to the industry on regulatory matters.

The ICC, on the other hand, the unions said, had all too often denied such hearings to the industry and was loaded with former or future railroad personnel who have repeatedly shown bias against ships and seamen.

The action on the Alaska bill does not affect the basic situation in the domestic trades where the shipping industry is currently fighting rate-rigging by the railroads designed to destroy shipping

(Continued on page 8)

WASHINGTON—In an effort to overcome attempts by the Interstate Commerce Commission to gain control of regulation of water carriers to and from Alaska and Hawaii, the Federal Maritime Board has prepared a bill for transmission to Congress. Under this draft bill, a tripartite board would be set up, composed of members from the Maritime Board, the ICC and the Civil Aeronautics Board. Involved in the bill is the establishment of through routes and rates in which all forms of transportation would cooperate equitably.

The Federal Maritime Board will ask Congress to enact legislation to authorize and require the establishment of a system of joint boards to maintain coordination and cooperation in the national interest of the various forms of transportation.

Under the FMB draft bill, the joint board would have original jurisdiction in all disputes arising out of through routes and joint rates.

damage already done to domestic shipping in the last 20 years by the ICC and its allies in the railroad industry. The Maritime Administration and shipowners representatives had also opposed the transfer of authority.

The action by the Senate Com-

Panama OK After Huge Ship Jam

The Panama Canal is operating smoothly again after its biggest commercial traffic jam in history. Last week, there were sometimes as many as 27 ships backed up at the Canal, unable to get through. Canal officials now say the worst is over.

With some locks working around the clock, the congestion began to ease up, but there was little that could be done to satisfy the need for trained pilots. After working overtime for as many as four successive days, many of the pilots were literally exhausted.

Great Lakes District Wins Seniority, Job Security

DETROIT—An iron-clad program of job security and seniority protection for SIU Great Lakes seamen was hammered out by the Great Lakes District and representatives of 14 major Lakes operators last week. It will go into effect upon ratification by the SIU Great Lakes District membership.

Designed to meet the special seasonal circumstances of Lakes shipping, with most seamen sticking to the same company or ship each season because of the Lakes shutdown in the fall, the joint agreement guarantees full seniority within each company, including periods of lay-up, time off, vacation and illness.

The program is expected to be a major asset in the current SIU organizing drive on the Lakes. It will apply to all Lakes companies now under SIU contract and to all fleets organized in the future. The 14 companies initially involved employ some 3,000 SIU Great Lakes members.

Meeting one of the Union's basic goals in the current Lakes campaign, the seniority program tightens up various job security provisions in existing contracts by spelling out details of every man's job rights in all possible situations. Essentially, it is based on a guarantee that every seaman on a company's vessels will hold the job he now has for as long as he wishes, barring discharge for good cause.

Seniority is also protected for two annual fitouts after a seaman leaves the company through no fault of his own. The fitout is the prelude to the resumption of Lakes shipping after the annual winter shutdown. In addition, the

agreement offers important protection against loss of a job to outsiders, supervisors, licensed officers or anyone else the company wishes to bring in to "bump" or displace an SIU Great Lakes unlicensed man from his job.

Other main points covered are the following:

- Leave of absence up to one full season with no loss of seniority.

- Full seniority protection while ill or in the armed forces.
- Right to promotion or transfer in the company's fleet.

- Allows 15 days in which to reclaim a job at fitout time.

- Full right to reclaim a job after temporary lay-up during the operating season.

- Right to fill a vacancy due to a permanent lay-up during the operating season.

- Guarantee of company-wide seniority in the event only part of the company's fleet operates.

- Protection against "bumping" by any man from another fleet regardless of his seniority.

- First preference to seamen with seniority in the company when a job opens in its fleet.

The overall agreement, including further job guarantees, will be administered by six-man board representing the Union and the companies. An impartial seniority officer will work full time to carry out full provisions of the agreement for the seaman's protection.



SEAFARERS ROTARY SHIPPING BOARD



June 10 Through June 23, 1959

Ship Activity

SIU ports reported the best two weeks' shipping in the past two years last period, a high of 1,261 jobs. The increase was mostly in class A shipping, as class B activity fell off a bit and class C rose slightly. Registration for the period fell off again and was well under shipping, although the registration on the beach at the end of the two weeks was somewhat higher than before. The registration for the period was 1,209.

A total of 68 payoffs, 36 sign-ons and 107 in-transit calls were listed, accounting for 211 visits in all. This figure was somewhat lower than usual, but the sign-on total was above average. The result was fewer ships in port produced more jobs through heavier turnover during the period.

Boston, Tampa, Savannah and Seattle had no sign-ons at all, while Philadelphia, Lake Charles and Wilmington had only one each. Overall, New York had 39 ships in, Baltimore 35 and New Orleans 32. (See "Ship Activity" summary at right.)

Six ports (Philadelphia, Baltimore, Norfolk, Mobile, Houston and Wilmington) reported better shipping than previously, four (New York, Tampa, San Francisco and Seattle) showed declines and the rest re-

mained the same. The rises reflected especially busy activity for Norfolk, Houston and Wilmington. New York was still fairly active despite the drop-off, and New Orleans, with no change, was very busy handling 210 jobs. San Francisco and Seattle, on the other hand, fell way off.

The seniority figures showed class A accounting for 63 percent of the total jobs shipped, class B for 19 percent and class C for 18 percent. The only increase was in the class A portion. Tampa and Lake Charles, however, were the only ports that shipped no class C men.

Figures for the registration on the beach pinpointed Boston, Philadelphia, Norfolk, Savannah, Tampa, Lake Charles, Wilmington and Seattle as all having fewer than 100 men on hand in all departments. Norfolk, Savannah, Tampa, Lake Charles and Wilmington also had less than 50 class A seamen available. Boston followed closely with 52.

The following is the forecast port by port:

Boston: Quiet ... New York: Steady ... Philadelphia: Fair ... Baltimore: Good ... Norfolk: Good ... Savannah: Slow ... Tampa: Slow ... Mobile: Better ... New Orleans: Busy ... Lake Charles: Fair ... Houston: Good ... Wilmington: Fair ... San Francisco: No change ... Seattle: Steady.

Port	Pay			Sign On			TOTAL
	Offs	Ons	Trans.	Offs	Ons	Trans.	
Boston	2	—	2	—	—	—	4
New York	21	4	14	—	—	—	39
Philadelphia	2	1	6	—	—	—	9
Baltimore	14	10	11	—	—	—	35
Norfolk	3	4	4	—	—	—	11
Savannah	1	—	10	—	—	—	11
Tampa	—	—	3	—	—	—	3
Mobile	7	4	4	—	—	—	15
New Orleans	7	5	20	—	—	—	32
Lake Charles	1	1	6	—	—	—	8
Houston	6	4	14	—	—	—	24
Wilmington	—	1	5	—	—	—	6
San Francisco	2	2	2	—	—	—	6
Seattle	2	—	6	—	—	—	8
Totals	68	36	107				211

DECK DEPARTMENT

Port	Registered CLASS A			Registered CLASS B			Shipped CLASS A			Shipped CLASS B			Shipped CLASS C			TOTAL SHIPPED			Registered On The Beach														
	GROUP				GROUP				GROUP				GROUP				CLASS				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	2	6	1	9	—	1	1	2	1	1	1	3	—	—	—	—	3	—	—	3	3	6	14	4	24	—	3	3	6	—	—	—	—
New York	20	50	10	80	1	14	12	27	9	40	6	55	1	7	8	16	—	5	15	20	55	16	20	91	90	139	44	273	3	19	27	49	
Philadelphia	2	6	1	9	—	—	—	—	3	8	6	17	—	—	—	—	—	—	—	—	17	15	13	8	36	—	2	1	3	—	—	—	—
Baltimore	15	33	7	55	1	5	18	24	5	33	7	45	5	7	9	21	8	7	12	27	45	21	27	93	37	66	10	113	—	8	33	41	
Norfolk	6	6	2	14	1	3	1	5	6	6	2	14	1	3	1	5	—	2	11	13	13	14	5	32	11	10	2	23	—	7	6	13	
Savannah	1	3	2	6	—	—	1	1	2	2	—	4	—	—	—	—	—	—	—	—	4	—	—	4	6	9	3	18	—	1	3	4	
Tampa	3	4	—	7	—	1	—	1	—	—	—	—	—	1	—	1	—	—	—	—	—	1	—	—	1	4	—	—	—	—	—	—	
Mobile	10	24	6	40	1	—	3	4	2	9	3	14	1	—	4	5	—	—	—	—	14	5	—	19	35	37	8	80	—	—	12	12	
New Orleans	13	28	9	50	2	5	8	15	15	34	10	59	3	4	3	10	1	4	7	12	59	10	12	81	34	48	13	95	1	4	5	10	
Lake Charles	1	4	2	7	—	1	—	1	2	3	2	7	—	1	—	1	—	—	—	—	7	1	—	8	2	13	5	20	1	1	3	5	
Houston	5	26	11	42	1	7	12	20	14	30	12	56	3	10	9	22	1	6	2	9	56	22	9	87	19	39	9	67	—	10	11	31	
Wilmington	8	2	1	11	—	—	1	1	6	11	2	19	—	3	4	7	1	—	—	—	19	7	1	27	9	2	1	12	—	—	1	1	
San Francisco	6	9	4	19	1	—	—	1	5	7	3	15	—	—	1	1	—	—	—	—	15	1	—	16	14	20	3	37	1	4	2	7	
Seattle	5	12	3	20	1	2	—	3	2	7	1	10	—	1	—	1	—	—	—	—	10	1	—	11	12	13	4	29	1	3	2	6	
TOTALS	97	213	59	369	9	40	58	107	72	191	55	318	14	37	39	90	11	24	47	82	318	96	82	496	294	449	114	857	7	62	111	180	

ENGINE DEPARTMENT

Port	Registered CLASS A			Registered CLASS B			Shipped CLASS A			Shipped CLASS B			Shipped CLASS C			TOTAL SHIPPED			Registered On The Beach														
	GROUP				GROUP				GROUP				GROUP				CLASS				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	—	4	1	5	—	—	—	—	—	—	—	—	2	—	2	4	—	—	1	1	—	4	1	5	5	1	7	13	9	—	3	12	4
New York	17	53	10	80	2	12	6	20	6	36	5	47	—	16	6	22	1	2	12	15	47	22	15	84	54	140	23	217	5	27	18	50	
Philadelphia	—	6	1	7	—	2	1	3	1	5	1	7	—	1	2	3	—	—	—	—	7	3	—	10	1	19	3	23	—	1	2	3	
Baltimore	5	28	9	42	—	8	11	19	3	37	6	46	—	4	10	14	—	8	7	15	46	14	15	75	13	73	8	94	1	12	9	22	
Norfolk	—	10	2	12	—	—	2	2	—	10	2	12	—	2	—	2	2	1	4	7	12	2	7	21	—	10	1	11	—	1	4	5	
Savannah	1	6	2	9	—	—	1	1	—	1	1	2	—	2	—	2	—	—	3	3	2	2	3	7	1	11	3	15	—	1	3	4	
Tampa	2	5	—	7	—	3	—	3	2	—	—	2	—	1	—	1	—	—	—	—	2	1	—	3	1	4	—	5	—	—	—	—	
Mobile	3	12	2	17	—	5	3	8	2	18	4	24	—	—	1	1	—	—	3	3	24	1	3	28	11	50	6	67	—	9	6	15	
New Orleans	7	39	5	51	—	9	3	12	8	28	4	40	—	9	3	12	1	9	4	14	40	12	14	66	13	55	9	77	1	5	7	13	
Lake Charles	1	8	4	13	—	—	—	—	1	4	—	5	—	1	—	1	—	—	—	—	5	1	—	6	2	11	8	19	—	—	3	3	
Houston	3	32	2	37	3	4	6	13	6	41	3	50	—	4	7	11	—	9	9	18	50	11	18	79	11	27	2	40	2	5	3	10	
Wilmington	3	4	2	9	1	2	2	5	2	6	1	9	—	3	2	5	—	—	1	1	9	5	1	15	3	5	1	9	1	3	3	7	
San Francisco	3	7	—	10	1	—	2	3	2	5	—	7	—	—	2	2	—	—	—	—	7	2	—	9	7	20	1	28	1	5	—	6	
Seattle	2	7	1	10	—	2	2	4	1	5	1	7	—	1	2	3	—	—	—	—	7	3	—	10	2	13	1	16	1	2	—	3	
TOTALS	47	221	41	309	8	48	39	95	34	196	28	258	2	42	39	83	4	29	44	77	258	83	77	418	133	444	65	642	12	78	61	151	

STEWARDS DEPARTMENT

Port	Registered CLASS A			Registered CLASS B			Shipped CLASS A			Shipped CLASS B			Shipped CLASS C			TOTAL SHIPPED			Registered On The Beach													
	GROUP				GROUP				GROUP				GROUP				CLASS				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	—	—	2	2	—	—	—	—	1	—	—	1	—	—	—	—	—	1	—	—	1	10	1	8	19	—	—	7
New York	23	10	41	74	1	2	13	16	13	7	22	42	2	2	7	11	1	—	25	26	42	11	26	79	100	35	102	237	2	5	35	42
Philadelphia	3	1	2	6	—	—	2	2	—	1	3	4	—	—	3	3	—	—	1	—	4	3	—	7	8	11	6	25	—	—	4	4
Baltimore	18	4	8	30	2	2	9	13	13	3	14	30	1	—	11	12	1	1	8	10	30	12	10	52	43	16	17	76	3	2	20	25
Norfolk	1	3	4	8	—	—	5	5	1	3	4	8	—	—	5	5	—	1	3	4	8	5	4	17	4	4	4	12	1	—	8	9
Savannah	3	2	2	7	—	—	—	—	—	—	2	2	—	—	—	—	—	—	—	—	2	—	—	2	8	3	4	15	1	—	—	1
Tampa	2	2	5	9	—	—	1	1	—	—	1	1	—	—	—	—	—	—	—	—	1	—	—	1	8	1	11	20	—	—	2	2

A 'Rustbucket' For Real



SIU crewmen and Union official examine samples of rust from deck and bulkheads of the LaSalle during ship's last stopover in New York. Pictured (l to r) are Ranie Sturba, deck delegate; Alphonse Tremar Jr., engine delegate; Chuck Limbaugh, bosun, and SIU Assistant Secretary-Treasurer Ed Mooney. It looks like a bit of chipping is in order.

Missile Ship Job Calls Due As Articles Expire

NEW YORK—Shipping dropped slightly during the past two-week period with 254 men being shipped, reports Bill Hall, assistant secretary treasurer. Twenty-one ships were in port paying off, four signed on and 14 were in transit.

Registration increased somewhat and there were a number of jobs hanging on the board that were passed up by "A" and "B" men. The Union advises the membership to protect their jobs by taking them when they go up on the board.

It has been noted that some of the men have been having food and coffee brought to them in the recreation rooms on the second deck. This can lead to unsanitary conditions. All hands are advised to confine their eating to the first deck.

The lifeboat training school is operating smoothly and is scheduling new classes. Applicants can

enroll by contacting any of the officials at the dispatch counter.

Shipping looks good for the coming weeks. Several Isthmian and Robin Line ships are due in for payoff while replacements for missile ships will be needed since the year's articles expired June 30.

The following ships paid off: Carolyn, Evelyn, Suzanne, Ines, Elizabeth and Beatrice (Bull); Seatrain New York, Georgia and New Jersey (Seatrain); Robin Gray, Robin Locksley and Robin Hood (Robin); Beauregard, Fairland, Raphael Semmes, Bienville and Azalea City (Pan-Atlantic); Steel Rover (Isthmian); CS Miami (Cities Service); Andrew Jackson (Waterman).

Signing on were the Robin Hood (Robin); Atlas (Tankers & Tramps); Ines (Bull) and the Andrew Jackson (Waterman). The Atlas finally took a crew after being in idle status for some time because of the tanker slump.

In transit were the Azalea City and Gateway City (Pan-Atlantic); Seatrain Louisiana and Texas (Seatrain); Portmar and Alamar (Calmar); Ames Victory (Victory Carriers); Ines and Jean (Bull); Robin Locksley (Robin); John C. (Atlantic Carriers); CS Norfolk (Cities Service); Jean LaFitte (Waterman); Steel Artisan (Isthmian) and the Rebecca (Intercontinental).

Notify Union About Sick Men

Ship's delegates are urged to notify the Union immediately when a shipmate is taken off the vessel in any port because of illness or injury. Delegates should not wait until they send in the ship's minutes but should handle the matter in a separate communication, so that the Union can determine in what manner it can aid the brother.

It would also be helpful if the full name, rating and book number was sent in. Address these notifications to Welfare Services at headquarters.

Mobile Now Shuttle Port

MOBILE—This port is beginning to look like a short trip port, reports Port Agent Cal Tanner, as 13 of the 16 ships in during the past two weeks were of the two and three-week coastwise variety.

The recent shipments of grain and flour have eased up with the last load of flour being taken out last week. It won't be until about the middle of July that the port can expect an increased movement of grain and soybeans.

Fingers are crossed here in hope that Waterman's application for subsidies for a Gulf to Europe and Gulf-to Far East runs are approved. If they are it will mean that many more jobs on the shipping board.

The following vessels paid off during the period: Alcoa Pointer, Alcoa Clipper, Alcoa Roamer, Alcoa Corsair and the Alcoa Ranger (Alcoa); and the Monarch of the Seas and Claiborne (Waterman).

Signing on were the Topa Topa, Wacoata, and Warrior (Waterman) and the Alcoa Pointer (Alcoa).

In transit were the Kathryn and Frances (Bull); La Salle (Waterman) and the Del Sol (Mississippi).

Japan Getting Scrap Ships

Japanese scrap yards are going to get a good piece of the 1,200 reserve fleet Libertys, judging from the Maritime Administration's first sale of these ships for foreign scrapping. Five ships have already been sold to California and New York companies for scrapping

in Japan at prices over the \$90,000 mark. Previously, the best price obtainable in American yards was slightly more than the \$70,000 minimum price set as a floor bid.

As a result of these initial bids, the Government is offering 15 more ships for foreign scrapping at a minimum sale price of \$95,000. Another 15 ships are being offered for US scrapping at the \$70,000 floor.

As reported in the last SEAFARERS LOG, cuts in the appropriations for maintenance work on the reserve fleet are prompting a speed-up of ship scrapping. There are 1,400 Libertys in the fleet at present, of which only 200 will be retained eventually.

The reason for the higher prices obtained in Japanese yards, despite the long and costly tow to the Far East, lies in the fact that scrap steel is traditionally scarce in that area plus the fact that labor is considerably cheaper in Asia.

It has been estimated that it costs in the vicinity of \$110,000 to tow a ship from the East Coast to Japan, more than the actual \$95,000 price of the ship.

Scrapping Pays Off

The total cost, in the vicinity of \$200,000, is not much less than the market value of Liberty ships for commercial purposes. As a result, a number of operators of overage Libertys and T-2s are loading their ships with cargo for the Far East, discharging there and then dumping them in a Japanese scrapyards rather than bring them back to the States in ballast with dubious possibilities for another charter.

With some 450 tankers in lay-up all over the world and heavy lay-ups of other tonnage, principally overage Libertys, the pressure is on to scrap these ships.

The five ships sold by the Maritime Administration for foreign scrapping were sold to American citizens who were given the option of scrapping them in any friendly nation. They were the Simon Newcomb, Ewing Young, Hender-

son Luelling, Carole Lombard and the Harvey C. Miller.

30 Ships On Block

The thirty ships now on the block are still all in the damaged or unstrapped class. They come from various reserve fleet anchorages including Hudson River; James River; Wilmington, NC; Beaumont, Texas; Suisan Bay, California; Mobile, and Astoria and Olympia, Washington.

Sale of the ships for scrapping in Japan is an ironic development. Twenty years ago, before Pearl Harbor, the Japanese were heavy buyers of US scrap as they built up their armed forces, and there was a good deal of controversy at the time about selling scrap to Japan. Now the US Liberty fleet, which was built in response to the attack on Pearl Harbor, is following the same route in part.

To date, the Maritime Adminis-

tration has offered 226 for sale from the reserve fleet and has sold 129 of them for a total return of slightly under \$10 million. The Libertys cost \$2 million each when built, and the \$10 million received for 129 of them would suffice to build just one modern merchant ship.

Maintenance Cheap

Maritime Administrator Clarence Morse had testified before Congress that he was reluctant to embark on large-scale scrapping of the fleet since it cost only a few thousand a year to maintain a ship in usable condition. However, the budget for ship preservation work was cut back, with the result that the agency will concentrate on maintenance of the more modern ships in the reserve, including the C-type vessels now being traded in by various steamship companies.

PENSIONERS' CORNER



(The brothers described below are receiving \$150 monthly SIU disability-pension benefits.)

Rudolph Kienast . . . 66 . . . started sailing in 1912, retired in 1938 . . . became an SIU member in 1938 and sailed in the steward depart-



Kienast poses on his boat.

ment . . . the City of New York was his first ship . . . after that came all names and types of freighters and passenger ships . . . liked the run to Puerto Rico because "it is one of the places you find nice people" and because he had good friends in San Juan . . . As one of original Union members, remembers the years when a seaman's pay was considerably less than the \$150 monthly disability-pension he now receives . . . sailed during both World Wars and was torpedoed once, during WW II . . . lives in idyllic-sounding town of Mount Pleasant Beach, Calif. . . enjoys fishing off his own cabin cruiser, oil painting . . . Keeps in touch with his niece in Washington, DC.

Thomas Tooma . . . 56 . . . a Union man from its initial days in 1938 . . . began sailing in 1922 and retired last August with a chief steward's rating . . . shipped primarily on tankers and freighters,

with a special liking for the South Africa run . . . "I made many friends there, and really enjoyed the climate," he recalls . . . most eventful trip turned out to be one of his shortest—Newport News to Philadelphia . . . run usually took 36 hours but raging storm kept ship at sea five days . . . kinda shook him up, Tooma writes . . . keeps in touch with former shipmate William Hand, also sees many of the boys on occasional visits to the Philly hall . . . married and has one daughter . . . lives in Easton, Pa. . . photography, tape-recording and gardening give this SIU veteran plenty to do in his free hours.



Extra Gulf Run Started By Seatrain

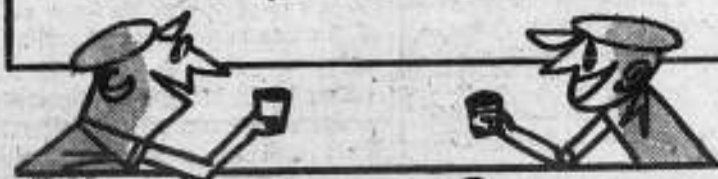
The SIU-contracted Seatrain Line has begun its new freight service between New Orleans and Savannah. The service was initiated under a temporary grant authorized by the Interstate Commerce Commission.

Although the company's regular run from New York to the Gulf ports and back will not be changed, its ships will now be allowed to pick up cargo in Savannah, deposit it in New Orleans and vice versa. In the past, when the two ships on the run, the Seatrain Georgia and Louisiana, arrived at either Savannah or New Orleans they were allowed to unload only the cargo they had loaded in New York and could carry cargo from each of the two Gulf ports only to New York.

Seatrain officials are confident that the new service will bring additional cargo into their operations. The company presently operates six ships along the Atlantic and Gulf Coasts. Its "Seamobile" container service will be extended to Savannah and New Orleans as soon as special port handling facilities, now under construction, are completed.

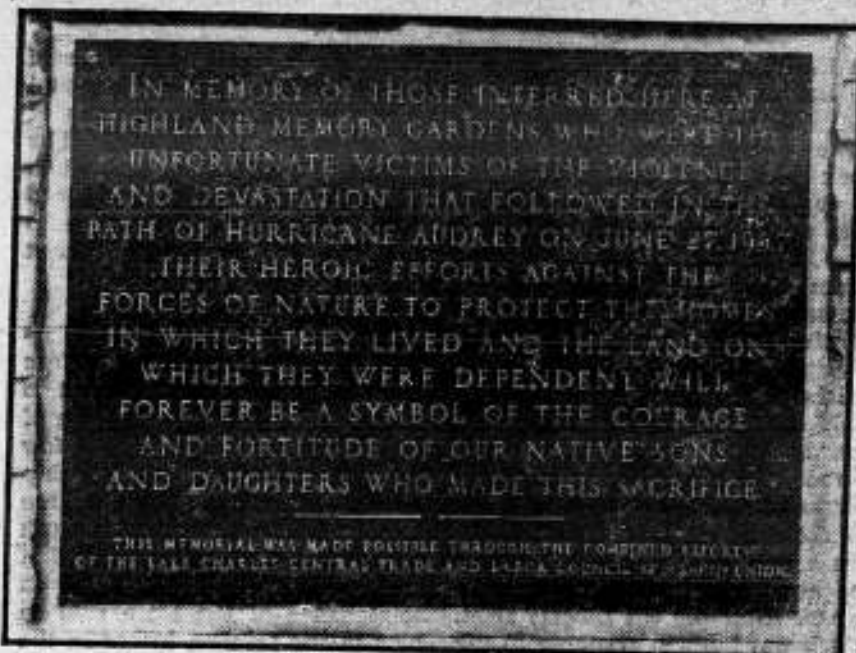
SEAFARERS

PORT O'CALL



New York and Baltimore
675-4TH AVENUE • 1216 E. BALTIMORE
BROOKLYN BALTIMORE

Labor Unveils Memorial To La. Hurricane Dead



Plaque dedicated by AFL-CIO unions in Lake Charles, including the SIU, on second anniversary of Hurricane Audrey in memory of heavy loss of life caused by the big blow. Unions in area spear-headed rescue and rebuilding work.

LAKE CHARLES—A six-foot memorial marble statue was dedicated last week to the memory of 36 unidentified victims of the Hurricane Audrey disaster. The dedication came on the anniversary of the hurricane which inundated Cameron parish, destroying hundreds of homes and taking scores of lives.

Over 2,000 residents of Cameron Parish and the Lake Charles vicinity attended the dedication of the memorial, which was the product of funds and labor donated by the Lake Charles Central Trades and Labor Council and other unions in the vicinity.

Among those in attendance were many Seafarers from the Lake Charles hall as well as members of their families who live in this vicinity.

Victor Bussie, secretary-treasurer of the Louisiana AFL-CIO Council, presided at the ceremonies. Labor unions from all over Louisiana, including SIU members from New Orleans and Lake Charles, donated their labor on weekends toward the rebuilding of the homes of hurricane victims. The memorial statue was carved in Italy and installed by members of the local unions here.

Meanwhile, on shipping, one vessel paid off, one signed on and six were in transit in what amounted to a fair shipping period for this port.

Port Agent Leroy Clarke reported that there were several beefs on one of the ships but that they were settled without much difficulty.

Prove Eligibility For Hospital \$

Seafarers being admitted to a Public Health hospital are urged to carry with them their Union book plus proof of eligibility for SIU benefits; namely, a record that they have at least 90 days seetime during the previous year and at least one day during the previous six months. Failure to have the proper credentials will cause a delay in payments to the Seafarer.

If the Seafarer is admitted to a hospital which is not a PHS institution, he should contact the Union immediately. The Union will arrange with the USPHS for a transfer to a Public Health hospital in his vicinity. The PHS will not pick up the hospital tab for private hospital care, unless it is notified in advance.

The Chiwawa was the single ship paying off. Shortly afterwards it signed on for another coastwise trip.

In transit were the CS Norfolk (twice), CS Miami, Winter Hill, Chiwawa and the Bradford Island (Cities Service).

Among Our Affiliates

The Inland Boatmen's Union is in the seventh week of its strike against tugs in San Francisco harbor as the result of a breakdown in contract talks and the refusal of the operators to negotiate. The IBU is picketing tugs, towboats and oil barges in San Francisco Bay, and also in Los Angeles where the walkout began on June 1.

Three oldtimers in the Sailors Union of the Pacific, Edward Helgason, Frank J. Flynn and Charles F. Smith, are the latest to join the ranks of SUP pensioners. Helgason has been an SUP member since 1927 after being a fisherman in his native Iceland. Flynn has been shipping since 1919 on deep-sea ships and Smith joined the Union during World War II.

Meetings are underway between SIU Pacific District representatives and American President Lines on a manning scale for the hospital ship which APL will operate in the Southeast Asia area. The ship will serve as a floating hospital for the instruction of local medical men and for treatment of local residents in Asian countries. It is expected to sail in December for a one-year sign-on with a staff of doctors and nurses aboard.

The liner Mariposa, manned by members of the SIU Pacific District, will be a floating summer school when it sails on a 42-day voyage to the South Pacific. Some 200 California teachers will take advanced studies in a host of subjects aboard ship. The Mariposa will make calls at Tahiti, New Zealand, Australia, Fiji, Samoa and Hawaii. Those school books will get lots of competition.



... for a while it was touch and go ...

Last March, a Seafarer was rushed to the hospital for an emergency operation. Without rapid and skillful surgery and an ample supply of blood, he could not have pulled through. The doctors supplied the first requirement and the SIU Blood Bank came through with six pints of blood of the type he needed.

Today he is fit for duty again. Not every circumstance involves a last-minute emergency of this type, but the need for blood may be just as pressing.

In such circumstances, whether the need involves a Seafarer, or the member of a Seafarer's family, whether the patient is in New York or New Orleans, or any other city, an exchange arrangement with local blood banks assures a prompt and ample supply to meet all needs.

Not to be forgotten is the fact that this blood is provided at no cost to all Seafarers and their dependents.

The moral of the story? When in need, call on your SIU Blood Bank. And donate to it whenever you can to help yourself and your brother Seafarers.



For Use By Seafarers And Their Families Everywhere

SEAFARERS BLOOD BANK

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

The High Cost Of Dying

A reader asks for advice on an especially poignant problem. She helps care for her elderly parents who are not well. Like many older folks today, they live in Florida on a small pension, plus help from their children. The daughter is concerned about the burial arrangements when that inevitable day arrives. Her parents do not want to discuss the question themselves other than to indicate they would prefer to be buried in their home town back North.

There are a great many retired people living today in the South and Far West and other areas of mild climates who have never discussed this problem. Their families back home wonder what to do when the time comes, or get into a state of confusion when it does. For there are some very high costs involved, especially in the case of people away from home. This reader asked a friend in the funeral business what the procedure and costs would be for return of a body back home and for services and interment.

The answer was a startling one. Here is the estimate she received for the cost of returning one person home for burial:

- Casket of choice: \$800 to \$1000
- Shipping case (pine): \$600
- Shipping charges: two first-class fares from Florida
- Use of funeral home: \$25-\$50 a day
- Personal service: \$75-\$100
- Transportation from station to funeral home: \$180-\$100
- Vault: \$200, less allowance for shipping case
- Opening grave: \$83
- Cost of graves: \$200
- Clergyman: at least \$15
- Tips extra

Thus the cost for each person who must be returned home for burial, according to this estimate, would be in the neighborhood of \$2,300.

Here are the points that other families who may have to face this problem should know:

1.—The charge to send a body by common carrier is fixed, advises Howard C. Raether, Executive Secretary of the National Funeral Directors Association. If rail is used, two first-class fares must be bought, but one ticket can be used by anyone accompanying the body.

2.—Some of the other prices which were quoted are on the high side, notably, the cost of casket, shipping case and transportation from station to funeral home.

The question of cremation sometimes also arises, especially when people are away from home. The Catholic and Jewish Orthodox churches do not permit cremation if the family wants a funeral service in church with burial in a church-approved cemetery. Some of the Protestant churches frown on cremation while others advocate it. There are also some groups organized for the purpose of a simple funeral based on cremation.

But whatever the arrangement, it is important to consider them in advance of need. The daughter in this case is realistic in trying to develop an orderly plan for handling her inevitable responsibility.

For one thing, in a time of emotion, a bereaved family finds it difficult to cope with the problem of costs. The average funeral nowadays costs about \$600, not including cemetery charges. This itself is a burden of moderate-income families. But the costs can run much higher if a very elaborate casket is chosen, and other extras are added to the standard service. The custom of the funeral business is to price the entire funeral on the basis of the casket selected. An expensive casket means a disproportionately high final bill.

For another, judging from this estimate of \$800-\$1000 just for the casket and other incidents, some establishments may quote much higher than usual prices. The casket, studies of funeral prices

indicate, represents a little over one-fifth of the charge for the entire funeral. Thus, a funeral priced at the typical \$600 includes a casket priced at about \$150-\$175.

It's especially important to avoid establishments that advertise very low prices and then pressure you into extravagant funerals. A reputable funeral director won't pressure you into an expensive casket or elaborate arrangements, but leaves it up to the family to decide what it wants.

If funds are limited, it is perfectly acceptable and customary to explain frankly your income situation to the funeral director and ask for a reasonably-priced arrangement.

As well as securing prices beforehand, it's wise to select burial space. There can be a great disparity in these prices too. In fact, some of the high-pressure cemetery promotions employing large staffs of salesmen have been notoriously fraudulent.

Because funeral expenses often have been a worry to moderate-income families, a few union locals, fraternal societies and cooperatives have worked out their own cooperative arrangements. Some locals of mine workers, warehouse workers and others have such arrangements. In the mid-West, especially at Cloquet and New Ulm, Minn., several funeral cooperatives provide burials at charges below the industry-wide averages.

Both Social Security and the Veterans Administration pay funeral-reimbursement fees on the death of eligible workers and veterans. These payments do not arrive automatically but must be applied for.



Says 'Reform' Bills Skip Co. Abuses

WASHINGTON—A demand for genuine labor-management reform legislation which would attack the "real problem" of corrupt management practices, has been made by Rep. John F. Shelley (Dem.-Calif.) in a letter to Rep. Graham Barden, chairman of the House Labor Committee. Shelley, a

member of the House Merchant Marine Committee, charged that the Kennedy-Ervin bill now under consideration ignores the wrongdoing of management while threatening a "terribly unfair and discriminatory" blow at all trade unions.

Shelley declared that the problem of labor-management corruption could only be dealt with by legislation which will get at the "labor-relations consultants," attorneys and others who advise management on setting up "sweetheart" deals and phony contracts, as well as the management people who cooperate with them.

Bills Called Inadequate

"Neither the Kennedy-Ervin bill as it passed the Senate, the Barden bill nor the Kearns bill comes anywhere near solving the kinds of problems which have been exposed in the course of the McClellan hearings.

"If the McClellan hearings have demonstrated anything at all, they have revealed that corruption, gaggsterism, violence and

bribery have characterized too well the behavior of some management officials, some unethical lawyers and other types of labor relations middlemen, and some corrupt public officials."

Shelley cited a number of examples of the wide extent of law violation by businessmen, among them black market operations during price-ceiling days by "almost one-half of all business concerns in the country"; cheating of consumers through phony weight-reducing preparations to the amount of \$100 millions annually; 400 convictions annually of businessmen violating pure food and drug laws; thousands of violations each year of wage and hour laws to the tune of \$80 million a year in lost wages; \$300 million worth of illegal diversion of payroll and Social Security withholding taxes and untold thousands of phony advertising claims. The New York Better Business Bureau alone, he said, handled 28,237 complaints about fake ads just in one year.

"I must say," Shelley added, "that I am disappointed in the fact that it (the McClellan committee) has not begun to scratch the surface in the area of unethical conduct among businessmen, lawyers and public officials. As the name of the committee implies, its responsibility was to study improper activities in the labor or management field, not only in the labor-management field. Some of the business practices to which I have

earlier referred should have been subjected to the searching glare of Congressional inquiry . . .

"The nation's press," he noted, "has simply failed to do a balanced job in presenting the full story to the American people. How much of this is due to the fact that some newspaper publishers have themselves been involved in shady practices is not yet clear."

Shelley listed as management abuses in the labor relations arena the practice of payoffs to obtain "sweetheart" contracts and substandard agreements; back door contracts to keep legitimate unions from organizing; business concessions and loans to union leaders and the violation of union rules and contracts to get a competitive edge on rival companies.

He cited numerous examples of these practices, among them the notorious union-busting activities of Sears Roebuck via the "Labor Relations Associates" firm.

Insurance agencies and insurance companies, he added, were equally involved, and also public officials, particularly in the southern textile mills where union organizers and union men have been beaten and intimidated at the instigation of mill owners.

"Let us never be fooled," he concluded, "into thinking that punitive, one-sided, politically attractive anti-labor legislation is going to solve corruption, immorality or lack of democracy in labor-management relations."

Soviet Uses 3 Reactors For A-Ship

The Soviet Union has conducted a dock trial of the world's first atomic-powered icebreaker, the Lenin. Due to be launched next year, the Lenin will soon be joined by two other icebreakers, all three of which will rank as the world's largest.

According to details released about the vessel, the Lenin is operated by three nuclear reactors which produce 90,000 kilowatts of thermal power each. Two of these reactors are used on the line to deliver enough power to the steam turbines for producing the 44,000 kilowatts required to operate the ship at full speed.

Reactors Studied In US

The output of the reactors is of special interest to American officials because it is believed that they may be the same kind of reactors used in the new Soviet missile-firing submarines. US nuclear submarines have been using one reactor in most cases.

The world's first atom-powered merchant vessel, the NS Savannah, will be launched by the United States in July. The first nuclear-powered craft of any nation was the US submarine Nautilus, launched in 1955.

Turned Down OT? Don't Beef On \$\$

Headquarters wishes to remind Seafarers that men who are choosy about working certain overtime cannot expect an equal number of OT hours with the rest of their department. In some crews men have been turning down unpleasant OT jobs and then demanding to come up with equal overtime when the easier jobs come along. This practice is unfair to Seafarers who take OT jobs as they come.

The general objective is to equalize OT as much as possible but if a man refuses disagreeable jobs there is no requirement that when an easier job comes along he can make up the overtime he turned down before.

INQUIRING SEAFARER

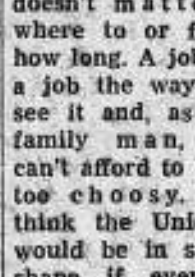
QUESTION: What kind of run are you looking for at the moment and why?

Leo Kulakowski, reefer engineer: Around the world, because it hits some good ports and because the payoff is nice and juicy.



The ports I'm referring to are Manila, Penang and Bangkok and there are few places in the world where I've enjoyed myself as much. You don't run out of things to do down there.

Enrique Rosado, steward: I'm looking for any kind of run, it doesn't matter where to or for how long. A job's a job the way I see it and, as a family man, I can't afford to be too choosy. I think the Union would be in sad shape if everyone held out for only one specific run. I love the sea, and the sea's the same all over.



C. Hong, utility: I'm keeping my eye on the board for a coastwise run. That's been my preference for the last six years. It's my favorite because I know exactly where I'm going and exactly when I'll be back. If I don't like the ship, I don't have to stay on for a long time since the runs are pretty short.



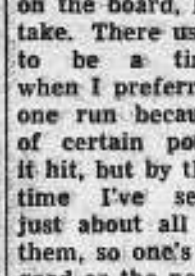
William Cooper, FWT: With the summer months here I'm looking to cool off with a Northern run, perhaps to Scandinavia. I'm not exactly fond of the weather down in the tropics this time of year. It's much too hot for me. At other times of the year I'm usually pretty content with just about anything.

Albert Nash, cook: I've always had a preference for the around-the-world run. I enjoy visiting different countries and I always have an especially good time in the Far Eastern ports.



There are some fine places to go to in the Philippines, Vietnam, Thailand and Singapore. The trip gives you something good to look forward to and some wonderful memories afterwards.

Robert Morrow, steward: I have no preferences. Whatever comes on the board, I'll take. There used to be a time when I preferred one run because of certain ports it hit, but by this time I've seen just about all of them, so one's as good as the next. The important thing now is to make a good buck.



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At other times of the year I'm usually pretty content with just about anything.

Del Rio Tops In Fleet Safety



SIU crewmembers on the Del Rio look on as Harry X. Kelly, chairman of Delta Line's executive committee (left), presents company's 1958 ship safety award plaque to Capt. William Cornforth, master of the SIU-manned vessel. Top safety mark was achieved by the Del Rio under the joint Union-company safety program.

NEW ORLEANS—They had to come up with a perfect record for the year to win, but crewmembers of the Del Rio did so and in the process became the 1958 safety champion of the Delta Line fleet. The Del Rio, which logged 60,000 miles on the Gulf-South America run during the year, had no lost-time accidents during the 12-month period.

In all, the ship had just two minor injuries aboard, neither of which was serious enough to cause the crewmembers involved to miss a single watch.

Plaque Presented

Harry X. Kelly, chairman of the company's executive committee, presented the winners with a plaque at a shipboard ceremony here.

In addition to the success of the Del Rio, the company reported a sizable improvement in over-all shipboard safety since the joint SIU-industry safety program was inaugurated in January, 1957. Captain Edgar Seamen, company safety director, said that the fleetwide accident frequency rate which stood at 8.19 at the end of 1956 was now down to 6.96. Similar results have been reported by several other major SIU companies taking part in the joint program.

ICC Power Grab Blocked

(Continued from page 3)

competition and monopolize cargo movements accordingly. In the domestic trades, the unions and ship operators are seeking legislation designed to give ship operations a better break in ICC proceedings.

WASHINGTON—Indirect confirmation of union-industry charges against the ICC came recently when the agency approved a reduction in railroad freight rates on grain for export. The grain involved moves to the Atlantic coast from the midwest.

The rate reduction followed the opening of the St. Lawrence Seaway and was the subject of protests from Lakes operators and shipping interests who charged they were "unreasonably low" and will impair the ability of American-flag subsidized operators to meet their obligations.

Commenting on the latest development, SIU of NA President Hall noted, "This is the type of situation that the unions and steamship industry have been complaining about. If the railroads, after all these years, cut freight rates on grain for export it indicates one of two things:

"The rates may have been artificially high up until now because the railroads had no competition, in which case American farmers and American seamen have suffered loss of grain export markets; or it could mean that the new rates are artificially low, perhaps even below cost, in violation of the law, so as to drive the new Seaway competition out of business.

"In either instance, this is the kind of manipulation which we feel should be the subject of a thorough Congressional inquiry."

LABOR ROUND-UP

Despite strong appeals for acceptance from international and local officials, members of the New York Typographical Union Local 6 voted down a new contract proposed by ten New York newspapers. The final count on the proposal was 704 against and 443 for the \$7-package offer. Three other unions have already accepted similar agreements. One major problem in the negotiations is the issue of resetting of ads which come to the newspaper in mat or plate form. Francis G. Barrett, president of Local 6, said that the future moves by the local were up to the international. "The international," he said, "would have to grant permission for Big Six to take a strike vote."

More anti-union violence erupted in the south as two staff members of the Textile Workers Union of America were stabbed and severely beaten by a mob in Fitzgerald, Ga. The two field representatives were dragged from their motel room, slugged repeatedly and then slashed about the face and body. This makes the fourth case of union representatives being beaten in southern states in the last three months.

An officer of Local 72, Fur & Leather Workers' division of the Amalgamated Meat Cutters Union, has been selected as "Worker Father of 1959" by the National Father's Day Committee. The winner is David Cleiman, 37, of Silver Spring, Maryland, a fur cutter and union officer for the past 19 years. Cleiman, the father of three, was selected for his extensive participation in community affairs.

Some 14,000 members of the United Rubber Workers Union ended their 54-day strike against B. F. Goodrich after approving a new contract which calls for improvements in pensions, insurance, working conditions and supplemental unemployment benefits. The new pension schedule calls for payments of \$2.40 a month for each year of service prior to Jan. 1, 1959, and \$2.50 a month for each year thereafter, with no ceiling on the number of years of service.

The old plan paid \$1.80 a month for each year of service up to 30 years. It also includes optional retirement at age 55 after 20 years of service, improvements in the incentive system and procedures for establishing piece-work rates. Still unsettled is the walkout by 17,000 Rubber Workers against Firestone Tire and Rubber Co.

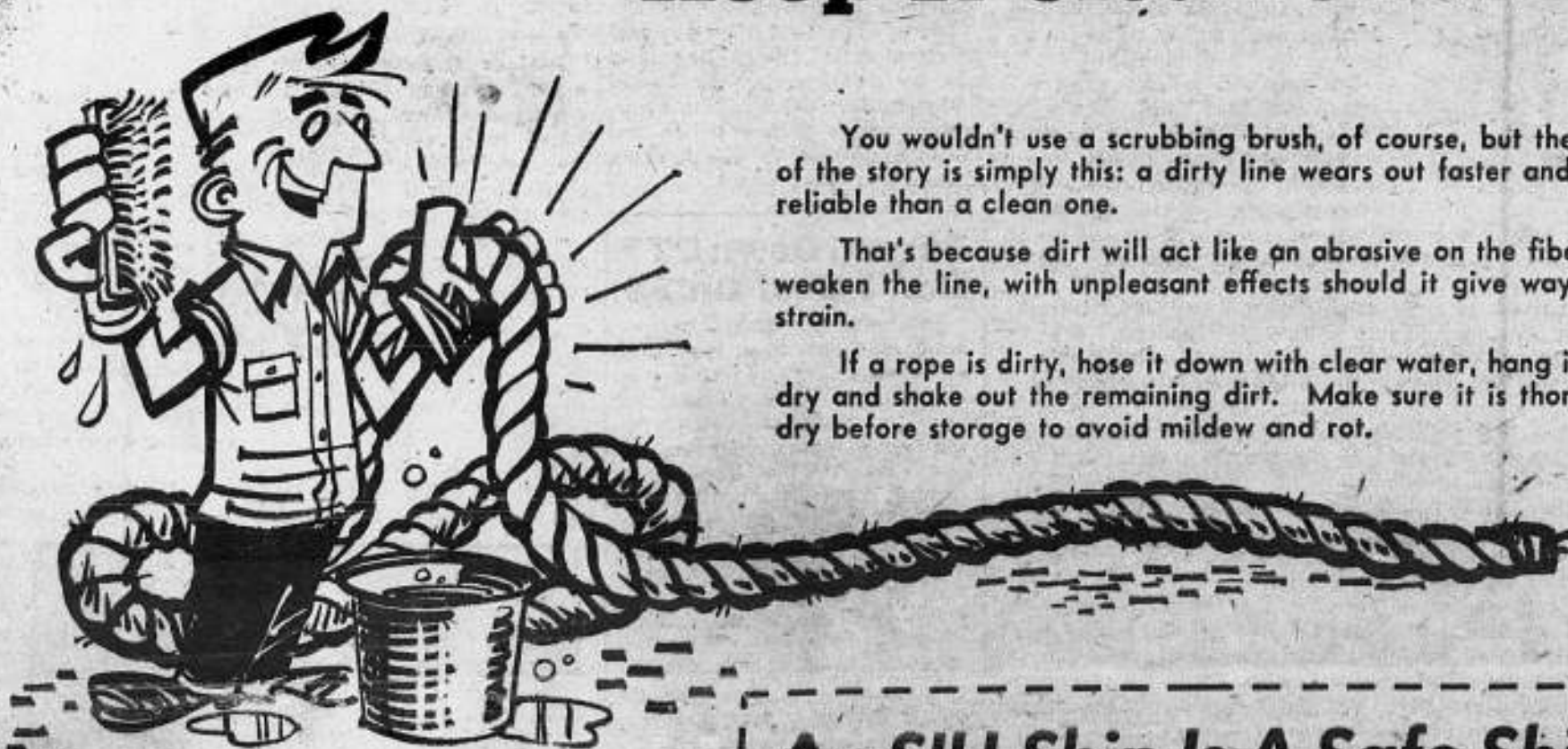
Across the sea in Great Britain, a massive printing trades walkout has tied up 28 morning newspapers, 50 afternoon newspapers and 4,000 commercial printing shops, producing about 1,000 periodicals over all. An estimated 100,000 workers in nine unions are involved with a demand for a 40-hour week being a major issue.

A two-month strike by members of the Newspaper Guild in San Jose, California, came to an end with a two year agreement providing for wage increases. General increases called for are \$3.50 to \$5.50 a week. The strike involved 255 members at the San Jose Mercury-News.

Financing of a national scholarship program with the income of enemy assets seized during World War II has been endorsed by the AFL-CIO. The disposition of these assets has long been in dispute. A bill sponsored by Sen. George A. Smathers (Dem.-Fla.) would use some \$100 million in such assets to settle claims for war losses to American citizens with the remainder to go to the scholarship and study program.

An agreement to keep employers on the Texas-Mexico border from using Mexican labor to undercut wage scales has been reached by the Texas State AFL-CIO and Mexican union representatives. Arrangements have been made for joint negotiations by the Mexicans and Americans so that Mexican workers crossing the border to work in the United States would automatically receive US union wage scales and other contract provisions.

Keep It Clean and Dry



You wouldn't use a scrubbing brush, of course, but the moral of the story is simply this: a dirty line wears out faster and is less reliable than a clean one.

That's because dirt will act like an abrasive on the fibers and weaken the line, with unpleasant effects should it give way under strain.

If a rope is dirty, hose it down with clear water, hang it up to dry and shake out the remaining dirt. Make sure it is thoroughly dry before storage to avoid mildew and rot.

An SIU Ship Is A Safe Ship

SIU TRAINING

Lifeboat Class



The New York lifeboat classes of the SIU Training Program, now in their third month, have been uniquely successful, with all but one student passing the Coast Guard test. The reason lies in the complete course of instruction offered and the full facilities available.

Operated in cooperation with the Bull Line, the school offers classroom instruction in the Bull Line terminal where students learn how to rig sails, handle releasing gear and the function of the sea painter, sea anchor and other equipment. Another boat on the dock is used in the "wet-training" phase of the two-week course.

Pictured here are some aspects of the training program. Shown in boat at left are: (seated left, front to rear) G. Bruer, R. J. Feeney, W. Voeks, R. Maldonado. Seated right, J. Lihane, C. Farranto, S. Rosario, B. Wagoner. G. Roshke is handling sweep, H. R. White, standing rear.

"Stand by the oars." The boat has just pushed off.



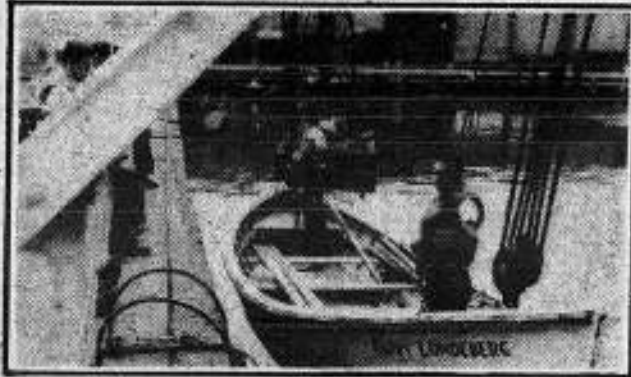
All in boat and ready to go. Next step is photo above.



Pete Drews discusses sea anchors.



Trainees practice raising boat sail.



First two men in boat assume positions.



Dockside davit offers realistic training.



"Out oars!" Boat swings out with all hands set to row in unison.

Lakes SIU Ship Rescues 29

ALPENA, Mich.—Members of the SIU Great Lakes District vessel Norman W. Foy rescued 29 crewmembers of a Liberian-flag ship when the latter was involved in a collision on Lake Michigan near here.

The Liberian-flag *Monrovia*, with a Greek crew aboard, collided with the Canadian-flag *Royalton*, a bulk carrier manned by members of the SIU Canadian District. The Liberian vessel began taking water in two holds and her engine room almost immediately. After her crew was removed, the ship sank.

Had Steel Cargo

The *Norman W. Foy*, operated by Browning Steamship Company of Detroit, is contracted to the Lakes Seafarers. The *Monrovia*, apparently a *Liberty*, was carrying a cargo of steel at the time of the accident which holed her beneath the waterline. The *Royalton*, which was not seriously damaged in the collision, stood by during the rescue operations and then continued on her outbound voyage.

Subsequently, a Coast Guard hearing on the collision heard the master of the Liberian ship, Captain Stefanos Svokos, admit that he failed to reduce speed when he heard the *Royalton's* fog signal. It was reported that the Coast Guard would press for passage of a bill requiring foreign ships to take on Great Lakes pilots in light of this accident and another one involving a German and a Lebanese ship. The Lebanese-flag vessel, the *Taxiarhis*, had previously been the center of a row when Greek crewmembers complained of poor food and mistreatment.

US maritime unions have been supporting the proposal that foreign ships be required to take on pilots on the Lakes.



Crewmembers of Liberian freighter *Monrovia* climb aboard rescue ship *Norman W. Foy*, SIU Great Lakes vessel, following collision with Canadian oreboat in northern Lake Michigan. All 29 crewmen of the *Monrovia* were picked up after the vessel sank.

Italy Ship Strikers May Be Deported

With the strike of Italian seamen in its fourth week, the prospects are that 800 strikers in New York may be deported when their 29-day alien landing permits expire. The 800 seamen are crewmembers of two Italian Line passenger ships, the *Guilio Cesare* and the *Vul-*

cania. Both ships are currently berthed at Hoboken since their crews refused to sail them in support of the world-wide strike by Italian seamen's unions.

Normally, when an alien seaman overstays his 29-day leave, he is subject to deportation, voluntary or involuntary, unless an extension is granted because of illness, hardship or other unusual circumstances. However, the Bureau of Immigration has never had a situation such as this one to contend with in which large groups of foreign seamen are striking their ships in a US port.

Should Immigration rule that the men must be deported, the Italian Line would have to provide passage for them, either by plane or ship. In any event, the men have been living aboard the two passenger vessels in the course of the walkout.

Six different Italian seamen's groups are involved in the strike, among them the *Federazione Gente Del Mare*, which is affiliated with the *International Transportworkers Federation*. The present wage scales on Italian ships have been estimated as between \$60 and \$100 a month. Other well known passenger liners tied up by the strike are the *Cristoforo Colombo* and the *Augusta*, as well as over 50 cargo ships.



SIU SHIPS AT SEA

Finances, or rather the lack of them, were topics for discussion aboard two SIU ships recently. On the *Margaret Brown*, crewmembers had accumulated an odd assortment of currency in the ship's fund, but when you added it all up, there was just about enough for a couple of plates of ham 'n' eggs. The fund consists of \$4.53 American; 30 German pfennigs; One guilder, 54 cents in Dutch currency, and 515 French francs. E. B. Hardecastle, who is ship's delegate, may have to spend a little time unraveling this assortment of coinage and figuring out exactly what it's worth.

The ship's fund may be chaotic but the gang reports that there's nothing wrong with the food, for which the cooks and baker, unnamed, rate applause.

Aboard the *Ocean Joyce*, ship's treasurer Tadeusz Ziellinski has nothing to safeguard that would keep him tossing and turn-

ing at night. The report has it that there is "38 cents on hand after various purchases in Mobile." What do you do with 38 cents anyway? Bill Ekins is the delegate on this one.

On the *Bents Fort*, the report is brief, cryptic and melancholy. "Captain Riddle is on vacation, but the situation is much the same." No indication here that the skipper was sorely missed.

Seafarers aboard the *Ocean Dinny* will have a lot safer footing on ship's ladders if a proposal by William Sharp is carried out.

The ship's meeting adopted a motion by Sharp that heads be welded on all steel ladders. The *Dinny* also scheduled an educational meeting called by Seafarer Frenchy Michelet, with the added cautionary note, "attendance is strictly voluntary." No word as to what the turnout was.



Sharp

Quitting Ship? Notify Union

A reminder from SIU headquarters cautions all Seafarers leaving their ships to contact the hall in ample time to allow the union to do a replacement. Failure to give notice before paying off may cause a delayed sailing, force the ship to sail short of the manning requirements and needlessly make the work tougher for your shipmates.

PORTMAN (Colmar), June 7—Chairman, J. Barnette; Secy., E. Cantoral. Flowers and telegram of condolences sent to brother's departed mother. No beefs. Few hours OT disputed. Inadequate steak and chicken served. Inadequate stores and repairs. New treasurer elected. Ship's fund \$17.80. Request three more ice trays and handle for washing machine.

STEEL NAVIGATOR (Isthmian), June 7—Chairman, E. Trugemba; Secy., T. Bladet. No beefs. Ship's fund \$26.63. Two hours OT disputed. Vote of thanks to sanitary man for job well done. Foc'sle fans to be renewed. Ship should be fumigated. Partition between messhall and scullery should be removed and screen door put on scullery door.

LOSMAR (Colmar), June 7—Chairman, C. Christensen; Secy., R. Thomson. New delegate elected. Question re bacon and cheese on pork and rice considered second meat.

MAIDEN CREEK (Waterman), May 21—Chairman, S. Zigarowski; Secy., J. Balfour. One man missed ship in San Francisco, replaced. Ship's fund \$28.46. No beefs. New delegate elected.

WACOSTA (Waterman), May 21—Chairman, J. Keelen; Secy., J. Purcell. No beefs; everything okay. Letter written to h.o. re longshoremen in messrooms and quarters in port of NY. Few hours OT disputed. One man hospitalized in Germany. Discussion on various repairs. Repair list to be made up. Suggest clothes dryer. Two men missed ship.

DEL MONDO (Mississippi), May 20—Chairman, J. Newman; Secy., T. Jernigan. Ship's fund \$20. No beefs. New delegate elected.

BALTORE (Marven), June 7—Chairman, J. Whalley; Secy., R. Obides. Suggest notice be posted of the one hour before sailing. Vote of thanks to steward dept. for job well done.

CS MIAMI (Citrus Service), June 12—Chairman, E. Padgett; Secy., J. Rudolph. No beefs. One man missed ship; one man hospitalized. List for cleaning laundry room to be posted. New delegate elected. Question re cleaning stairway leading from messroom to crew's quarters.

LONGVIEW VICTORY (Victory Carriers), June 9—Chairman, T. Jackson; Secy., F. Graham. No beefs. New delegate elected. Request passageways be kept clean. Suggest repairing washing machine or purchase new one.

COALINGA HILLS (Marine Tankers), June 3—Chairman, E. Connors; Secy., E. Grant. Request new washing machine. No beefs; everything running smoothly. New delegate elected. See about sootcleaning and painting crew quarters, messroom and pantry.

E-421837 (Suwannee), March 25—Chairman, F. Fall; Secy., F. Nelson. No beefs; everything running smoothly. New delegates elected. Extra man needed in galley. Request small perculator.

May 29, 1959—Chairman, F. Nelson; Secy., J. Morigan. Ship's fund \$9.43. Two hours OT disputed. One man short. No beefs. Vote of thanks to delegates for job well done. Request new washing machine.

USAF E-421836 (Suwannee), June 4—Chairman, A. Rios; Secy., W. Dean. New delegates elected. No beefs. Question re OT to be paid to deck dept. for inside work done by Brazilians in Recife. Question re transportation in Canaveral.

ALCOA PLANTER (Alcoa), June 1—Chairman, R. Flowers; Secretary, Z. Ching. Two men injured. Ship's fund \$3.68. No beefs. Headquarters to be notified re unsafe condition existing aboard vessel due to improper construction of cutwalks and ladders over deck cargos.

ORION COMET (Colonial), May 24—Chairman, E. Homko; Secretary, W. Clegg. Discussion re more fresh fruit.

MARORE (Marven), June 3—Chairman, C. Thorpe; Secretary, R. Gowen. Washing machines to be renewed. Arrangements to be made to fumigate for roaches. 22 hrs. disputed OT on sanding donrs, and 32 hrs. on painting and sootcleaning pumproom. No beefs. Suggest additional fan be installed in recreation room. Request port holes be kept clean and washing machine be cleaned after use.

STEEL WORKER (Isthmian), May 21—Chairman, T. Buchley; Secretary, P. Sava. Ship's fund \$25.06. Some OT disputed. No beefs. Inquiry on pension and retirement plan. Suggest

library be kept clean and in order. Request new cord for coffee perculator. Chipping to be stopped at noon hours, crew to do other duties.

STEEL VENDOR (Isthmian), May 16—Chairman, J. Johnston; Secretary, L. Guelnitz. Ship's fund \$27.80. No beefs. Keep washing machine room clean.

ALCOA CAVALIER (Alcoa), June 7—Chairman, J. Linch; Secretary, A. Griffith. No beefs. TV set awarded for achievement in safety. Repair of chairs—rubber tips on all chairs.

CAROLYN (Bull), June 7—Chairman, J. Giordano; Secretary, F. Makleht. Two men hospitalized. Sailed short two men. No beefs. Request donation of \$1 for ship's fund. Proper attire to be worn in messhall. Vote of thanks to 4-8 watch for cooperation in keeping pantry clean. Request passageways be painted. Vote of thanks to steward dept. for job well done.

PACIFIC OCEAN (Transp. Unites), May 22—Chairman, G. Erlinger; Secretary, W. Kasten. Icebox replaced. Washing machine fixed. Coastwise payroll to be discussed. Three men missed ship in NY. Discussion on galley cost by chief cook. \$5.00 to be donated to ship's fund. More coats may be needed. Discussion on warm drinking water.

ALCOA RANGER (Alcoa), June 7—Chairman, J. Roods; Secretary, M. Osborn. No beefs; everything running smoothly. Spent \$33.85 for tv antenna. New delegate elected.

DEL RIO (Delta), June 1—Chairman, J. Burk; Secretary, A. Gerber. No beefs. Ship's fund \$50.40. Pasteurized milk available in Santos, Brazil—Inquiry as to why none was purchased.

MARGARET BROWN (Bloomfield), May 2—Chairman, J. Juzang; Secretary, W. Stone. Report on various conditions on board ship. Some OT disputed. One man hospitalized in Houston. Request each dept's clean recreation room & laundry property during scheduled time. Suggest small donation for ship's fund. Discussion on night lunch.

June 4—Chairman, R. Creel; Secretary, W. Stone. Repair lists made. Recommendations on safety practices posted. Various beefs to be taken up with patrolman. Ship's fund—American money \$4.53, German 29 pfennigs, Holland 1 gilder, 54 cents, France, 515 francs. Some OT disputed. Few men logged. M/S/C to elect new treasurer. M/S/C to inquire as to why Bloomfield ships are undermanned in deck & engine depts. Vote of thanks to steward dept., especially cooks and baker, for well prepared food. Donation for flowers due to death in 3rd asst. engineer's family.

OCEAN DINNY (Maritime Overseas), May 21—Chairman, G. Bailey; Secretary, F. Delaney. Ship's fund \$10.67. Some OT disputed. No beefs. Vote of thanks to steward dept. for job well done. Motion that heads be welded on footstep of various ladders as safety measure.

June 14—Chairman, A. Michelet; Secretary, T. Delaney. Beef re transportation settled satisfactorily. New delegate & treasurer elected.

NATALIE (Maritime Overseas), June 4—Chairman, R. Hampshire; Secretary, J. McElroy. No beefs. Some OT disputed. Request toilet deodorant. Suggest screen doors be fixed and locked. Room keys obtainable from mate. \$1.00 deposit.

SEASTAR (Tylen), E. Ruff; Secretary, M. Bugawan. No beefs. Replace worn mattresses. To check if respirators were put aboard. Request less noise at night. Turn off washing machine after using and keep laundry clean. Request fans be turned off when no one in foc'sles.

ALCOA PURITAN (Alcoa), Dec. 7—Chairman, G. Vela; Secretary, J. Brasfield. Crew to put in for two days subsistence for lodging. No hot water or heat. Ship's fund \$1.75. No beefs. Request change in menus and preparation of food. Pump needed for washing machine. Slop chest investigated.

INES (Bull), May 24—Chairman, E. Lanoue; Secretary, J. Eyrinx. Some OT disputed. New delegate elected. Request recreation room be locked when in port to keep stowaways out.

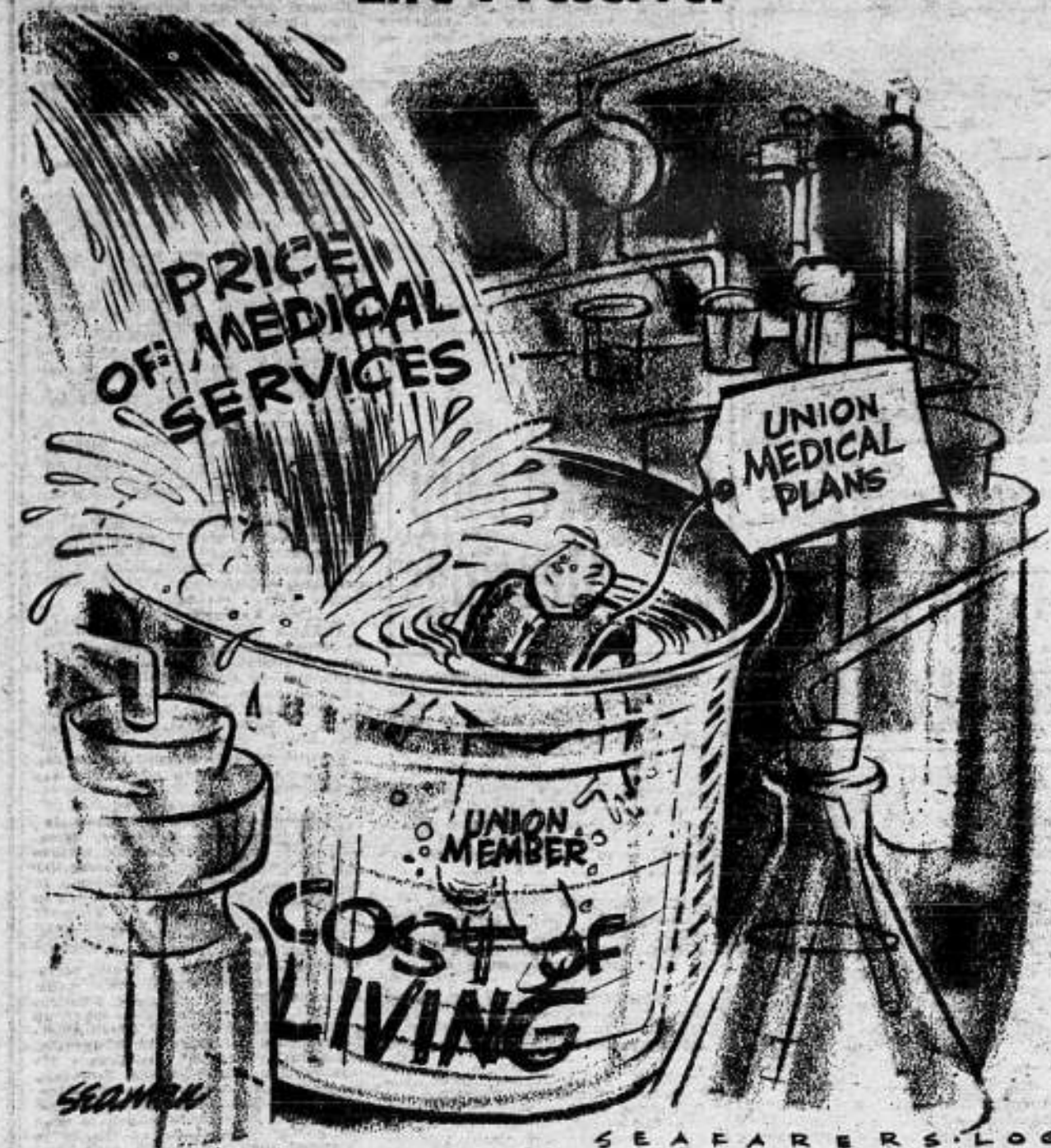
OCEAN JOYCE (Ocean Clippers), Dec. 7—Chairman, R. Edon; Secretary, M. Culp. One man missed ship in Singapore. Ship's fund \$3.38. Some OT disputed. One man logged. Motion that negotiating committee do away with \$.50 hourly rate for cleaning holds and substitute OT. Resolved that in the future any man be granted meal ticket or loan who has required time on shipping list regardless of which port or ports he has registered in and provided that after 30 days he shall take any job in his own rating or less any future benefits.

PACIFIC WAVE (Paper), June 4—Chairman, Welley; Secretary, G. Palfix. Some OT disputed. Discussion on stewards authority in steward dept.

BENTS FORT (Citrus Service), May 17—Chairman, W. Wallace; Secretary, R. Neblett. New delegate and secretary elected. Ship's fund \$3.00. Motion made and seconded to remove Bill for smoking on cutwalk and adding officer's refrigerator. Food not up to par.

May 14—Chairman, E. Votis; Secretary, W. Wallace. Request chief engineer stop dangerous use of rat buster on well deck. Suggest proper attire in messroom. No beefs.

Life Preserver



Houston Is Busy Again

HOUSTON—Shipping was very good for all ratings at this port during the last two weeks, according to Bob Matthews, port agent. Six ships paid off, four signed on and 14 were in transit.

The following paid off: Wang Trader (Rockland); Royal Oak (Cities Service); Chickasaw (Waterman); Alcoa Pioneer (Alcoa); Pacific Wave (Pegor) and the Margaret Brown (Bloomfield).

The Wang Trader, Royal Oak, Alcoa Pioneer and Pacific Wave later signed on crews.

In transit were: the Del Rio, Del Campo and Del Valle (Mississippi); Seatrains Texas, Savannah and New Jersey; Blenville and Beaugard (Pan-Atlantic); Mae (Bull); Petro Chem (Valentine Chem); Helen (Olympic Transportation); Ames Victory (Victory Carriers); Wacoata (Waterman) and the Steel Seafarer (Isthmian).

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.

Apparently everybody who has to pay a doctor's or hospital bill finds it higher than he expected it to be. The latest figures issued by the Bureau of Labor Statistics confirm that sinking feeling by showing that medical expenses—particularly hospital room and board charges—are jumping far faster than rent, food, clothing and other items in the cost of living index.

The result is that unless a worker has some kind of hospital insurance coverage, he's a sure candidate for the loan company. All too often, even with coverage, a worker finds himself going into debt to pay a hospital bill.

True, the union member is better off in this respect because the group plans raise their benefits from time to time. However, as soon as they do, the hospitals jack their prices and keep one jump ahead of the game. Meanwhile everybody else in the medical business gets into the act, from the corner drugstore which charges six to 12 dollars for a dozen antibiotic pills to the doctor who decides that a call at your home is \$7, and maybe \$10 or more if it's after hours.

No Time To Quibble Over Costs

It's an old story that when somebody's sick they don't quibble about the cost of getting well. But since the medical profession is dealing with people who aren't in a strong bargaining position, it would seem to have a greater responsibility for policing itself against overcharges and unnecessarily-high medical costs. Thus far it's shown no inclination to do so.

The suspicion that doctors and hospitals take advantage of the fact that they have their patients over a barrel is reinforced by examination of the statistics. For example, general practitioners' fees are up 42.9 percent since 1949, dentists' fees up 33.4 percent and optometrists' fees up 17.2 percent. The increase in fees then, seems to be in direct proportion to the emergency nature of treatment given. The optometrist, who seldom if ever deals with a patient needing urgent, on-the-spot care, has been unable to boost his charges anywhere near as much as the family doctor.

What it boils down to is that unless the medical profession polices itself, it will be faced with the alternative of Government regulation. The doctor-politicians of the American Medical Association, who spend so much of their time prating against "socialized medicine," would do well to start cleaning up their own back yard.

Egypt Backs Cargo Grab, Says Israel War Still On

CAIRO—The Egyptian War Prize Commission has upheld the seizure by the United Arab Republic of a Liberian ship bound for Ceylon with Israeli cargo last March.

The ship, the Kapitan Manolis, was detained at Port Said with \$89,000 worth of phosphates and cement. Only after the cargo had been unloaded by Egyptian authorities was the ship allowed to pass through the Suez Canal.

Two other ships, one German and one Danish, have since been detained when it was determined they were carrying Israeli cargoes. The German ship was allowed to leave after its cargo was unloaded but the Danish vessel, the Inge Toft, is still tied up. It has refused to give up its cargo.

In rendering its expected decision, the prize court ruled that a state of war still existed between Israel and Egypt and that Israeli cargoes are considered "stolen goods" rightfully belonging to the Palestinian Arab refugees. The decision refutes a claim by the Ceylonese Government that the cargo was Ceylonese property.

Since the Manolis and the German ship, the Leiselott, are under charter to Israel, the UAR regards them, in effect, as Israeli vessels. The Inge Toft is under charter to

an American concern in which Israel's hold some interest.

The UAR actions have aroused an increasing amount of concern throughout the world and UN Secretary General Dag Hammarskjold flew to Cairo this week to try to pave the way for a settlement.

SIU Vessel Gets Award For Rescue

NEW ORLEANS—In presentation ceremonies here on June 26, the crew of the Alcoa Pioneer received the citation of merit from the National Safety Council and the American Merchant Marine Institute. The award was for its rescue of five crewmembers of the yacht Amberjack II on January 5, 1958, in the Florida Straits while en-route to San Juan.

The Pioneer and the Steel Age (Isthmian) were among seven vessels cited for outstanding acts at sea in 1958. The Steel Age was named for putting out a fire in the hold of the German freighter Crostafels in the Indian Ocean. In 1957, the SIU-manned Claiborne won the top award for heroism at sea.

The Pioneer's rescue took place at a time when seas were running so high that the crew was unable to launch a lifeboat. Instead, the skipper, Captain S. T. Soreson, maneuvered the Pioneer alongside the schooner and picked up the five-man crew via a pilot ladder.

Subsequently, the yacht washed ashore on one of the Florida keys.

Balt. Jobs On Upgrade

BALTIMORE—Shipping remained very good in this port with 13 ships paying off, 10 signing on and 11 in transit. It looks as if it will remain this way for a while, reports Port Agent Earl Sheppard.

Although there were a number of beefs these past two weeks, all were settled to the satisfaction of the crews except several beefs with Calmar and Ore Lines. The Union is meeting with company officials in an effort to iron out the differences.

The following ships paid off: Feltore, Oremar, Cubore, Chilore and Baltore (Marven); Kenmar, Alamar and Portmar (Calmar); Jean (Bull); Alcoa Polaris (Alcoa); Fort Hoskins (Cities Service); Steel Seafarer (Isthmian) and the Valiant Freedom (Ocean Carriers).

Signing on were the Feltore, Oremar, Cubore, Chilore and Baltore (Marven); Kenmar, Alamar and Portmar (Calmar); and the Pacific Ranger and the Pacific Navigator (World Tramping).

In transit were the Alcoa Polaris Alcoa Pennant, and Alcoa Runner (Alcoa); Baltore and Feltore (Marven); Steel Rover and Steel Director (Isthmian); Robin Locksley and Robin Gray (Robin); and the Alamar and the Bethcoaster (Calmar).

Savannah To Crew Tanker; Seek Jax Site

SAVANNAH—Things have been pretty quiet in this port, reports Port Agent Red Morris. The Council Grove (Cities Service) was the only ship to pay off, and it immediately laid off the crew. But it's expected to crew up very shortly, Morris reports.

The only other activity was 10 in-transits coming in for replacements, but between them, only 13 jobs were available.

In transit were the Seatrains Louisiana, New York and Georgia (Seatrain); Steel Navigator and Steel Director (Isthmian); Fort Hoskins (Cities Service); Fairland and Azalea City (Pan-Atlantic); Alcoa Pennant (Alcoa) and the Robin Gray (Robin).

This port is continuing to function while the Union seeks a suitable rental property in Jacksonville, Florida. As per the vote of the membership up and down the coast, the Savannah hall will be closed as soon as one in Jacksonville opens to replace it.

The decision to open a hall in Jacksonville was made to conform with the changing patterns of ship operation in the South Atlantic area, particularly the impact of the missile ship fleet. The Swanee Steamship Company, operator of the missile ships, has its home office in Jacksonville and signs on crew replacements in that port.



SEAFARERS IN DRYDOCK



Recuperating in the Norfolk Public Health Service hospital right now from a back injury is Seafarer George Waas, chief electrician. Waas, who was last on the Steel Director, has been in the hospital since June 21 following a fall from the generator platform. He should be getting out within a few days. Also in Norfolk with a broken leg and fractured ribs is Seafarer Harold Riley, oiler, off the William Carruth.

Up in Baltimore, one of those nasty slipped discs has Seafarer Joseph Ardillo, messman, in drydock since May 19. The doctors are trying to correct the condition using a black brace and weights so as to avoid surgery. Another messman, Antonio Alcain, is in for a check-up after showing signs of high blood pressure in his examination at the Baltimore SIU medical clinic. He's expected to check out shortly. The Kenmar was his last ship. Seafarer Paul Curzi, formerly 3rd cook on the Evelyn, is having an eye and ear condition checked out.



Ardillo



Curzi

Feeling fortunate about it all is Seafarer Leonard Davis who narrowly missed losing a toe when gangrene set in following an injury. Davis was originally in the hospital back in March and was discharged but had to return on May 29 because of the gangrene. He expects a discharge shortly, but has a month or two of outpatient treatment ahead of him. Davis' last ship was the Seastar.

In the Staten Island Hospital Seafarer Abram Goldsmit, chief steward, has had to give up nose-cone chasing for the time being because of a bladder ailment. Until he was laid up, Goldsmit headed the feeding department on the Timber Hitch, the star of the missile fleet. Everette A. Hord, electrician, last on the Seatrains Savannah, is getting some facial surgery to repair the effects of an automobile accident. The SS Atlantic's chef, Tom Beatty, had to call it quits temporarily because of a back injury. Another Seafarer, Stavros Papoutsis, ex-Fairland 3rd cook, has received five pints of blood from the SIU Blood Bank because of an operation.

The following is the latest available listing of hospital patients. Try to visit them when you can, or drop them a line.



Papoutsis



Goldsmit

- USPHS HOSPITAL
MANHATTAN BEACH
BROOKLYN, NY
- Joseph J. Bass
 - Matthew Bruno
 - Gregorio Caraballo
 - Leo V. Carreon
 - Joseph D. Cox
 - John J. Driscoll
 - Otis L. Gibbs
 - Barf E. Guramick
 - Taib Hassan
 - Frank Hernandez
 - Donald Hewson
 - William D. Kenny
 - Ludwig Kristiansen
- USPHS HOSPITAL
SAVANNAH, GA.
- Richard Centebovich
 - Clarence Dees
 - William House
- USPHS HOSPITAL
BALTIMORE, MD.
- William Adams
 - Antonio Alcain
 - Joseph Ardillo
 - Raymond Boston Sr.
 - Clifford G. Brissett
 - Diego Calarin
 - Bogun Caldwell
 - Jesse Clark
 - Paul Curzi
 - Leonard Davis
 - James Giroslmi
 - Gorman Glaze
- USPHS HOSPITAL
BOSTON, MASS.
- John L. Hubbard
 - John T. Keegan
- USPHS HOSPITAL
GALVESTON, TEXAS
- Alfred Hawkins
 - Robert D. Jones
- USPHS HOSPITAL
STATEN ISLAND, NY
- Frank Blandino
 - Enoch B. Collins
 - Abram Goldsmit
 - Christopher Noonan
 - Bernard Murphy
 - Fred Olson
 - Stavros Papoutsis
- USPHS HOSPITAL
SAN FRANCISCO, CALIF.
- John Asavicus
 - Joseph Berger
 - William Brown
 - Michael J. Coffey
 - M. Grochowski Jr.
- USPHS HOSPITAL
SEATTLE, WASHINGTON
- E. A. Ainsworth
 - Joseph Barron
 - Keneth Elvin
- MT. WILSON HOSPITAL
MT. WILSON, MARYLAND
- George Davis
- USPHS HOSPITAL
NEW ORLEANS, LA.
- Ronald Beaton
 - Claude Blanks
 - Tillman A. Byrd
 - J. Campfield, Jr.
 - Vincent J. Call
 - Carter Chambers
 - Earnest Cochran
 - Fens Crawford
 - Eugene Crowell
 - John Drosley
 - Ramon Ferrera
 - Owen L. Foster
 - L. J. Gardemal
 - Wayne Harris
 - Frank James
 - Dewey B. Jordan
 - Edward Knapp
 - Leo H. Lang
- LETTERMAN ARMY HOSP.
SAN FRANCISCO, CALIF.
- William H. Thompson
- VA HOSPITAL
DENVER, COLORADO
- Clifford C. Wemack
- USPHS HOSPITAL
FT. WORTH, TEXAS
- Lawrence Anderson
 - Benjamin F. Deidier
 - James Lauer
 - Woodrow Meyers
- STOCKTON STATE HOSPITAL
STOCKTON, CALIF.
- Dan M. Christolous
- SAILORS SNUG HARBOR
STATEN ISLAND, NY
- Victor B. Cooper
 - Harry McClernon
- VA HOSPITAL
TUCSON, ARIZ.
- Frank J. Mackey
- TRIBORO HOSPITAL
JAMAICA, LL NY
- James Russell
- VA HOSPITAL
KECOUGHTAN, VA.
- Joseph Gill
- USPHS HOSPITAL
NORFOLK, VA.
- Francis Boner
 - Harold V. Riley

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Lief Sveum, quartermaster, makes a natty appearance as he stands at head of Del Mar gangway.

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FAIRLAND (Pan-Atlantic), June 13 — Chairman, M. Riechelson; Secretary, F. Kostura. Cooperation requested in keeping messroom clean. Refrain from throwing matches on deck in laundry room. One man missed ship in San Juan—rejoined in Fonce. Ship's fund \$125. No beefs. Suggest cups & glasses be returned to pantry and coffee urn be kept full of water at all times. Vote of thanks to steward department for job well done.

BEAUREGARD (Pan-Atlantic), June 14—Chairman, E. Davis; Secretary, S. Doyle. Ship's fund \$11. Few hrs. OT disputed. Chiefmate desires job of bos'n. Awings on after deck. Chief cook to go on and combine efforts with galley force for better results.

STEEL ADVOCATE (Isthmian), June

Digest Of SIU Ship Meetings

13—Chairman, J. Risbeck; Secretary, J. Goude. Suggest American money be issued in lieu of travelers checks. Motion that seafarers having 12 years seafaring on SIU ships be eligible for retirement whether disabled or not, regardless of age. Motion that since deck dept. has to put on foul-weather gear when called to work tying up on such be given notice half hour before time instead of usual 15 minutes. Motion that headquarters look into possibility of allowing draws on OT money.

ST. NEW YORK (Seatrains), June 13—Chairman, R. Lipari; Secretary, V. Corlis. No beefs. New delegate elected. Request schedule be posted re cleaning laundry room each week.

SUZANNE (Bull), June 14—Chairman, E. Keagy; Secretary, C. Divou. Discussion re menus. No beefs. Passengers entitled to any food on ship.

ORION STAR (Orion), June 5—Chairman, C. Smith; Secretary, J. Balderston. Ship to load in Raa Taura for Sasebo, Japan. Ship's fund \$17.54. One man short. Some OT disputed. No beefs. Suggest repair list be made up.

OCEAN JOYCE (Ocean Clippers), June 7—Chairman, J. Stewart; Secretary, E. Brown. No beefs. Ship's fund \$17.68. Request bosun room be painted and deck room be swept. Repair list to be rechecked before arrival at Long Beach, Cal.

WANG JUROR (Danten), June 14—Chairman, D. Orr; Secretary, N. Wroton, Jr. Motion made to turn in unfit (salty) wash water substance to patrolman at payoff. No beefs. Few hours OT disputed. One minute silence for departed brothers.

ALCOA PIONEER (Alcoa), June 14—Chairman, C. Pressnell; Secretary, E. Canonizado. Repair lists submitted. No beefs. Ship's fund \$70. 75 hours OT disputed. Request exterminator or ship fumigation for roaches. Vote of thanks to steward dept., especially cooks, for job well done.

JEAN (Bull), June 15—Chairman, C. Parker; Secretary, R. Crane. Repairs taken care of. No beefs. New delegate elected. Request warning before passengers are brought below. Keep laundry room clean. Heads and showers to be locked in port.

ANTINOUS (Waterman), June 7 — Chairman, B. Porter; Secretary, G. Neles. Barcelona drinking water beef cleared up. Member rejoined ship. Ship's fund \$24.50. Some OT disputed. One man logged. Repair list taken up. Turn in all soiled linen.

STEEL RECORDER (Isthmian), June 1—Chairman, C. Scofield; Secretary, E. Parr. No beefs; everything running smoothly. Ship's fund \$13.27—spent \$8 for library. New delegate elected.

MT. RAINIER (Tramp Ship), June 7—Chairman, C. Moore; Secretary, R. DeVirgilio. New stove promised for next trip. Request cooperation re keeping stevedores, etc., from inside housing while ship is in Egypt. Ship's fund \$3.60. Four hours OT disputed. No beefs. Motion that Union protested proposed India tax on American seaman. Motion that blood type be printed on clinic card. New treasurer elected. Cooperation requested re cleanliness of messroom & pantry.

CLAIBORNE (Waterman), June 7—Chairman, H. Townsend; Secretary, C. Turner. Request washing machine. No beefs. Motion that new members show medical card with shipping card. Delegate to make ships fund boost by making arrival pool each trip.

INES (Bull), June 7—Chairman, E. O'Rourke; Secretary, J. Byrne. Complaint re no variety on night lunch and salads. Discussion re Article 60 of agreement 10-day clause.

RAPHAEL SEMMES (Pan-Atlantic), June 14—Chairman, M. Manning; Secretary, M. Carmichael. One man missed ship in NO. Ship's fund \$15.44. Draws available for men living in NY area. No beefs; everything running smoothly. New delegate and treasurer

elected. Suggest clothes be taken off line when dry for other's use. Request chief engineer see about stopped drain in engine dept. shower. Discussion on cooked food left in icebox too long for re-use-elimination promised. Vote of thanks to retiring delegates for job well done.

SEATRIN GEORGIA (Seatrains), June 14—Chairman, S. Garcia; Secretary, Sir Charles. Ship sailed short-handed from NY. Sougeeing and painting of rooms to commence after completion of sandblasting. Draws on OT to be taken up. Store requisitions open for suggestions. Discussion on repair lists. To see patrolman re 90% future draw & lodging of sandblasting of two days and painting out fo'ble on night lodging. Ship's fund \$33.10. Vote of thanks to steward department for job well done.

PENNMAR (Calmar), June 13 — Chairman, T. Yablensky; Secretary, U. L. Barrere. No beefs. New delegate elected. Request fumigation of ship. Suggest emptying buckets before using washing machine to avoid clog. For sales and painting, deck & Engine depts. to clean wash room & steward dept. to clean recreation room.

FAIRPORT (Waterman), June 14—Chairman, W. Brown; Secretary, J. Castrener. Found shortage of miscellaneous items. Soiled linen to be returned. Mattress check to be made before voyage is ended.

AZALEA CITY (Pan-Atlantic), June 22—Chairman, V. De Angelo; Secretary, E. Slihtak. No beefs. Ship's fund \$2.50. Closures on midship doors to be adjusted or repaired. Return cups to pantry. Keep messhall and pantry clean.

BIENVILLE (Pan-Atlantic), June 21 —Chairman, P. Caffcar; Secretary, C. Tippee. Ship's fund \$34.45. One man missed ship. No beefs; everything running smoothly. Fresh fruit to be checked. Return cups to pantry. Clean washing machine after using. Request door be installed in starboard passage-way so steward dept. can get benefit of exhaust fan.

CUBORE (Marven), June 17—Chairman, H. Shepeta; Secretary, W. Strickland. No beefs. One man hospitalized. New delegate elected. Repair list to be made up.

PRODUCER (Marine Carriers), June 7—Chairman, J. Moloney; Secretary, H. Connell. Some OT disputed. New washing machine requested. Rec. Room & passageways to be painted. Suggest messroom and pantry be kept clean.

ALCOA ROAMER (Alcoa), June 13—Chairman, J. Tilley; Secretary, F. Mitchell, Jr. No beefs. One wiper short. Vote of thanks to steward dept. for good food.

PENN TRADER (Penn), June 14—Chairman, C. Demers; Secretary, R. Grellick. Some OT disputed. Repair list made up. Showers to be scrapped and cleaned. Galley stove to be repaired. Inquire about new fans. Refer to patrolman about dogging watches in engine dept. in port.

VALIANT HOPE (Ocean Carriers), June 14—Chairman, J. Sheehan; Secretary, M. Rogers. Repair list turned in and to be taken care of. No beefs. Request delegate to secure each man's Z number & SS number to be forwarded to NY records clerk for dues record. Request another toaster—one is insufficient for breakfast rush.

VALIANT FAITH (Ocean Carriers), June 7—Chairman, H. Nelson; Secretary, S. Kolins. Insufficient draws. Motion that be. see that ships of this company go to sea with adequate amount of money to cover draws of voyage.

HURRICANE (Waterman), June 14—Chairman, G. Masterson; Secretary, K. Sessions. New refrigerator promised—old one to be used in galley. Slop chest inadequate. Request bunks stripped & fo'bles in order for replacements. Vote of thanks for crew's cooperation during voyage. New secretary-reporter and treasurer elected. Ship's fund \$13.25. Few hrs. OT disputed. Complaint re too much food being wasted. Timer for washing machine to be purchased. Vote of thanks to delegates. Suggest new agitator for washing machine.

VALLEY FORGE (Peninsular Nav.), May 24—Chairman, D. Backrats; Secretary, C. Dyer. Four men missed ship in Singapore. Ship's fund \$35.20. Few hrs. OT disputed. One man missed ship in Longview, Washington.

ALCOA PENNANT (Alcoa), June 15 —Chairman, J. Bluff; Secretary, W. Cameron. Ship's fund \$45.50. New delegate elected. Request removal of clothes from engine room when dry.

EAGLE VOYAGER (United Maritime Corp.), May 5—Chairman, G. Clarker; Secretary, M. Dancy. New delegate elected. Request better variety of meals & night lunch. Draw sheets to be taken to purser. Men warned to smoke only in smoking zones.

June 7—Chairman, D. Dickerson; Secretary, W. Morse. All beefs settled. Request caution when using washing machine. Some OT disputed. Safety meeting to be held once a month. New safety representative elected.

CHICKASAW (Waterman), June 21 —Chairman, T. Hinson; Secretary, S. Rothschild. New delegate elected. No beefs. Slop chest to be checked for quality at arrival in US. port. Vote of thanks to steward dept. for job well done.



Winners of Steel Rover shipboard drawing were (l to r) Seafarers Enos E. Ott, AB; Audrey A. Felts, oiler, and Rudolph Ceforatti, FWT. Tape recorder was top award.

Rover Cruise Beat 'Em All

The Steel Rover can hardly be classified as a "cruise ship" but the selection of passengers on the last voyage made life more interesting for all hands, Seafarer Al Ridings, chief steward, reports. On her eastbound round-the-world trip, which headed out of New York February 8, Ridings reports, "my life was 'enriched' by being asked to take care of a French poodle named Ba-Ba who belonged to a passenger who was to join the vessel three weeks later in San Francisco."

Before long, Ba-Ba became one of the gang, except that he required a wee bit more attention, such as getting an occasional scrubbing down.

"One of Ba-Ba's amusing diversions was to race goosy birds up and down the deck but try as he would, he could never get close to one.

"During the trip between New York and San Francisco, he slept under the desk in my cabin and, being a good watchdog, he would bark furiously whenever anyone walked past and the curtain at my door moved. I suspected that one or two of the ship's officers who



Isthmian commissioner superintendent Ted Voelter (right) presides at farewell party for passengers.

were going on the 4-8 watch in the morning would move the curtain . . . just to test Ba-Ba's reaction—and mine."

Upon hitting 'Frisco,' the ship's passenger list became considerably more diversified, including a jovial dirt farmer from Idaho, a Chinese Indonesian student who had just graduated from the University of Oregon and a British consul and his family, which consisted of an American wife—from Seattle—and six-year-old Nancy Anne who soon became the "Queen of the Steel Rover."

"We were later joined by a retired lumber mill manager and his wife, and the wife of an educational officer attached to the US Navy," enough diversity to pass the time pleasantly, even on the long transpacific haul.

His only disappointment in the trip, Ridings said, came when "I showed them a 26-pound salmon I had caught in San Francisco Bay. I heard them making snide remarks about the ship being docked conveniently close to Fisherman's

Wharf . . . so I was determined I would show them I really was a fisherman. But try as I might, I could not catch anything longer than five inches."

Aside from the fish, the dog and the conversation there was a shipboard raffle involving a tape recorder and a transistor radio. The prizes were carried off by three crewmembers in defiance of the best tradition of cruise directors.

With the Rover hitting such exotic spots as Manila, Saigon, Khosi Chang (well, almost exotic), Bangkok, Surabaya, Djakarta, Port Swettenham, Belawan Deli and Singapore, sometimes it was touch and go as to making the sailing board time for both passengers and crew. The passengers also got an insight into the loading and unloading of ships, particularly in one or two ports where the stevedores brought their own cook and cooking pot on board. "In fact," he concluded, "taking everything into consideration, everyone agreed a great time was had by all."

LOG-A-RHYTHM:

Knowing Each Other

By W. Barron

If we knew each other better,
We would praise where we now blame,
We would know each bears his burden,
Each wears some hidden cross of shame.

If we knew each other better
You, I, and all the rest,
Seeing down beneath the surface,
Of the sorrows all unguessed.

We would quit our cold complaining,
And a hand of trust extend,
If we knew each other better,
We could count each one our friend.

We can know each other better
If we take the time to try,
Little deeds of loving kindness,
Makes a better by and by.

Just a look of understanding
Brings a touch to all mankind,
We can know each other better,
For by seeking, we will find.



Steward Al Ridings gives Ba-Ba, the poodle, his Saturday night special in the laundry room.

Backs Time Limit On SIU Shipping

To the Editor:

I've been in drydock for quite a spell, both at Staten Island and another repair yard, and would like to express sincere appreciation to our Welfare Services Department for its speedy and adequate assistance, and to our hospital representatives who always help to cheer a guy along.

I've received each issue of the LOG and was interested in the members' response to the time-limit shipping suggestion. There were some swell letters both pro and con, such as the opinions of Brothers Delaney, Smolensky and Clarence Cousins, who added a touch of wit and humor to his practical opinions.

Answers Critic

I was much interested in a letter on the subject sent in by Brother Melendez. With due respects to this brother, I would like to answer some of the statements in this letter.

The implication of this letter seems to be that all men who do not stay put on a ship are fowl-balls and performers, and that the only reliable and competent seamen are those who homestead.

I would like to remind Brother Melendez that the great majority of our members are those who make one or two trips and then get off for a spell shore-side with their friends and fam-

ilies. After a well-earned rest, they make another trip or two. Many of these men have been doing this for years—and these men are fine, capable and efficient seamen, the backbone of our Union.

Brother Melendez doesn't realize that there are very few performers among our members these days.

Brother Melendez also states that he has a home that is paid

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.

for, a wife, and a car. I give him full credit for this. But many one-two trippers have the same things.

I'd also like to echo the sentiments of Brother Smolenski, who says he witnessed very few foul-ups under the time-limit shipping clause of the SUP.

I do believe a time-limit shipping rule would make for a better job turnover and a fairer shake for all hands.

It has worked out well in other unions and should do the same here.

Art Lomas

Union Filled Need In His Absence

To the Editor:

I would like to take this time to express my sincere thanks to the SIU Welfare Department, especially to the New York representative, E. B. McAuley, for his cooperation with my cousin and his wife when my mother was sick.

My mother had to go to the hospital for a very serious operation, and then had to go back again with double pneumonia. At this time I was aboard the Robin Sherwood down in South Africa and could not be of any assistance.

However I am back home now with my mother and am glad to report she is improving as well as can be expected. Once again, I wish to express my thanks for the Union's and McAuley's aid and assistance.



Hartman

John Hartman

Seamen Of '20's Asked To Write

To the Editor:

Back in the mid-twenties, I sailed for several years in the black gang on the ships of the South Atlantic Steamship Company, out of Savannah, Georgia.

Some of the ships I sailed on for this company were the Tulsa, Coldwater, Shickshinny and the Liberty Glo.

The ports we generally made were Liverpool, Glasgow, Antwerp, Rotterdam, Manchester and Hamburg. Shipping got so bad during the late twenties that I had to get a shoreside job and never returned to the merchant marine, although I did several years in the Navy during the war, but did not get to Europe.

I often wonder if there are any of the oldtimers who remember Mrs. Fisher, of the American Seamen's YMCA in Liverpool. I would also like to know if the following places still exist: The American Bar near the Adelphi Hotel, and Quinn's Place in Liverpool; the Shiedamshiedyke in Rotterdam; the Globe, the Coney Island and the Metropole Cafe on Schep- per Street in Antwerp.

If there is a Seafarer who would care to bring me up to date on these ports and the above places, I certainly will appreciate the favor very much.

I am retiring from the US Civil Service in 1960 and I have been considering sailing as a passenger on an American freighter to these ports to see the changes in seagoing life since my time. I very often obtain a copy of the SEAFARERS LOG and enjoy reading it very much. I can be reached at 1449 Boulevard, SE, Atlanta 15, Ga.

Richard Lindsay

Wife, Baby Fine; Cites Union Aid

To the Editor:

I would like to thank everyone concerned for the kindness and financial help given to me during my wife's recent illness.

I would also like to compliment the Seafarers Welfare Plan for the speedy, efficient manner in which it processed the claims for hospital and doctor bills.

I especially would like to thank Mrs. Brown and the entire staff and officials in New Orleans for helping me get blood donations when I needed them so badly.

My wife is recovering nicely from her operation and my new baby is a picture of health.

I have been a Seafarer for most of my life, but this kind of assistance is something new to me. It makes me proud just to be even a small part of this wonderful organization.

Samuel A. Bailey

Skipper Thanks Chilore Crew

To the Editor:

I wish to express my sincere thanks and deepest appreciation to the officers and crew of the SS Chilore for the kindness and sympathy shown me during my recent bereavement, the loss of my beloved father, who passed away on June 8, 1959.

Victor E. Raymond
Master, SS Chilore

TANKER PLAYS IT SAFE

If it's up to the officers and crew aboard, the new supertanker Eagle Voyager should turn out to be one of the safest ships afloat, judging from the minutes of the last shipboard safety meeting on June 5. It's apparent that all hands are approaching the safety prob-

lem with a good deal of constructive thought and several valuable suggestions are arising out of the safety meetings.

Attending the June 5 meeting, the ship reports, were W. E. Morse, chief steward; C. B. Wiggins, bosun, and H. E. Skipper, chief pumpman, as top-rated men in their respective departments; three delegates including D. C. Gay, B. R. Pope and A. C. Long, along with the chief mate and third mate, 1st assistant engineer and the ship's purser. The meeting was chaired by the third mate, B. B. Abramowski.

In the deck department, Wiggins proposed the use of non-skid paint on all outside decks. Since the ship is running foreign and

there was some doubt about the availability of this paint, Gay proposed that as a substitute sand be scattered in the fresh paint before it dried.

B. R. Pope, the deck delegate, proposed that each department should have a safety representative to whom crewmembers could report on safety hazards and unsafe practices so that quick action could be gotten on such hazards in between meetings.

After some discussion on how to keep the foc'sles and crew protected during loading or discharging of dangerous cargo, it was agreed that warning signs be posted on the fireproof doors instructing everyone to keep them closed at such times.

The bosun then proposed that a lifejacket be kept at the bow for the lookout and E. J. Demetro, the chief mate, promptly ordered it placed there.

A proposal by the pumpman to lengthen the hose on the fresh air mask was also acted upon, with the chief mate reporting he had additional hose line on order. The present hoses, it was explained,

were not long enough to reach into the further corners of the tanks.

The purser, P. L. Rosecrans, offered to give a series of lectures and demonstrations on the three methods of artificial respiration.

Turning to engine department safety, the pumpman proposed installation of a red light on top of the pumproom so that other crewmembers would be aware of the fact that somebody was in the room and would investigate to see if all was well in the event he stayed in there longer than expected. The 1st assistant, R. D. Huebener, agreed to act on this matter promptly.

Long, the engine delegate, reported it was difficult to read the gauges in the potable water tanks and asked that the gauges be relocated or gratings placed so that men would not have to get into awkward or dangerous positions to read them. This too was acted on.

The chief steward then called attention to the need for holders on the percolators to prevent their spilling in the event the vessel rolled and it was agreed to install such a device as soon as possible.

Even A Bottle Picks Miami

A note in a bottle tossed into the sea a couple of hours out of Rio De Janeiro brought a reply from a seven-year-old Miami grade school student about two months later, Seafarer William Allen wrote.

The note, which requested the finder to contact Allen, was thrown over the side of the Del Santos around March 29, when the ship was only four hours out of Rio, Allen said.

On May 29, two months to the day, he received a carefully printed letter from seven-year-old Rusty Fifer, of Miami, Florida, who wrote that he found the bottle one Sunday while looking for seashells in Biscayne Bay.

"When we were looking for shells," Rusty wrote, "I found your bottle stuck in a big bunch of seaweed. As your note requested this is to let you know it was found in Biscayne Bay on May 24, 1959 at 11 AM."

Pick Up 'Shot' Card At Payoff

Seafarers who have taken the series of inoculations required for certain foreign voyages are reminded to be sure to pick up their inoculation cards from the captain or the purser when they pay off at the end of a voyage.

The card should be picked up by the Seafarer and held so that it can be presented when signing on for another voyage where the "shots" are required. The inoculation card is your only proof of having taken the required shots.

Those men who forget to pick up their inoculation card when they pay off may find that they are required to take all the "shots" again when they want to sign on for another such voyage.

Ranger Galley Gang's Happy



Top photo shows Ralph, the second cook, and Crabtree, galley pantryman, at work on the Alcoa Ranger. Looks like they are turning out some sunnysides for breakfast. At left, Eddy, the crew messman, serves himself some chow. The Ranger is one of the Alcoa ships which won itself a 500-day safety award. Photos were taken by Seafarer Leroy Rinker.

Don't Limit Right To Stay On Job

To the Editor:

This is in reference to the numerous comments on the one-year rulings which I have seen in the LOG. I feel that it is time I get my say in on this issue.

Personally I feel we do not need such a ruling in an organization as ours. First of all I do not know of any company, corporation or industry or any labor organization that advo-

what he had done. He must have thought that over for he did not make the motion.

I presume this one-year ruling sounds good to fellows that are not riding ships that lay up fairly often such as the Ore ships, Calmar, and some of the Greek-operated vessels that make one trip and then lay the crew off. I say let us work as long as we are able. In closing on this beef, let me say, don't advocate the one year rule so long as we continue to ship "C" cards to our hard-won SIU jobs.

James C. Barnette

Hospital, Blood Bank Saved Him

To the Editor:

Last March I had to be rushed to the hospital for an emergency operation, but thanks to the outstanding care I received at the Lutheran Medical Center in Brooklyn, I'm now able to ship out again. For a while it was touch and go as to whether I would survive the night, but the skill of the doctor and the six pints of blood I got from the SIU Blood Bank made the difference.

As soon as I came into the emergency ward, which was three o'clock in the morning, the hospital promptly notified the Union as well as my family. The doctor had been on duty all night but despite this he spent six hours working on me in the operating room. Meanwhile the Union made arrangements for all the blood I would need. As a result, I was able to pull through. I recently received my fit for duty slip after recuperating at the Staten Island PHS hospital.

I've donated blood myself in the past without ever realizing that I would some day have to call on the blood bank to help save my own life. I certainly want to thank all of the Seafarers whose donations to the Blood Bank make it possible for me and others to get the help needed in an emergency.

Al Yarborough

Unable To Work, Benefit Aids

To the Editor:

I would like to extend my deepest thanks for the \$4,000 welfare benefit I received upon the death of Clarence L. Graham.

This money was really a lifesaver for me, as I didn't know which way to turn. If I had my health and strength, I could earn some money. But I have arthritis quite badly at times.

I am sure that the Seafarers Welfare Plan has helped many others the same as it has helped me. I thank God for the Welfare Plan and the SIU for the care it gives its members and their dependents.

Viola May Graham



Barnette

ates the limit on any working person's inalienable right to work as long as they are competent, willing and able to perform their prescribed duties.

I feel that working toward becoming a full-fledged member in this organization was to gain job seniority, along with the other things that this organization has gained for us, and I don't want to see the right to work be taken away from any member so long as he is in accord with all of the policies laid out by this Union.

To better express my point I would like to tell you of a brother who advocated the one-year rule. This man was registered in Baltimore, Group 1, and always sailed as an electrician. A job came in for an electrician on a Waterman ship, but he did not take it. His excuse was that there was no overtime in it.

A day or so later a job came in for an electrician on an Isthmian vessel which he did not take because it's too hot in the Persian Gulf. In that case a "B" card got the job.

The same man, rather than take a fireman or oiler job, which he could have had at that time, re-registered and went to the bottom of the list for what I felt was going to be a long wait because he was so choosy.

Yet he told me that he was going to hit the deck at the next meeting in support of a time limit on ships. I told him I felt sorry but, to advocate a rule such as this, I would have to oppose him and explain to the rest of the membership



PERSONALS AND NOTICES

The following men are urged to contact Jack Lynch at Room 201, SUP. Headquarters, 450 Harrison St., San Francisco, for income tax refund checks: Theodoratus Calapothakos, Arthur Craig, Jr., John Doyle, Tom Evans, Steve Krkovich, George Lichtenberger, Milford McDonald, Angelo Meglio, Finn Ostergaard, Leo Rondario, William Watson and Ding Hal Woo.

The following ex-crewmembers of the Arickaree or the Stony Point who have money coming to them from their wages are urged to contact Miller & Seeger, 26 Court St., Brooklyn: Lionel Chapman, Francis Dowd, Eusebio Rodriguez, S. Shulmin, Alexander Peffanis and Ignatius Torre.

Andy Carvalho
Please get in touch with your cousin Thomas Fernandez at 59 West 90th St., NY, NY.

Michael Traskas
You are urged to contact Mae Stepson at 1126 Hunter St., Lake Charles, LA.

Timothy Mc Carthy
Important that you contact your daughter Ann at 48 Crowley-Rogers Way, South Boston, Mass.

John Ward
You are urged to get in touch with your mother-in-law. She is taking care of your children while your wife is sick.

Charles Reemzak

An important letter from Marion Lavine is being held for you in the SIU headquarters mailroom in Brooklyn.

Ruby Maples

Floyd Williams requests that you get in touch with him as soon as possible. His address is 1170 Union Ave., Memphis, Tenn., phone BR 6-1768.

5 More Ships Return To US

WASHINGTON — Five more ships have been returned to the American-flag from foreign registry in May, the Maritime Administration reports, as owners of Liberty and Victorys hope to get a piece of agricultural surplus* export cargoes.

The five ships were the Sealady, Julia, Penn Vanguard, Gulfwater and Galloway. However, the returns were less than ships going on idle status, with the result that the active ocean-going privately-owned fleet was down to 947 vessels on June 1, a net loss of three ships during the month.

Laid-up ships included 20 dry cargo vessels and 49 tankers, reflecting the world-wide surplus of tanker tonnage.

Problems



Thomas Joseph Parks, 2 1/2 months, looks a mite undecided about a sea career right now, though time will tell. Dad William R. Parks, wiper, of Springfield, Mass., just got off the Seatrain Savannah to visit mom, Thomas Joseph and William III, who's 3 now.

Mouth-To-Mouth Method Held Best Respiration Aid

After many years of testing different methods of artificial respiration, the National Academy of Sciences has decided that the simple mouth-to-mouth method is the most practical method for emergency ventilation of an individual of any age. This is particularly true, the group said, where there is no oxygen equipment available or assistance from another individual.

Mouth-to-mouth artificial respiration, they said, "has the advantage of providing pressure to inflate the victim's lungs immediately and allowing the rescuer to gain some information on the pressure, volume and duration of each blowing effort."

For adult respiration, the group recommends 12 deep breaths per minute; for children, about 20 shallow breaths per minute, allowing for smaller lung capacity. For best results, the victim

should be lying down with head tilted backwards and the lower jaw pulled down. Food particles or other obstructions should be removed, by blows between the shoulder blades if necessary.

The biggest advantage of the mouth-to-mouth method is that it is far less tiring than the back pressure system, an important consideration when artificial respiration has to be kept up for periods of an hour or more.

The National Academy indicated that it could not recommend any single manual method as better in all circumstances, although the American Red Cross currently favors the back pressure arm-lift. In that system, the operator kneels facing the victim astride the victim's head, presses down on the ribs and then slides his hands forward against the upper arms, pulling them upward and outward.

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:

Louis Allen Buterakos, born April 27, 1959, to Seafarer and Mrs. Thomas Buterakos, Winchester, Va.

Catherine Castro, born May 26, 1959, to Seafarer and Mrs. Arthur Castro, Houston, Texas.

Adrian Landa, born April 30, 1959, to Seafarer and Mrs. Carlos L. Landa, Dallas, Texas.

Robin Marie Leavey, born February 13, 1959, to Seafarer and Mrs. Henry P. Leavey, Brooklyn, NY.

Joseph Kurt Jupitz, born April 21, 1959, to Seafarer and Mrs. Carl Jupitz, Baltimore, Md.

Mark McCain, born May 6, 1959, to Seafarer and Mrs. Julius McCain, Lake Charles, La.

Joyce Ann Machlinski, born May 10, 1959, to Seafarer and Mrs. Robert Machlinski, Baltimore, Md.

Carter V. Myers, born April 13, 1959, to Seafarer and Mrs. Carter Myers, Lynnfield, Mass.

Dana Frances Reynolds, born March 30, 1959, to Seafarer and Mrs. William H. Reynolds, Winchester, Va.

Arthur Rand Slade, born April 29, 1959, to Seafarer and Mrs. Bobby M. Slade, Baton Rouge, La.

Paul David Stevens, born April 7, 1959, to Seafarer and Mrs. Thomas H. Stevens, Mobile, Ala.

David William Wennberg, born May 2, 1959, to Seafarer and Mrs. William H. Wennberg, Duluth, Minn.

Philip Bruce Phillips, born March 22, 1959, to Seafarer and Mrs. George Phillips, Oxley, Ark.

David Neal Gaskill, born January 4, 1959, to Seafarer and Mrs. Floyd Gaskill, Sea Level, NC.

Darleen L. Bentz, born April 1, 1959, to Seafarer and Mrs. Henry G. Bentz, Brooklyn, NY.

Nelson Blaha, born May 21, 1959, to Seafarer and Mrs. Edward Blaha, Jackson Heights, LI, NY.

Charleen and Marie Brezler, born May 4, 1959, to Seafarer and Mrs. Charles Brezler, Baltimore, Md.

John Bernardes Ferreira, born June 1, 1959, to Seafarer and Mrs. Antonio Ferreira, Flushing LI.

Vicki Elaine Hartline, born June 4, 1959, to Seafarer and Mrs. Lloyd Hartline, Dallas, Texas.

Michael John Henning, born May 9, 1959, to Seafarer and Mrs. Cyril Henning, Gretna, La.

Janet Ellen Higgins, born May 29, 1959, to Seafarer and Mrs. John F. Higgins, Stoneham, Mass.

Sara Rodriguez, born May 11, 1959, to Seafarer and Mrs. Augustin Rodriguez, New York City.

Seaway Is Christened

MONTREAL—In operation for two months, the St. Lawrence Seaway received its formal dedication at St. Lambert Locks near here from President Dwight D. Eisenhower and Queen Elizabeth II of the British Commonwealth.

After the speechmaking and the dedication ceremonies, the yacht Britannia carrying the Queen and her party, plus the President, transited the first four locks. The Britannia then continued on with the Queen aboard en-route to Chicago and eventually to Lake Superior.

Meanwhile, the US Navy sent a flotilla of Navy ships, 28 in all, to make calls at various Lakes ports as part of the Seaway celebration.

The first figures compiled by the Seaway Authority showed that 2 1/4 million tons of cargo were carried during the month of May, approximately 1 1/2 times the amount carried last year when the old 14-foot canals were in operation.

The Seaway operation is being hampered by shallow drafts in many ports, lack of docking facilities and jams at the locks.

Final Dispatch

The death of the following Seafarer has been reported to the Seafarers Welfare Plan and the SIU death benefit is being paid to his beneficiary:

Charles Nicholson, 58: An accident proved fatal to Brother Nicholson in New Orleans. He died in Charity Hospital in New Orleans, La., on March 3. He was a member of the Union since 1942, sailing in the deck department. His mother, Mrs.

Emily Nicholson, of Collingswood, NJ, survives him. Burial was in Harleigh Cemetery, Camden, NJ.



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-39, 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

Army Worry: Potato Peels

ARLINGTON, VA.—A persistent Army private was so confident of his potato peeling style that he took his case to a court-martial—and was vindicated. In fact, the court found that not only was PFC Andrew God Jr., not guilty of willfully destroying Government property, but he shaved potatoes even closer than his superiors.

The private had been charged by his company commander with failing to heed Army directives as to the proper method to peel potatoes. Rather than accept company punishment of two hours a day of hard labor for 14 days as did an associate, Private God elected to take the matter to court.

A pan of potato peelings collected from a month of God's kitchen efforts was introduced by the prosecution to prove God's wastefulness. For the defense, a mess sergeant testified that, considering the fact that God was using a knife rather than a potato peeler, he had done a more than adequate job. When samples of both were put on the scales, God's weighed less.

Valchem, Rosa Deck Officers Facing Charges

Following up its action in suspending the license of the captain of the Constitution for one year, the Coast Guard has filed almost identical charges against both captains and both second mates of the cruise ship Santa Rosa and the tanker Valchem. The officers of the two vessels, which collided off the Jersey coast on March 26 with the loss of four lives, were accused of improper navigation at immoderate speed, improper use of radar, and failure to stop the vessel after hearing fog signals, among other items.

The captain of the Constitution, James LaBelle, had his license suspended because of a collision between the Constitution and the Norwegian tanker Jalanta off Ambrose Light. The Coast Guard hearing examiner cited the fact that the Constitution had been running in excess of 18 knots at the time in poor visibility and had failed to stop its engines when it heard a fog signal of an unseen vessel.

Speed In Fog

The examiner also criticized the practice of speed by ships of all nations, irrespective of conditions of fog, rain, visibility and other factors.

The charges against Captain Frank Siwik of the Santa Rosa are that he, too, negligently navigated his vessel at "immoderate speed" under conditions of restricted visibility and also neglected to stop his vessel's engines when he heard the fog signal of another vessel, in this case, the Valchem. The Santa Rosa's second mate was charged with improper use of the radar because he kept it on the six-mile range when greater ranges were available, with the result that the Valchem did not become visible on the Santa Rosa's radar until the two ships were five miles apart.

On the Valchem, Captain Louis L. Murphy, who was in his cabin at the time of the accident, was charged with failing to instruct the second mate, Clyde St. Clair Lupton, to notify him in the event of conditions of restricted visibility, or in case other vessels were encountered. Lupton, who was in charge of navigation at the time, faces charges similar to Siwik; namely, that he navigated at "immoderate speed" under conditions of restricted visibility and, after hearing the Santa Rosa's fog signal, sounded two prolonged whistle blasts while continuing to make way with his vessel.

Doing 21 Knots

Testimony by witnesses at the time of the accident indicated that the Santa Rosa was doing better than 21 knots at the time of the crash. There was dispute about the Valchem's movements, however, with some testimony to the effect that her engines were stopped at the time of the accident, and other testimony contradicting that assertion.

The accident apparently took place when the two ships, which had been approaching each other almost head-on, both veered shoreward, the southbound Valchem turning right for a port-to-port passing and the northbound Santa Rosa veering left to pass starboard-to-starboard. The Valchem was so

badly damaged that the vessel is not being repaired.

The negligence charges will be heard at the end of July at the Custom House in New York.

Philly Men Abuzz Over New Hall

PHILADELPHIA—With actual construction work now underway on the new hall here, the membership in this port has taken up the job of sidewalk superintending with a vim. The men on the beach have been running back and forth between job calls to see what's going on.

Port Agent Steve Cardullo has put out a blanket invitation to all Seafarers to "supervise" the construction work as it goes on. When completed, the new hall at 2602 South Fourth Street will offer ample space for both Union and Welfare Plan facilities, plus attractive and comfortable surroundings for men on the beach.

Shipping in this port was not something to get terribly worked up about but, since registration totals were also low, there is no pile-up of men on the beach. In fact, registration exceeded shipping by just one Seafarer. The future outlook is for more of the same, with fairly steady turnover.

Scholarship Winner Is Second In Family

The second in her family to win an SIU scholarship, Miss Rosemary Virgin, daughter of Seafarer Claude Virgin of Atlanta, Georgia, has a high standard to live up to in order to match the achievements of two older sisters.

Her sister Louise was a scholarship student at the University of Georgia and was elected to Phi Beta Kappa before graduating in 1952. Her sister Anne was a winner of an SIU scholarship in 1956 and graduated from the University of Georgia last June, magna cum laude, with Phi Beta Kappa membership. Anne is now working on a master's degree at the University which she expects to receive in August, and then plans to teach English either in junior college or in a high school. She also holds a graduate assistantship at the University.

Rosemary, who is 17, plans to follow her sisters into the University of Georgia at the school's new



Rosemary

Bull Line Tackles A Monster



A 150-ton generator, the largest single piece of equipment ever carried by a Bull Line ship to Puerto Rico, arrived in San Juan last week and will be put to use in a generating plant operated by the Puerto Rico Water Resources Authority.

The generator was carried on the deck of the Liberty ship Carolyn, and required special wooden supports to safeguard the deck from giving way under the weight. The ship listed only about one or two degrees after cargo was loaded on the opposite side to offset the generator's weight.

Bull Line, which is contracted to the SIU, has carried several other generators to Puerto Rico before, but this one topped the others by 10 tons or better. Several more are expected to be delivered this year or early in 1960.

Biggest generator ever brought into Puerto Rico, 150-tonner hangs in mid-air at Bull Line Brooklyn terminal before being swung aboard the Carolyn.

Acquit Striking Logger In Murder Charge Trial

ST. JOHNS, Newfoundland—A member of the striking International Woodworkers of America has been acquitted of a murder charge by a jury here, following a picketline fight on March 10. Earle Ronald Laing, one of the strikers, had been in prison four months after being accused of striking a member of the Royal Canadian Mounted Police with a club.

The loggers union had denounced Laing's arrest as one of the tactics being used by Premier Joseph Smallwood of Newfoundland to drive the striking union out of the province. Smallwood had the provincial legislature pass bills "outlawing" the striking union and setting up a government-sponsored loggers' organization to work behind the union picket lines.

In the light of Smallwood's repeated denunciation of the strikers and their union and his campaign to picture them as lawless and violent elements in the community, Laing's acquittal will undoubtedly be regarded as a victory by the IWA.

The Canadian Mounted Police, who took part in the picket-line battle, were withdrawn by the federal government of Canada following considerable outcry against their being utilized as a strike-breaking weapon by the Smallwood government.

The strike, which began when the loggers were refused a union contract, wage increases and improvement in primitive living conditions in the logging camps, has attracted wide support from Canadian and American unions. Approximately \$500,000 has been raised to aid the strikers, including two \$5,000 contributions from the SIU of North America and \$1,500 from the SIU Canadian District.

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:

July 8

July 22

August 5

Summer Slack Grips Boston

BOSTON—Shipping here was on the slow side during the past two weeks as only two ships paid off, none signed on and two were in transit, according to Gene Dakin, port agent.

Dakin reported that the union's organizing campaign among a group of barge employees here is nearing an end. The National Labor Relations Board has been petitioned for an election, which is expected to be scheduled before long.

Cities Service's Bradford Island and Winter Hill were the two vessels paying off. The Robin Gray (Robin) and the Steel Scientist (Isthmian) were in transit.

LET 'EM KNOW!
Write TO THE LOG

CONSTITUTION

Seafarers International Union • A&G District • AFL-CIO

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.*

The SIU constitution has been hailed in and outside maritime and labor circles as an outstanding example of trade union democracy. Here are a few of the many reactions to the document from members of Congress.

Senator Henry M. Jackson, Wash.:
" . . . I have looked over the constitution and offhand it would appear to be eminently fair and just. I was particularly interested in the fact that it was adopted in such a democratic manner by the full membership of your organization."

Senator James E. Murray, Montana:
"I am particularly impressed by the provisions of the constitution providing for a trial committee to hear charges against members, and guaranteeing the traditional American rights to representation, cross-examination, and confrontation by the accuser . . . I am happy to note that your new constitution is drawn

in the spirit of democratic trade unionism."

Senator Hubert Humphrey, Minn.:
"The constitution seems to me to be an extremely democratic one and I am impressed with the emphasis which is placed upon ratification by members. I also approve the provisions with respect to providing for a trial committee . . ."

Senator Paul H. Douglas, Ill.: "I appreciate your sharing the constitution with me and I commend the sense of public interest which moves you to feel that these are of concern to persons outside the ranks of your own membership."



CONSTITUTION

Seafarers International Union • A&G District • AFL-CIO

(As Amended, August, 1956)

PREAMBLE

We, the Seamen and Fishermen of America, realizing the value and necessity of a thorough organization of seafaring men, have determined to form one union, the SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA, to embrace all seamen and fishermen of North America, Canada, Alaska, and the Territories, based upon the following principles:

Whatever right belongs to one member belongs to all members alike, as long as they remain in good standing in the Union.

First of these rights is the right of the American seamen to receive their employment through their own Union Halls, without interference of crimps, shipowners, fink halls or any shipping bureaus maintained by the Government.

That it is the right of each member to receive fair and just remuneration for his labor, and to gain sufficient leisure for mental cultivation and physical recreation.

Further, we consider it our right to receive healthful and sufficient food, and proper forecables in which to rest.

Next, is the right to be treated in a decent and respectful manner by those in command.

We hold that the above rights belong to all seamen 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 the seafaring class, and through its columns seek to maintain the 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 assist 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 members of the Brotherhood of the seamen, fishermen and allied workers ashore—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 and Gulf 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 and obligations. We shall seek to exert our individual and collective influence in the fight for the enactment of labor and other legislation and policies which look to the attainment of a free and happy society, without distinction based on race, creed or color.

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

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

the Union.

II

Every member of this Union shall have the right to vote. No one shall deprive him of that right.

III

Every member shall have the right to nominate himself for, and to hold, office in this Union.

IV

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.

V

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.

VI

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

VII

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.

VIII

The powers not delegated to the officials and job holders 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 and Gulf District. Its powers shall be legislative, judicial, and executive, and shall include the formation of, and/or issuance of charters to, subordinate bodies, corporate or otherwise, the formation of funds and participation in funds, the establishment of enterprises for the benefit of the Union, and similar ventures. A majority vote of the membership shall be authorization for any Union action, unless otherwise specified in this Constitution. This Union shall, at all times, protect and maintain its jurisdiction over all work which belongs to the seaman and all such work as seamen now perform.

ARTICLE II

AFFILIATION

This Union shall be affiliated with the Seafarers International Union of North America and the American Federation of Labor. All other affiliations by the Union or by the Ports shall be made or withdrawn as determined by a majority vote of the membership.

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.

Section 2. Candidates for membership shall be American citizens, or eligible for such citizenship. No candidate shall be granted membership who is a member of any dual organization or any other organization hostile to the aims, principles, and policies of this Union. No candidate shall be granted membership until he has taken the following oath of obligation:

OBLIGATION

"I pledge my honor as a man, that I will be faithful to this Union, and that I will work for its interest and will look upon every member as my brother; that I will not work for less than Union wages and that I will obey all orders of the Union. I promise that I will never reveal the proceedings of the Union to its injury or to persons not entitled to know it. And if I break this promise, I ask every member to treat me as unworthy of friendship and acquaintance. SO HELP ME GOD!"

Section 3. Members more than one quarter in arrears in dues, or more than three months in arrears in assessments or unpaid fines, 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 or more than six months in arrears in assessments or unpaid fines.

This time shall not run:

- While a member is actually participating in a strike or lockout.
- While a member is an in-patient in a USPHS hospital.
- While a member is under an incapacity due to activity in behalf of the Union.
- 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 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 remitted 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 advocates or gives aid to the principles and policies of any hostile or dual organization shall be denied further membership in this Union. 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.

Section 9. Only members in good standing shall be allowed to vote.

ARTICLE IV REINSTATEMENT

Members dismissed from the Union may be reinstated in accordance with such rules 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, on 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 one hundred (\$100.00) dollars.

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

ARTICLE VI RETIREMENT FROM MEMBERSHIP

Section 1. Members may retire from membership by paying all unpaid dues, dues for the quarter in which they retire, assessments, fines, and other monies due and owing the Union. A retirement card shall be issued upon request, and dated as of the day that such member accomplishes these payments and request.

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 six months 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 six (6) months, 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 given to him.

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

Section 5. The period of retirement shall be computed from the day as of which the retirement card is issued.

ARTICLE VII SYSTEM OF ORGANIZATION

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

- The Constitution
- Majority vote of the membership

Section 2. The functions of this Union shall be administered by Headquarters and Ports.

Section 3. Headquarters shall consist of the Secretary-Treasurer, and one or more Assistant Secretary-Treasurers, the exact number of which shall be determined by majority vote of the membership to be held during the month of August in any election year, as set forth more particularly in Article X, Section 1-D.

Section 4. Each Port shall consist of a Port Agent and Patrolmen, as provided for herein, and the Port shall bear the name of the city in which the Union's Port Offices are located.

Section 5. Every member of the Union shall be registered in one of three departments; namely, deck, engine, or 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 express approval as evidenced by a majority vote of the membership.

ARTICLE VIII

ATLANTIC AND GULF DISTRICT OFFICERS, PORT AGENTS, AND PATROLMEN

Section 1. The officers of the Union shall be elected, except as otherwise provided in this Constitution. These officers shall be the Secretary-Treasurer and one or more Assistant Secretary-Treasurers.

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

ARTICLE IX

OTHER ELECTIVE JOBS

Section 1. The following jobs in the Union shall be voted upon in the manner prescribed by this Constitution:

- (A) Meeting Chairman
- (B) Delegates
- (C) Committee Members of:
 - (a) Auditing Committee
 - (b) Trial Committee
 - (c) Quarterly Financial Committee
 - (d) Appeals Committee
 - (e) Negotiating and Strike Committee.

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, PORT AGENTS, AND OTHER ELECTED JOB HOLDERS

Section 1. The Secretary-Treasurer

(a) The Secretary-Treasurer 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, port or otherwise.

(c) 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 be in charge of, and responsible for, all Union property, and shall be in charge of Headquarters and Port Offices. He shall issue a weekly comprehensive report covering the financial operations of the Union for the previous week. Wherever there are time restrictions or other considerations affecting Union action, the Secretary-Treasurer shall take appropriate action to insure observance thereof.

(d) Subject to approval by a majority vote of the membership, the Secretary-Treasurer 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 Port Agents and Patrolmen of closed ports to other duties, without change in wages. The Ports of New York, New Orleans, Mobile, and Baltimore may not be closed except by Constitutional amendment.

Where ports are opened between elections, the Secretary-Treasurer shall designate the Port Agents thereof, subject to approval by a majority vote of the membership.

The Secretary-Treasurer shall supervise the activities of all Ports.

Subject to approval by a majority vote of the membership, the Secretary-Treasurer shall designate, in the event of the incapacity of a Port Agent or Patrolman, a replacement to act as such during the period of incapacity.

At the first regular meeting in August of every election year, the Secretary-Treasurer shall submit to the membership a pre-balloting report. This report shall recommend the number and location of Ports, the number of Assistant Secretary-Treasurers and Agents, and the number of Port Patrolmen which are to be elected for each Port. It 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 Secretary-Treasurer 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 Patrolmen and/or Assistant Secretary-Treasurers, shall be designated as departmental or otherwise. The report shall be subject to approval or modification by a majority vote of the membership.

(e) The Headquarters of the Union shall be located in New York. The Secretary-Treasurer shall also be the Port Agent of that Port.

(f) The Secretary-Treasurer shall be chairman of the Agents' Conference and may cast one vote.

(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 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 elsewhere described in this Constitution, as well as those other duties lawfully imposed upon him.

(i) The responsibility of the Secretary-Treasurer may

not be delegated, but the Secretary-Treasurer 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) Immediately after assuming office, the Secretary-Treasurer shall designate one of the Assistant Secretary-Treasurers to assume his duties in case of his temporary incapacity. This designation may be changed from time to time. These designations shall be entered in the minutes of the Port where Headquarters is located. The provisions of Section 2-A of this Article shall apply in the case of a vacancy in the office of Secretary-Treasurer, as set forth in that section.

(k) Any vacancy in any office or the job of Port Agent or Patrolman shall be filled by the Secretary-Treasurer by temporary appointment except in those cases where the filling of such vacancy is otherwise provided for by this Constitution. Such appointment shall be submitted to a regular meeting for approval, modification, substitution of a replacement, or postponement of a vote to a later date, by a majority vote of the membership. In the event of the postponement of the vote, the temporary appointment shall remain in effect until a vote is taken.

(l) The Secretary-Treasurer 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.

Section 2. Assistant Secretary-Treasurer

(a) In the event the Secretary-Treasurer shall be unable to carry out his duties by reason of incapacity, the Assistant Secretary-Treasurer designated in accordance with Section 1-J of this Article shall assume the office of Secretary-Treasurer during the period of such incapacity. Upon the death, resignation, or removal from office of the Secretary-Treasurer, succession to the office shall be determined as follows:

That Port Agent of the Ports of New Orleans, Mobile, or Baltimore who received the highest number of votes in the last regular election shall be the first in line of succession. The next in the line of succession shall be that Port Agent of the said Ports who received the next highest number of votes in that election. The next in the line of succession shall be that Port Agent of the said Ports who received the next highest number of votes.

The Port Agents of the said Ports shall also be deemed to be Assistant Secretary-Treasurers, whether or not so referred to on the ballots or elsewhere.

(b) The Assistant Secretary-Treasurers shall assist the Secretary-Treasurer in the execution of the latter's duties as the latter may direct.

(c) The Assistant Secretary-Treasurers shall be members of the Agents' Conference and each may cast a vote in that body.

Section 3. Port Agents

(a) The Port Agent shall be in direct charge of the administration of Union affairs in the Port of his jurisdiction.

(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 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 Secretary-Treasurer.

(d) In any event, he shall prepare and forward by registered mail, addressed 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, or someone acting under his instructions, shall open each Port meeting and shall determine whether a quorum exists. Nothing contained herein shall permit the Port Agent to otherwise act as chairman of any meeting, unless so properly designated by a majority vote of the members present at the said Port Meeting.

(f) Each elected Port Agent may cast one vote at any Agents' Conference.

(g) The Port Agent may assign each Port Patrolman to such Union jobs as fall within the jurisdiction of the Port, regardless of the departmental designation under which the Patrolman was elected.

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

(i) The foregoing is in addition to those other duties prescribed elsewhere in this Constitution.

Section 4. Port Patrolmen

Port Patrolmen shall perform whatever duties are assigned to them by the Port Agent.

Section 5. Meeting Chairmen

(a) The chairman of each meeting at any Port, including the Port in which Headquarters is located, shall be the presiding officer of the meeting, shall keep order under rules of order provided for, from time to time, by a majority vote of the membership and, if none, then by such rules as are adopted, from time to time, by a majority vote of the membership in each Port.

(b) The meeting chairman may cast a vote only in the event of a tie.

(c) The meeting chairman shall not permit the discussion of any religious subject.

Section 6. Delegates

(a) The term "delegates" shall mean those members of the Union who are elected, under the provisions of this Constitution, to attend the convention of the Seafarers International Union of North America.

(b) Each delegate shall attend the Convention 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.

Section 7. Committees

(a) Auditing Committee

The Auditing Committee in each Port shall audit the regular weekly financial report of the Port Agent and, in writing, certify or refuse to certify said report. The Auditing Committee for the Port where Headquarters is located shall also audit the Secretary-Treasurer's financial report, to which the same rules as to certification and refusal to certify shall apply. The said report in its entirety shall then be presented to the membership with action thereon to be taken as per a majority vote of the membership.

(b) Trial Committee

The Trial Committee shall conduct trials of persons 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.

(c) Quarterly Financial Committee

1. The Quarterly Financial Committee shall make a quarterly (thirteen week) audit of the finances of Headquarters and each Port, shall note discrepancies where they exist, shall report on their findings, and make recommendations. Members of this Committee may make dissenting reports, separate recommendations, and separate findings.

2. The report 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, at the first or second regular meeting subsequent to the submission of the said report and recommendations.

3. All Port Agents are responsible for complying with all demands made for records, bills, vouchers, receipts, etc., by the said Quarterly Financial Committee.

4. No report shall be considered as complete without an accompanying report and audit statement by a competent accountant, and the Secretary-Treasurer is charged with the selection of such an accountant, who must be certified under state law.

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

(d) 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.

(e) Negotiating and Strike Committee

1. The Negotiating and Strike Committee shall represent the Union in all negotiations for contracts and changes in contracts, with persons, firms, corporations, or agencies, etc., wherein wages, hours, benefits, or other terms and conditions of employment of the members of this Union are involved.

2. Upon completion of negotiations, the Committee shall submit a report and recommendations to the membership of the Union at a regular or special meeting. The Committee may also make interim reports and recommendations and submit them to the membership at a regular or a special meeting.

3. A Port may establish a similar Committee for itself provided permission by a majority vote of the membership has been obtained. In such event, the Port Negotiating and Strike Committee shall forward its report and recommendations, together with comments by the Port Agent, to the Secretary-Treasurer, who shall then cause the said report and recommendations to be submitted to the membership of the Union at the earliest subsequent regular or special meeting, whichever he chooses, together with any report and recommendations which the Secretary-Treasurer deems desirable to make. The Port Negotiating and Strike Committee shall submit the report and recommendations upon completion of the negotiations, and may submit interim reports and recommendations, in the same manner above set forth.

4. In no event shall a Negotiations and Strike Committee obligate this Union or any Port thereof, in any manner, without the approval of the membership of the Union as evidenced by a majority vote of the membership.

5. A Negotiating and Strike Committee may decide the time of entry into a strike, provided prior authority, as evidenced by a majority vote of the membership, is granted therefor. In all other cases, a majority vote of the membership shall decide when a strike shall begin.

6. This Committee shall be charged with the preparation and execution of a strike plan which shall be binding on all members and other persons affiliated with

this Union. However, a majority vote of the membership may repeal, or otherwise treat or dispose of any part or all of a strike plan.

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 two years:

Secretary-Treasurer
Assistant Secretary-Treasurer
Port Agent
Patrolman

The term of two years set forth herein is expressly subject to the provisions for assumption of office as contained in Article XIII, Sec. 6(c), 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 a majority vote of the membership.

Section 4. Subject to approval by a majority vote of the membership, all other classifications of employees of the Union shall be hired or discharged, as well as compensated, as recommended by the Secretary-Treasurer.

Section 5. Subject to approval by a majority vote of the membership, the Secretary-Treasurer may contract for, or retain, the services of any person, firm, or corporation, not employees of the Union, when he deems it necessary in the best interests of the Union.

Section 6. 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 a majority vote of the membership shall be followed.

ARTICLE XII QUALIFICATIONS FOR OFFICERS, 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 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; if he is seeking the job of Patrolman or Assistant Secretary-Treasurer in a specified department, this seetime must be in that department, and

(b) He has at least four (4) months of seetime, 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, or affiliates, or at the Union's direction, or a combination of these, between January 1st and the time of nomination, and

(c) He has been in continuous good standing in the Union for at least two (2) years immediately prior to his nomination, and

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

Section 2. All candidates for, and holders of, other elective jobs not specified in the preceding sections shall be 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 membership in good standing. Failure to do so shall result in ineligibility to hold such office or job and shall constitute an incapacity with regard to such office or job.

ARTICLE XIII ELECTIONS FOR OFFICERS, PORT AGENTS AND PATROLMEN

Section 1. Nominations

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

- The name of the candidate
- His home address and mailing address
- His book number
- The title of the office or other job for which he is a candidate, including the name of the Port in the event the position sought is that of Agent or Patrolman
- Proof of citizenship
- Proof of seetime and/or employment as required for candidates.

The letter must reach Headquarters no earlier than August 12th and no later than September 12th of the election year.

Section 2. Credentials Committee.

(a) A Credentials Committee shall be elected at the first regular meeting in September of the election year, at the Port where Headquarters is located. It shall consist of six members in attendance at the meeting, with two members from each of the Deck, Engine and Stewards Departments. In the event any Committee member is unable to serve, the Committee shall suspend until the Secretary-Treasurer calls a special meeting at the Port 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 Headquarters 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.

(c) When an applicant has been disqualified by the Committee, he shall be notified immediately by telegram at his listed addresses. He shall also be sent a letter containing the reasons for such disqualifications by air mail, special delivery, registered. 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 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 overrule 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 Port Agent or Port Patrolman, has met all the requirements of Section 1-A of Article XII.

Section 3. Balloting Procedure.

(a) The Secretary-Treasurer shall insure the proper and timely preparation of ballots, without partiality as to candidates or Ports. The ballots may contain general information and instructive comments not inconsistent with the provisions of this Constitution. All qualified candidates shall be listed thereon alphabetically within each category. The listing of the Ports shall follow a geographical pattern, commencing with the most northerly Port on the Atlantic coast, following the Atlantic coast down to the most southerly Port on that coast, then westerly along the Gulf of Mexico and so on, until the list of Ports is exhausted. 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. On this removable portion shall also be placed a short statement indicating the nature of the ballot and the voting dates thereof.

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

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

(d) No member may vote without displaying his Union Book, in which there shall be placed an appropriate notation of the date and of the fact of voting, both prior to being handed a ballot. A ballot shall then be

handed to the member who shall thereupon sign his name on a roster sheet (which shall be kept in duplicate), together with his book number, and ballot number. 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.

(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 Sunday or 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 AM, and continue until 5:00 PM, except that, on Saturdays, voting shall commence at 9:00 AM and continue until 12 Noon, and, on regular meeting days, voting shall commence at 9:00 AM and continue until 7:30 PM.

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 members. For the purpose of holding a meeting for the election of a Polls Committee only, and notwithstanding the provisions of Article XXIV, 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 AM and 9:00 AM, 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 Headquarters. 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 the amounts of ballots used with the verification list, as corrected, and ascertain whether the unused ballots, both by 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, with the same effect as indicated in Article I.

(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 qualified members only to vote. Prior thereto, it shall ascertain whether they are in good standing, stamp their book with the word "voted," and the date, issue ballots to voters, insure that proper registration on the roster takes place, collect the 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, or envelopes, 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 envelope or 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 Headquarters, 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 Headquarters, 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 Headquarters, 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.

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, information, and belief of those required to make such certifications.

(c) The Union Tallying Committee shall consist of 14 members. Six shall be elected from Headquarters Port, and two shall be elected from each of the four ports of Baltimore, Mobile, New Orleans, and San Francisco. The six to be elected from Headquarters Port shall consist of two from each of the three departments of the Union. The others shall be elected without regard to department. The election shall be held at the last regular meeting in December of the election year. No Officer, Port Agent, Patrolman, or candidate for office, or the job of Port Agent or Patrolman, shall be eligible for election to this Committee. In addition to its duties hereinbefore set forth, the Union Tallying Committee shall be charged

with the tally 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 protest 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 provisions 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 Headquarters Port as soon as possible after their election but, in any event, shall arrive at Headquarters Port prior to the first business day after December 31 of the election year. Each member of the Committee not elected from Headquarters Port shall be reimbursed for transportation, meals, and lodging expense occasioned by their traveling to and returning from Headquarters 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. Decisions as to special votes, protests, and the contents of the final report shall be valid if made by a majority vote, provided there be a quorum in attendance, which quorum is hereby fixed at nine (9). The Union Tallying Committee, but 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.

(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 Sec. 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 Headquarters, all in the same package, but bound separately, by the most rapid means practicable, but, in any case, so as to reach Headquarters in time to enable the Secretary-Treasurer 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 modified accordingly, and, as modified, accepted and final. If the report is not accepted, the numerical results 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 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 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 results deemed final and accepted as provided in this Article. It shall be the duty of the Secretary-Treasurer to notify each individual elected.

(b) All reports by Committees and the Secretary-Treasurer under this Article, except those of the Polls Committees, shall be entered in the minutes of the Port where Headquarters is located. Polls Committee reports shall be entered in the minutes of the Port where it functions.

(c) The duly elected Secretary-Treasurer, Assistant Secretary-Treasurers, Port Agents, and Port Patrolmen 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 at 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, Sec. 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 Secretary-Treasurer to assume office, the provisions of Article X, Section 2(a), as to succession shall apply until such office is assumed. If he does not assume office within 90 days, the line of 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.

(d) Before assuming office, every Officer, Port Agent, and Patrolman shall take the following oath:

"I do solemnly swear that I will faithfully execute the duties of _____ of the Seafarers International Union of North America, Atlantic and Gulf District, and I will, to the best of my ability, protect and preserve the Constitution of this Union and the welfare of the membership."

ARTICLE XIV OTHER ELECTIONS

Section 1. Auditing Committee.

Each port shall elect an Auditing Committee on Friday of each week, at 3:00 P.M., for the purpose of auditing the financial report for that week. These reports shall be submitted to the next regular meeting of that port, for membership action. The Committee shall consist of three members. No Officer, Port Agent, Patrolman, or employee shall be eligible to serve on this Committee. The election shall be by majority vote of the members in attendance at the meeting, provided that any member eligible to serve may nominate himself.

The same provisions shall apply with regard to the Port where Headquarters is located except that the Auditing Committee there shall audit the financial reports of the Headquarters Port Agent and the Secretary-Treasurer.

Section 2. Quarterly Financial Committee.

The Quarterly Financial Committee shall be elected at the Port where Headquarters is located, at the first or second regular meeting held after the close of the calendar quarter for which the Committee is to make the required audit. It shall be the duty of the Secretary-Treasurer to decide at which of these meetings the election shall take place. The Committee shall consist of six members, with two members from each of the Deck, Engine and Stewards Departments. No officer, Port Agent, Patrolman or employee shall be eligible to serve on this Committee. The members shall be elected by a majority vote of the members present at the meeting provided that any member eligible to serve may nominate himself.

Section 3. 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 members, of which three shall constitute a quorum. No Officer, Port Agent, Port Patrolman, or employee 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 4. Appeals Committee.

The Appeals Committee shall consist of seven 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 5. Negotiating and Strike Committee.

The members of a Negotiating and Strike Committee, whether of a Port or otherwise, shall be composed of as many members as shall be determined, by a majority vote of the membership, upon recommendation of the Secretary-Treasurer. Any member may attend any meeting of this Committee provided he observes decorum. However, a limit may be set by the chairman of the Committee on the number of those who may attend.

Section 6. Meeting Chairman.

The meeting Chairman shall be a member elected from the floor by majority vote of the members at any meeting.

Section 7. Delegates.

As soon as the Secretary-Treasurer 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 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 fails 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 the 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. The Secretary-Treasurer 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 the Secretary-Treasurer 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 Secretary-Treasurer shall present the notice, which shall then become part of the minutes. An Appeals Committee shall then be elected. The Secretary-Treasurer 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 no 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 the Secretary-Treasurer. The Secretary-Treasurer 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. He 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 any. 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. The Secretary-Treasurer 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.

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. Any accused may waive any or all 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 of 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 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;

(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, with knowledge of the falsity thereof, or unauthorizedly altering 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;

(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 orders of those duly authorized to make such orders during time of strike.

Section 3. Upon proof of the commission of any of the following offenses, members shall be penalized up to 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 a fine of \$50.00:

- (a) Refusal or wilful failure to be present at sign-ons or pay-offs;
- (b) Wilful failure to submit 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 and to pay the maximum fine of \$50.00 to the duly authorized representative of the Union.

Section 6. If offense against the Union and its principles and policies takes place in the meeting, the meeting may go into a Committee of the Whole and try the member at once, and in this case, the findings and recommendation of the Committee of the Whole shall be acted upon as if the report were made by a duly elected Trial Committee.

Section 7. This Union, and its members, shall not be deemed to waive any claim, or 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 8. 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 a majority vote of the membership.

ARTICLE XVIII BONDS

Officers and job holders, whether elected or appointed, as well as all other employees of the Union, may be required to be bonded under such terms and conditions as may be determined, from time to time, by a majority vote of the membership.

ARTICLE XIX EXPENDITURES

Section 1. Policies or specific instructions with regard to expenditures to be made or expenses to be incurred shall be determined by a majority vote of the membership. In the event no contrary policies or instructions are in existence, the Secretary-Treasurer may authorize, make, and incur such expenditures and expenses as lie within the authority conferred upon him by Article X and Article XI 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 Articles X and XI.

ARTICLE XX INCOME

Section 1. The income of this Union shall include receipts from 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. No member shall be required to pay or deliver any sum of money to any Union representative without obtaining an official Union receipt, signed and dated. It shall be the duty of the member 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 2/3 majority of the valid ballots cast.

Section 4. 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

PERMITS AND OTHER TYPES OF UNION AFFILIATION

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 peremptory termination of such affiliation and, (d) the fees required for such affiliation. In no event may anyone not a member receive evidence of affiliation equivalent to that of members, receive priority or rights over members, or be termed a member.

ARTICLE XXII

FORMULATION OF SHIPPING RULES

Section 1. The formulation of shipping rules shall not be deemed part of any routine administrative task. Shipping rules governing the details of the assignments of jobs and governing conduct and procedure connected

therewith may be issued and take effect only after approval by a majority vote of the membership. Shipping rules duly issued shall be deemed to be Union policy.

Section 2. A majority vote of the membership may make special exceptions or rules for any company or vessel, for organizational purposes, whether covered by a contract or not.

ARTICLE XXIII QUORUMS

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

Section 2. The quorum for a regular meeting of a Port shall be seven members.

Section 3. The quorum for the Agents' Conference shall be a majority of those eligible to attend.

Section 4. Unless otherwise specifically set forth herein, the quorum for any committee shall be the majority of those duly elected or appointed thereto.

Section 5. 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 that of the majority of the quorum, and shall not be official or effective unless the quorum requirements are met.

ARTICLE XXIV MEETINGS

Section 1. All ports shall hold regular meetings, provided a quorum is present, on every other Wednesday, at 7:00 P.M. If such meeting night falls on a holiday, the meeting shall take place, providing a quorum is present, at 7:00 P.M. the following night. In the event a quorum is not present at 7:00 P.M., the Port Agent of the pertinent port shall postpone the opening of the meeting until a quorum is present, but in no event later than 7:30 P.M. A majority vote of the membership shall be sufficient to change the date of any future regular meeting.

Section 2. A special meeting at a Port may be called only at the direction of the Port Agent. 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.

ARTICLE XXV AGENTS' CONFERENCE

Section 1. The Secretary-Treasurer shall call an Agent's Conference once a year, and may call, with the approval of a majority vote of the membership, additional Agents' Conferences during the year. The time and place of each such meeting shall be fixed by the Secretary-Treasurer. These conferences may be postponed or cancelled by a majority vote of the membership in case of emergency. A majority vote of the membership shall determine when such emergency exists.

Section 2. The Agents' Conference may discuss and prepare reports and recommendations on any part of the Union's activities, policies and plans. The adoption of any such recommendation by a majority vote of the membership shall make the provisions thereof binding Union policy, until modified or otherwise altered by a majority vote of the membership provided such recommendation is not inconsistent with the provisions of this Constitution.

ARTICLE XXVI 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 condition preventing the affected person from carrying out his duties for more than 30 days; or absence from the United States; or suspension from office or membership as provided for in this Constitution; or the due replacement of one under an incapacity as indicated. 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," and the term "vacancy not caused by an incapacity," shall be deemed to be the same, and shall include failure to perform the functions of any office or job by reason of death, or resignation, or expulsion from the Union with no further right to appeal in accordance with the provisions 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 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 that purpose of this section, the term "regularly scheduled meeting night at which the pertinent vote may take place" shall refer to a meeting or meetings during the time period within which a vote must be taken in accordance with:

- (a) The Constitution
 - (b) Union policy, and
 - (c) 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, Union action 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 members at any meeting of the Port, regular or special.

Section 5. The term, "membership action" 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 shall be deemed to be 1954.

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 1951.

Section 9. The term, "member in good standing," shall mean a member not in arrears or under suspension or sentence of expulsion. Unless otherwise expressly indicated, the term, "member," shall mean a member in good standing.

Section 10. The term, "membership book," shall mean any official certificate issued as evidence of Union membership.

Section 11. Whenever the day on which a Union meeting or action is to take place falls on a holiday, the meeting or action shall be put off until the next business day, at the same hour.

ARTICLE XXVII AMENDMENTS

This Constitution shall be amended in the following manner:

Section 1. Any 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 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 Secretary-Treasurer. 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) 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 2/3 majority of the valid ballots cast, the amendment shall become effective immediately upon notification by the Headquarters Tallying Committee to the Secretary-Treasurer that the amendment has been so approved, unless otherwise specified in the amendment. The Secretary-Treasurer shall immediately notify all Ports of the results of the vote on the amendment.

ARTICLE XXVIII 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, the sequence of regular meeting nights, rules of order generally followed, bonding procedures, shipping rules, permit systems, 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. The Secretary-Treasurer, the Assistant Secretary-Treasurer, all Port Agents and Patrolmen, and all others elected as a result of the balloting held by this Union during November and December of 1952, shall be deemed to have been duly elected in conformity with the provisions of this Constitution. From the date of adoption of this Constitution, they shall execute the powers and functions, and assume the responsibilities, of the said offices and jobs, as set forth in this Constitution. They shall hold office, pursuant hereto, until the expiration date of the terms of office set forth herein. The terms of Article XIII, only insofar as they apply to election of Officials, Port Agents, and Patrolmen, shall take effect the first election year.

SUMMARY of SIU CONSTITUTION



ARTICLE I—Name and General Powers: Designates the name of the union and defines its general powers.

ARTICLE II—Affiliation: Provides for affiliation of the Atlantic and Gulf District with the Seafarers International Union of North America, the American Federation of Labor and other bodies as may be determined by a majority vote of the membership.

ARTICLE III—Membership: Sets forth that new members may be admitted under rules set by a majority vote of the membership—Defines certain eligibility requirements that must be met by candidates for new membership—Provides relief for members who may be unable to pay dues because of incapacity beyond their control—States the Union's oath of obligation—Outlines rules for suspension and dismissal for non-payment of dues and assessments—Rights of membership to expel those who might support dual and hostile groups.

ARTICLE IV—Reinstatement: Gives the membership the right to set rules for reinstatement of dismissed members.

ARTICLE V—Dues and Initiation Fee: Cites the existing dues schedule, initiation fee and method of payment—Provides dues may not be changed except by constitutional amendment—Permits the membership, by majority vote, to waive dues and initiation fees for organizational purposes only.

ARTICLE VI—Retirement from Membership: Defines the procedure by which a Seafarer may retire his book and outlines the method of reinstatement.

ARTICLE VII—System of Organization: Designates the departments of the Union and provides for administrative authority.

ARTICLE VIII—Officers: Designates the following as elective officers: the Secretary-Treasurer, Assistant Secretary-Treasurers and Port Agents and Patrolmen.

ARTICLE IX—Other Elective Jobs: Provides that meeting chairmen, delegates and members of certain committees must be elected by the membership.

ARTICLE X—Duties of Elective Officers: Defines the duties of the Secretary-Treasurer, Assistant Secretary-Treasurers, Port Agents, Patrolmen, Meeting Chairmen, Delegates and members of the Auditing, Trial, Quarterly Financial, Appeals and Negotiating and Strike Committees—Provides procedure for filling vacancies in office—Requires all Port Agents to file weekly financial reports—Establishes membership control over actions and reports of officials and committees.

ARTICLE XI—Wages and Terms of Office: Provides that the Secretary-Treasurer, Assistant Secretary-Treasurers, Port Agents and Patrolmen shall serve for two-year terms and that their wages shall be set by a majority vote of the membership—Provides for hiring and dismissal of other employes and personnel, subject to a majority vote of the membership.

ARTICLE XII—Qualifications for Elective Office: Sets forth that any member has the right to nominate himself for any office—Lists eligibility requirements for the various offices.

ARTICLE XIII—Elections: Describes procedure for nomination to office—Provides for election of a six-member Credentials Committee to inspect the candidates' eligibility according to rules of Constitution—Establishes safeguards for the right of a member to nominate himself to office. Describes the Union's balloting procedure in detail—Provides for election of Polls Committees to conduct elections and of a district-wide Tallying Committee, including members from New York, Baltimore, Mobile, New Orleans and San Francisco to tabulate results—Sets forth manner for installation of officers.

ARTICLE XIV—Other Elections: Provides procedure for election of meeting chairmen, delegates and members of the following committees: Auditing, Quarterly Financial, Trial, Appeals, Negotiating and Strike—Defines qualifications for these positions.

ARTICLE XV—Trials and Appeals: Reaffirms the right of every member to a fair trial by an impartial committee of his Union brothers.

Lists in detail the procedure for bringing charges and for presenting charges to the membership—Provides for election of five-member trial committee and defines Committee's procedure and duties—Requires that accused must be confronted by the accuser—Gives accused right to representation by a brother member before the trial committee—Requires presentation of the Committee's findings to the membership for acceptance, rejection or modification by a majority vote of the members—Provides procedure for appeals.

ARTICLE XVI—Offenses and Penalties: Lists in detail the offenses for which a member may be brought to trial—Places limitations on penalties that may be imposed upon members found guilty of such offenses—Gives a member the right to waive trial and accept an automatic penalty for infractions not involving suspension or dismissal from the Union—Provides for trial by meeting acting as committee as a whole for offenses committed during course of meeting.

ARTICLE XVII—Publications: Gives the membership the right to authorize the publication of a newspaper and other literature.

ARTICLE XVIII—Bonds: Provides for bonding of officers and employes of the Union under such conditions as may be determined by the membership.

ARTICLE XIX—Expenditures: Provides that the membership shall determine policies or specific instructions with regard to expenditures.

ARTICLE XX—Income: Defines the Union's sources of income—Sets forth the duty of members to require Union representatives to give them a receipt for any payment of money to the Union—Provides that no assessment may be levied unless approved by a two-thirds majority of the valid ballots cast by the members in a secret election—Gives membership power to set up general rules for assessment balloting—Provides for the Union to derive income from dividends, interest and legitimate business operations.

ARTICLE XXI—Degrees of Membership: Provides that rules for affiliation of individuals other than full members must be determined by the Union's membership.

ARTICLE XXII—Formulation of Shipping Rules: Guarantees, as did the previous Constitution, that shipping rules may not be revised unless approved by membership.

ARTICLE XXIII—Quorums: Provides that the quorum for a special meeting of any port shall be six members and the quorum for a regular Port meeting shall be seven members.

ARTICLE XXIV—Meetings: Sets the time and date for regular meetings at 7 PM on every other Wednesday—Exceptions are noted for holidays and failure to obtain a quorum.

ARTICLE XXV—Agent's Conference: Provides for an annual conference of Port Agents to be called by the Secretary-Treasurer.

ARTICLE XXVI—Definitions: Defines various terms used frequently in the language of the Constitution.

ARTICLE XXVII—Amendments: Details procedure for amendment of the Constitution by the membership.

ARTICLE XXVIII—Transition Clause: Provides for transfer of Union practices and procedures to regulation by proposed Constitution.